

Anti-Run-On Valve Retrofit

This modification uses an original equipment vacuum solenoid taken from another make and model of car. The solenoid must be powered to apply vacuum to the carburettors. Note that the MGB's own anti-run-on valve is not suitable unless you are prepared to plumb it in the same way the factory did.

How it works

A relay is switched by the ignition, so it is energised whenever the ignition is on. When you turn the ignition key from the Run position back to the Accessories position, the relay releases. Power from the Accessories circuit then passes through the relay's normally closed contact to operate the solenoid. When you turn the key on to the Off position, the solenoid is released.

You do need to remember to hold the key in the Accessories position until the engine has stopped.

Wiring notes:

On 1971 to 1974 models, an in-line fuse connects the white/green Accessories wire from the ignition switch to the green/pink wire that feeds the heater fan, wipers and electric screen washer. Use this green/pink wire for the relay contact.

Earlier and later models have no factory fuse at this point, so it is advisable to fit one when connecting to the white/green wire.

