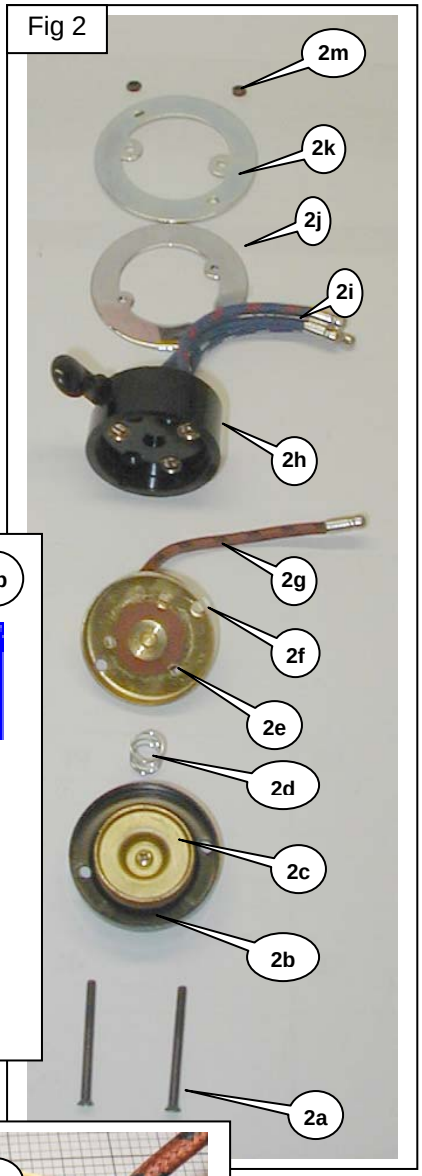
Supplemental Information & Instructions
for
140-700 Horn Push and Headlight Dimmer
MGTC, and MGTD to (C) 18882

About this Switch

Moss has faithfully reproduced the elegant and uniquely complicated horn and headlamp switch fitted to the TCs and early TDs. There are three main parts; the horn button (1n) the stack of brass discs and electrical contacts for the horn (see 2b – 2g), and the headlamp switch (2h). When we had these switches made, we decided to have the switch pre-wired. This saves you the trouble of disassembling the switch and soldering the wires from the harness in place, which is how the original switch was wired. You can do it that way if you want, but the pigtails make it a lot easier to deal with.

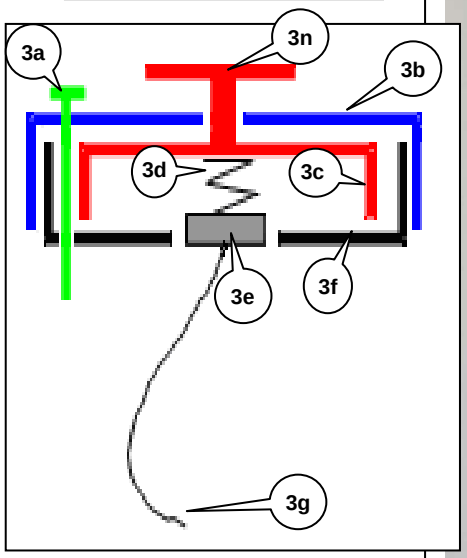
Fig 1

Fig 2



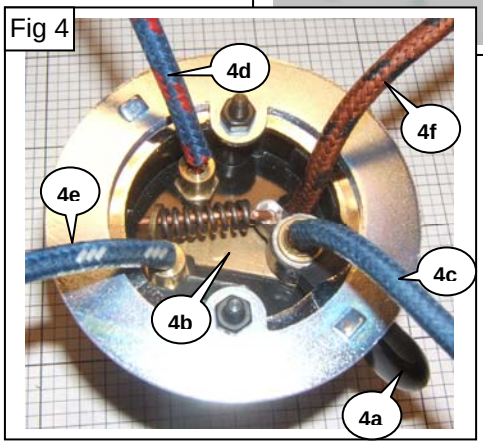
How it Works

The headlamp switch is simple and easy to understand. The horn is a bit more involved. The horn circuit power comes into the switch through the brown-black wire (2g, 3g). The wire is soldered to the center contact (2e, 3e) which is isolated from the rest of the large brass disc (2f, 3fe). The spring (2d, 3d) connects the wire (2g, 3g) to the small brass cup (2c, 3c) which is attached to the underside of the horn button (1a, 3a). When the horn button (1n, 3n) is pushed in, the spring (2d, 3d) is compressed and the small brass cup connected to the horn button (2c, 3c) is pressed into contact with the large brass cup (2f, 3f). The outer edge of the large brass cup (2f, 3f) is in contact with the inside of the switch cover (2b, 3b). The screws (2a, 3a) pass through the cover (2b, 3b) and provide a path to ground.

