

MORRIS MINOR REVERSE SWITCH KIT (Suitable for 'Minor 1000' models only, 56-71)



FITTING INSTRUCTIONS

INTRODUCTION

Thank you for purchasing the Morris Minor reverse accessory switch kit. The switch can be used for the activation of a reversing light and/or a reversing camera. It is recommended that a relay be incorporated into the circuit to protect the internal contacts in the switch. (See wiring diagram below).

THIS KIT IS ONLY SUITABLE FOR THE '1000' MODELS (ie the 948cc and 1098cc CARS) & other similar 'A' series gearboxes

PARTS IN THE KIT

Replacement reverse plunger plug assembly, 14v 40A relay, 12v GREEN supply wire (with fuse holder and 5A blade fuse), PURPLE wire to connect to rear of car and WHITE wire to connect the switch to the relay.

INSTALLATION

The switch unit is designed to replace the 'reverse detent' plunger plug in the rear of the remote extension on the gearbox. The gearbox does not have to be removed or dismantled to install this item. The original plug is simply replaced with the new plug supplied, which is pre-assembled and adjusted. It is a single-contact switch which will connect to vehicle earth when activated.

This operation should be carried out by a competent person with the necessary skills required to complete the task safely and to an acceptable standard of finish.

Tools and consumables required:

Spanners – 3/8" W or 18mm open ended and 5/8" AF ring spanner, Multimeter, Loctite 243 (medium strength threadlocking adhesive).

- (1) Remove the gearknob and the rubber gaiter and ring which is held on with 6 screws.
- (2) Cut the locking wire (if present) and remove from the reverse plunger plug.
- (3) Unscrew and carefully withdraw the plug, spring and ball bearing (or bullet shaped plunger). A small magnetic tipped tool is useful for this. It is recommended that you clean the internal thread and orifice in the gearbox. The original plug assembly should be retained for possible future replacement. **MAKE SURE YOU HAVE REMOVED ALL THREE PARTS (ie ball bearing (or small plunger), spring and casing.)**
- (4) Remove the translucent protective cap from the end of the new switch assembly. Apply a little grease to the end of the plunger.
- (5) Carefully reinsert the new switch assembly into the gearbox and screw the bolt up tight. You can use Blue Loctite (243) on the thread if concerned about the bolt coming undone. The recommended spanner size is 3/8" Whit or 18mm. **DO NOT USE A WASHER UNDER THE HEAD OF THE SWITCH BODY.**
- (6) Test the unit with a multimeter on the 'continuity' setting. With a probe on the wire to the switch and the other to earth, you should get an earth short reading when reverse is selected. The unit has been set up in the correct position, but it can be adjusted if necessary by winding the central Allen screw in or out so that there is just positive contact when reverse is selected. The contact tip has a spring-loaded tip so there is a little 'give' when contact is made. This should permit a reliable contact to be achieved. Don't adjust it unless you need to as the central adjusting screw has been threadlocked which will need to be cleaned and threadlock re-applied.
- (7) Pull the wiring through to the dashboard sure it is clear of moving parts and adequately secured using cable ties etc.
- (8) Replace the gear lever gaiter, securing ring and gear knob.

- (9) Firstly, decide where you wish to mount the relay: (a) in the engine bay or (b) behind the dash. If (b) you may need to remove the speedometer head to gain access. The relay should be mounted in an accessible space as required.
- (10) Connect the PURPLE wire and run it along the chassis leg routing it clear of any moving parts into the engine bay. It is recommended that it be routed next to the main wiring loom that feeds the rear lights. Fit the lucar terminal to the '87' connection on the relay
- (11) Run the WHITE wire from a the terminal on the gearbox switch up to the relay. Connect the front end to the '85' terminal on the relay.
- (12) The GREEN (12v) supply should be connected to the fuse box terminal usually at the lower left (white wires) This will ensure (a) it is protected by the main 35A fuse and (b) it comes live when the ignition is on. The relay end of the green wire should be connected to the '86' and '30' terminals on the relay using the two connectors.
- (13) Test the system by switching on the ignition and selecting reverse gear. Ensure it goes off when the ignition is off.

ADDITIONAL INFORMATION

In the event of any problems or queries, please contact brian.wood@dorsetmmoc.co.uk

[This instruction sheet is also available here:](https://www.dorsetmmoc.co.uk/wordpress/tech_articles/revswitchkitinstructions.pdf)

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SUGGESTED SCHEMATIC WIRING DIAGRAM

