

SIDESCREEN TR – TURN SIGNAL INDICATOR AND HORN CONVERSION

When, during a long telephone conversation, I was negotiating the purchase of the 1958 TR3A, with a guy in Perth, he was telling me that the steering was in A1 condition. That statement made me just a little suspicious because over the years I have owned a few of these cars and found the steering quite prone to wear.

I eventually went down to Sydney and picked the TR up from the trucking depot, washed off the Nullarbor Plains Sand and proceed to drive it home, across the Blue Mountains.

During my Evil Knievel type negotiation of the hairpin bends I just knew that the guy wouldn't pass his Boy Scouts Truth Badge. Then again he was trying to sell it and he was located some 4000 KM away so why not guild the Lilly just a little, or even a lot!

When I eventually settled down, after that Kamikaze drive, I decided to convert the original single tube steering with a Moss Rack and Pinion Kit.

I bought a Moto-Litre Steering wheel with the Boss to suit the original TR central Hub and Horn Button arrangement and I knew that it would not be possible to maintain the indicator and Horn Button system. I couldn't find much out about how others had tackled the problem so the way I figured it out is as follows. It may be of interest.

Firstly purchase an MGB combination Trafficator, Horn Push, Headlight Dip and Headlight flash unit. Lucas Part No 39309.



The Moss outer steering tube and inner steering shaft end up, with some fiddling for correct adjustment, in a very good

relationship for mounting the Lucas unit on the end of the Tube and the Steering Wheel having just an exact amount of clearance at the bottom of the boss not to foul the Switch.

A 6.5mm hole needs to be drilled at the end of the Tube in order to locate the Switch in a non

rotational locking position.

A 4mm Dome Nut with the threaded part of a matching screw, with head cut off, will act as a cancellation button. This is achieved by drilling and Tapping the Steering Shaft in the



Drill and Tap Shaft for Dome Nut



MGB Shroud in position



correct position and with the aid of Loctite, mount the Dome Nut so it will never vibrate out.

An MBG Shroud, with some modifications, will house the Lucas Switch. The Shroud needs to be shortened, as shown, but by doing this you lose the bottom two screws, with imbedded nuts, that hold the two halves together.

This can be overcome by making an Aluminium bracket, mounted with the aid of three Screws. One Screw locates to the Steering Tube and the other two hold the two halves together at the bottom end.

A little bit of reliving of the Plastic is also required to clear the Speedometer Glass Face.

If you really want to bring the car into the 1990's you can remove the foot operated Headlight Dimmer and transfer the wiring to the Lucas Switch as well as giving you a Horn Push and even a Headlight Flash which saves one lifting a finger from the Steering Wheel in order to give recognition to that oncoming TR.

Certain Relays are required for this and in my opinion the introduction of some much needed additional fuses and other operating Relays makes the car very thankful.

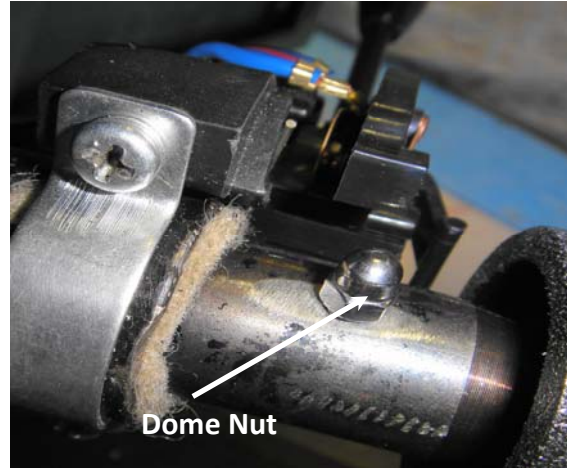
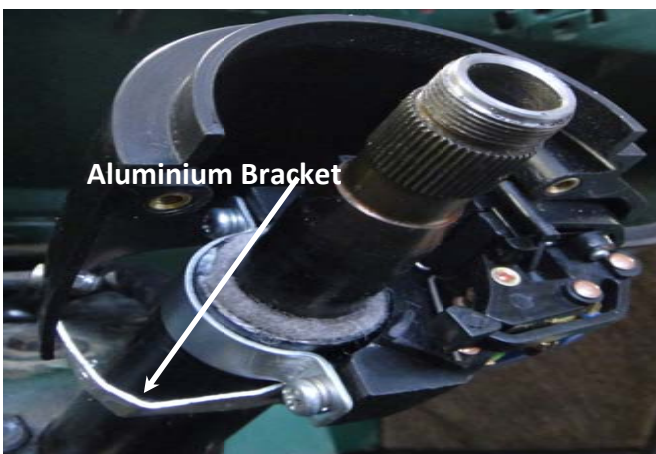
I have included the modified Wiring Diagram to offer assistance (Page 2).

