REPLACING STANDARD FILAMENT BULBS WITH LED's BY RAY FAULKNER.

With the advent of LED bulbs and their advantages I decided to investigate the possibility of fitting them to the MGA.

I started cautiously and initially replaced the panel lights, which have always been known to be dim on both MGA and early MGB. There was an improvement but not so great as I expected. On investigation I concluded that it was not so much a fault of the bulbs, but of the instruments themselves allowing very little light to reach the actual dials. So we will live with the small improvement on that score.

So onto the next trial.

This time I replaced the front side light bulbs and the number plate bulbs. The difference was amazing, the light was bright and clear, almost as good as front daytime running lights.

Next came the stop and tail light dual filament bulbs, and yes, they are available as LED's. It is advisable to go for red LED's for this purpose as white may make the light through the cars lens look a little on the pink side. The red ones worked perfectly giving a full bright red lens and bright stop lights when the brakes are applied. A terrific transformation !

The experiment is ongoing and next on the list is going to be indicator bulbs (although the indicators will need a special relay to be fitted as the LED bulb uses so little power that the flasher unit thinks the bulb has failed and gives the usual warning).

This brings us to the huge advantages of LED bulbs. Very little power consumption which greatly eases the load on the electrical system, vibration resistance and very long life, and of course the very big plus of brighter and more visible lighting. All classic car bulbs now seem to be available in both positive and negative earth types.

In conclusion, I have found that there are some bulbs of dubious quality on the market, but I can recommend my supplier (details on application) for high quality and expert advice. Not the cheapest, but the best never are.

Ray