



License Lamp Harness w/Fuse

Installation Instructions

Originally fitted to BJ8s from (b)75208 on Exported to W. Germany, and All BJ8s from (b)76138 on.

In fact suitable for all BJ8s – and all Healeys

PART # 356-375 or AHB7117

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Why a Fuse?

The red power wire for the license lamp passes through the rear shroud. Even though the wire is insulated, and it runs through a grommet, there is a potential for a dead short when the grommet perishes and the wire is left to bounce on the edge of the hole in the shroud.

of the red wire is prevented. If this wire shorts out, such as in an accident that breaks the license plate light, the short is likely to burn out the car's entire wire harness. BMC finally added an inline fuse to this circuit on the BJ8s in 1966. Many specialists recommend the addition of a fuse to this circuit on all Healeys."

When was this fitted?

The West German government required the installation of a fuse in the harness on all BJ8s imported into Germany from body number 75208 on, and the factory made it a standard feature from body number 76138 on (approx March of 1965). This marked the introduction of separate amber turn signals and white parking lights in front and amber turn signals with red tail/brake lights in the rear, also called the "4-light shroud".

When I bought my BJ8, the license lamp did not work. Assuming a loose connection or a bad bulb, I was surprised to find the red wire from the license lamp melted and fused to the other wires in the trunk harness. I was lucky the damage was not more extensive. I mentioned it to a friend of mine in the Healey Club and he filled me in on this problem and the cure. That weekend I made myself a sub-harness with a fuse. – Michael Grant, Product Manager, Moss Motors

This change point corresponds roughly to chassis number 31366.

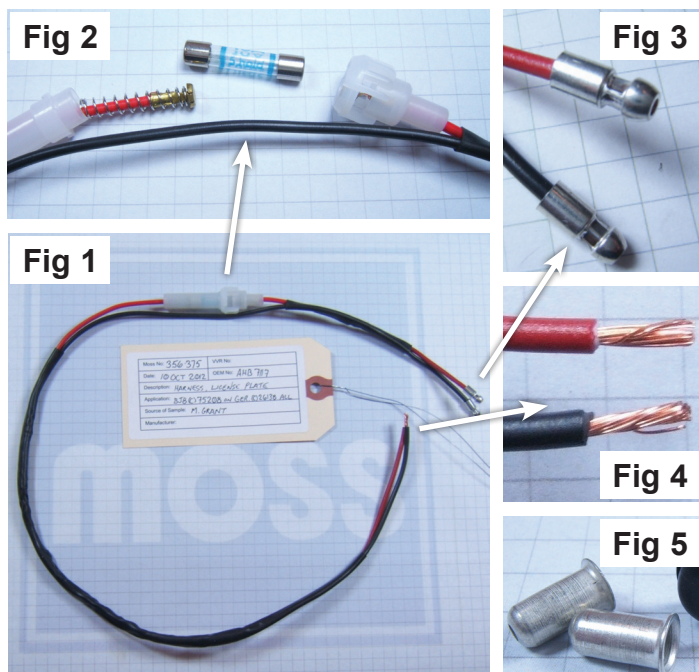
Is it really Necessary?

More than you might think. If you look on the various Healey forums, you will find a thread on the subject, and they all suggest that this inline fuse is essential. Gary Anderson/Roger Moment's book, Austin-Healey 100, 100-6, 3000 Restoration Guide, had this to say:

"In early 1967 during the last year of production, starting with BJ8 B. 85964, a 10-amp inline fuse was installed adjacent to the trunk lid opening on the branch running to the license plate. This inline fuse prevented a short in the license plate light from burning out the entire wiring harness, a problem that had existed since the very beginning of production in 1953."

And on page 46:

"Restorer's Tip: When wiring the license plate light, the black wire is a ground, so it is critical that the wires aren't switched, and that shorting



So what exactly do you get?

Everything you see in Figures 1, 2, 3, 4, and 5 above.

Installation Instructions

Installation Tips

This harness replaces the two-wire harness running to the license lamp. The Wires with the crimped on bullets (Fig 6) plug into the trunk harness, Red to Red, Black to Black.



Fig 6

The 10 amp fuse (7a) OE part number 27H5903, or Moss Part Number 146-730 is included. Note that the tinned terminals are solidly crimped onto the wires and the insulation.

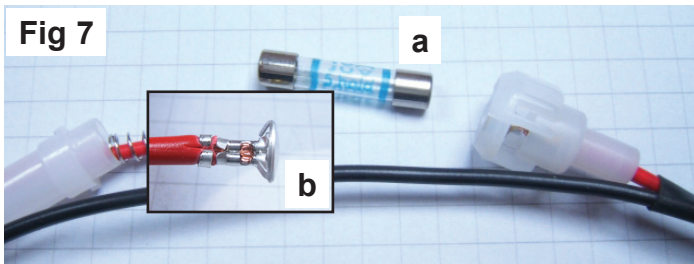


Fig 7

The stripped wire ends (Fig 8) are fed through the grommet (Fig 9) in the shroud, into the license lamp assembly.

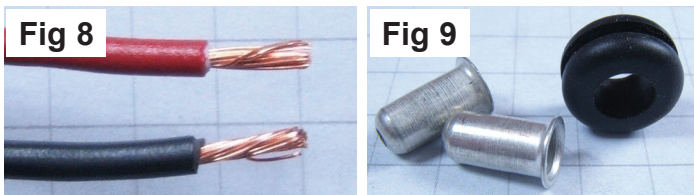


Fig 8

Fig 9

Two solderless wire tips (Moss US 157-107 or

Moss Europe 27H6713 are included.(Fig 9) They may be brass or nickel, as you see here.

Once inside the lamp assembly, the solderless wire tips (Fig 9) are...slid over the twisted copper strands of each wire (Fig 10)...the wire strands are folded back over the tip (Fig 11)...and then push the wire covered tip through the terminal/ring (Fig 12)



Fig 10

Fig 11

Fig 12