

Do I need the Ballast Resistor?

Read this in conjunction with the generic Lumination Coil fitting instructions.

Guide to identifying your MGs ignition system

Chrome bumper 1800cc MGBs and chrome bumper Midgets were NOT fitted with a ballast resistor type of ignition system.

Rubber bumper 1800cc MGBs, 1500cc Midgets, and also the MGB GT V8, were all equipped with a ballast resistor type ignition BUT DO NOT USE A VISIBLE BALLAST RESISTOR.

These later MGs instead use a section of resistive wire built into the depths of the main wiring loom which achieves the same voltage reduction function as the visible ceramic block type resistor.

How can I tell if my car has a ballast resistor set up?

The main guide is as mentioned above as the change came with the very visible bumper changes. However, many rubber bumper cars have been converted to chrome bumpers and others rebuilt with the possibility of using rubber bumper ballast type parts, so if there is a need to look a little closer do the following...

Look at the coil connections and whilst old wiring may be old and a little faded peeling back a little of the insulation will reveal original colours. On the positive (+ve) side of the coil, cars with a ballast ignition have two wires connecting to this terminal with the main wire colour being white and the thinner wire colour being green. This is referred to as W/G when you look at the wiring diagrams. This indicates that the car has the resistive wiring and is a ballast type system. If there is just a single white wire (W) coloured wire to the coil positive connection then this indicates a normal NON ballast type system.

Having identified your car's system now apply one of the following statements...

Chrome bumper cars need the supplied ceramic block fitted and wired up as per the generic instructions.

Rubber bumper cars MUST NOT BE FITTED with the supplied ceramic block ballast resistor.

Not following these instructions will usually result in damaged components