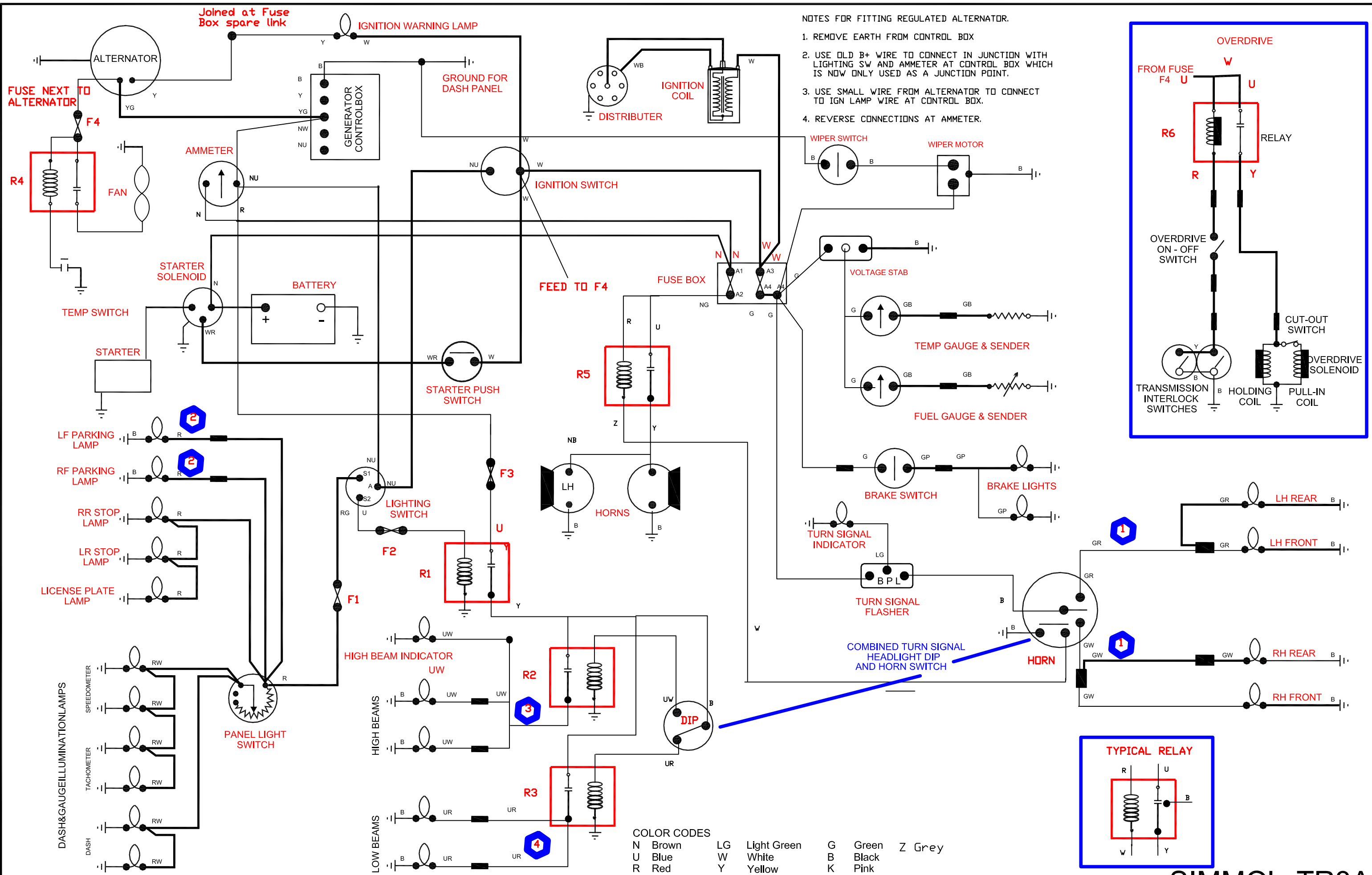
I am only too pleased to offer any other comments or assistance if required.