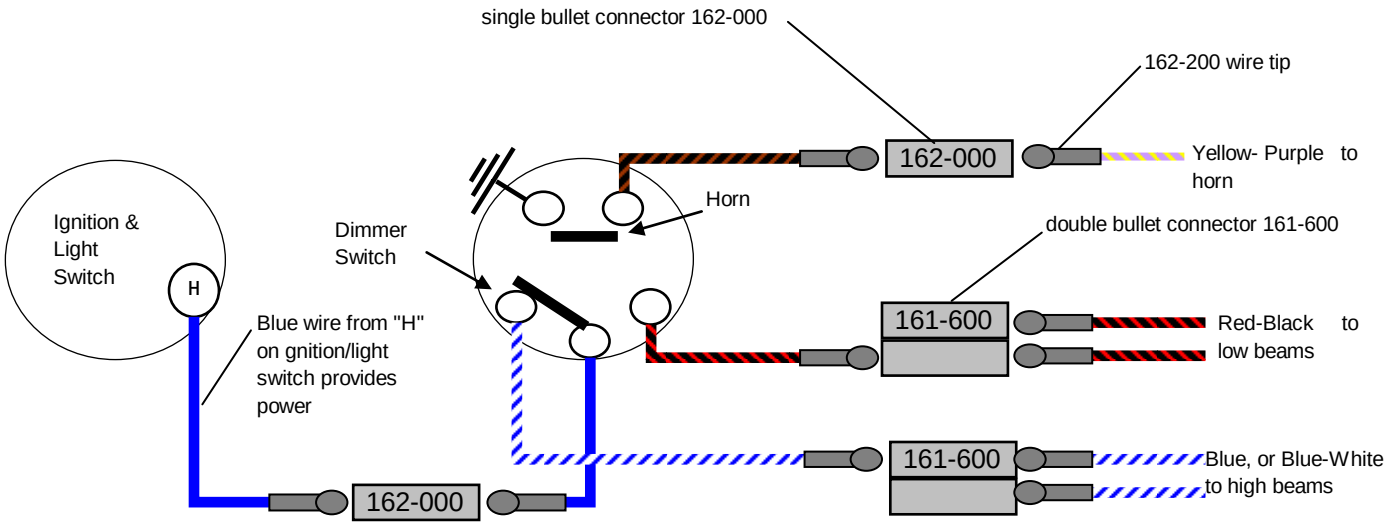


Looking at the back of the switch (Fig 4) you can see that moving the lever (4a) moves the brass contact (4b) from one headlight circuit to the other. Blue (4a) is the power feed to the dimmer switch. It needs to be connected to the wire coming from the "H" terminal on the ignition/light switch. Blue-red (4d) goes to the low beam wires. Blue-white (4e) goes to the high beam wires. Brown-black (4f) is the feed to the horn push from the horn. The Brown-black wire goes to ground through the mounting screws when the horn push is pressed, completing the horn circuit

Fig 4



Connecting the Wiring



The schematic above shows how the switch can be connected.
The original switch was hard wired to the harness. That makes installing, removing and servicing the switch a real pain. We have our switch made with short wire pigtails terminated with Lucas wire nipples (Moss 162-200).

You could cut the wire nipples off the switch and solder the connections, but that makes the installation semi-permanent. If you install the switch as shown here, it makes it easy to work on.

To install the switch as shown, you will need:

Moss US#	Moss Europe #	Description	Qty
162-200	3632	WIRE TIP, SOLDER TYPE	6
162-000	104618	CONNECTOR SLEEVE, WIRE, SINGLE	2
161-600	RTC603A	CONNECTOR SLEEVE, WIRE, DOUBLE	2

*Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the **"Contact Us"** page on the Moss website:*
http://www.mossmotors.com/AboutMoss/ContactUs.aspx
If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.

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