Ian Simmons

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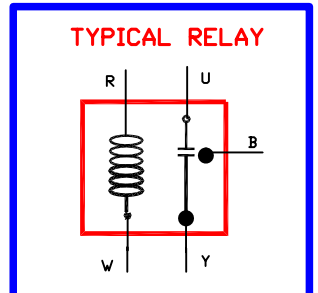
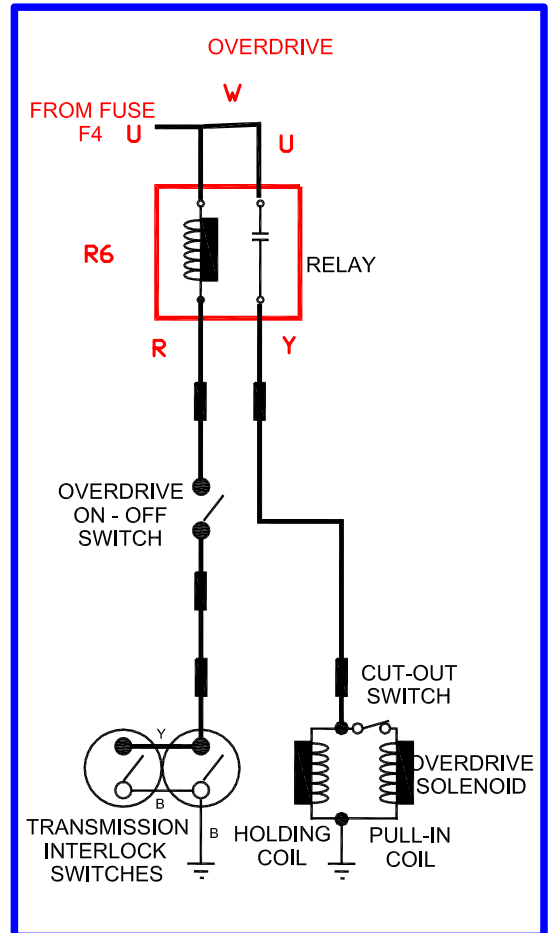
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NOTES FOR FITTING REGULATED ALTERNATOR.

1. REMOVE EARTH FROM CONTROL BOX
2. USE OLD B+ WIRE TO CONNECT IN JUNCTION WITH LIGHTING SW AND AMMETER AT CONTROL BOX WHICH IS NOW ONLY USED AS A JUNCTION POINT.
3. USE SMALL WIRE FROM ALTERNATOR TO CONNECT TO IGN LAMP WIRE AT CONTROL BOX.
4. REVERSE CONNECTIONS AT AMMETER.



COLOR CODES

N	Brown	LG	Light Green	G	Green	Z	Grey
U	Blue	W	White	B	Black		
R	Red	Y	Yellow	K	Pink		
P	Purple	S	Slate	O	Orange		