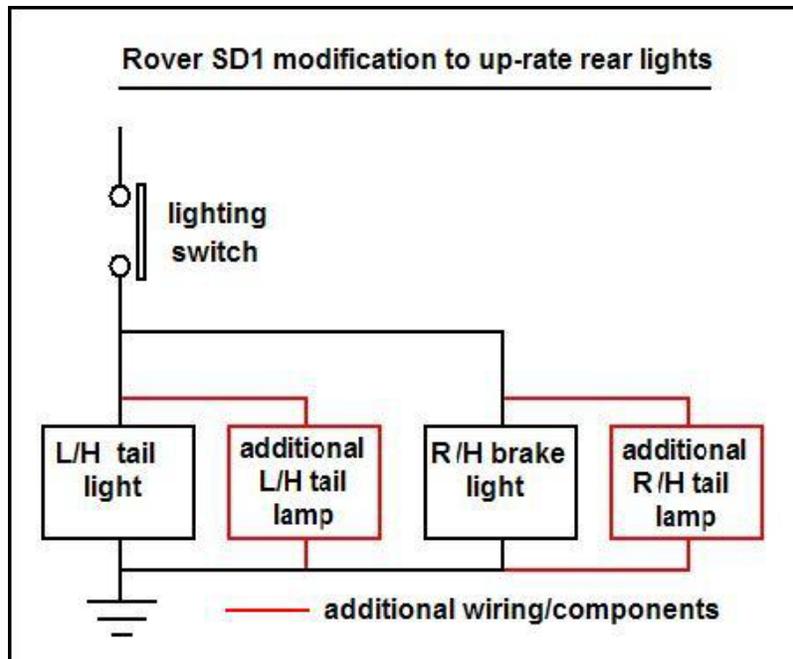


Rover SD1 - A Tail of Stop 'n' Fogs



In the mid '90's the Bedford region discussed the merits of improved Rover SD1 tail lights by substituting the 21W "stop" lights with conventional 21W/5W "stop/ tail" holders/bulbs and wiring the extra "tail" filament in parallel with the existing 4W bulb, which itself can be up-rated to 5W.

Thus, a normal Rover SD1 system which used only 8W can be simply increased to 20W without any bulb exceeding the legal 5W limit. I modified all my SD1's but chose to do it without using a relay because it did not overload the already up-rated 10A fuse in the side/tail lamp circuit (for towing) and as a bonus it did not upset the bulb fail monitor.



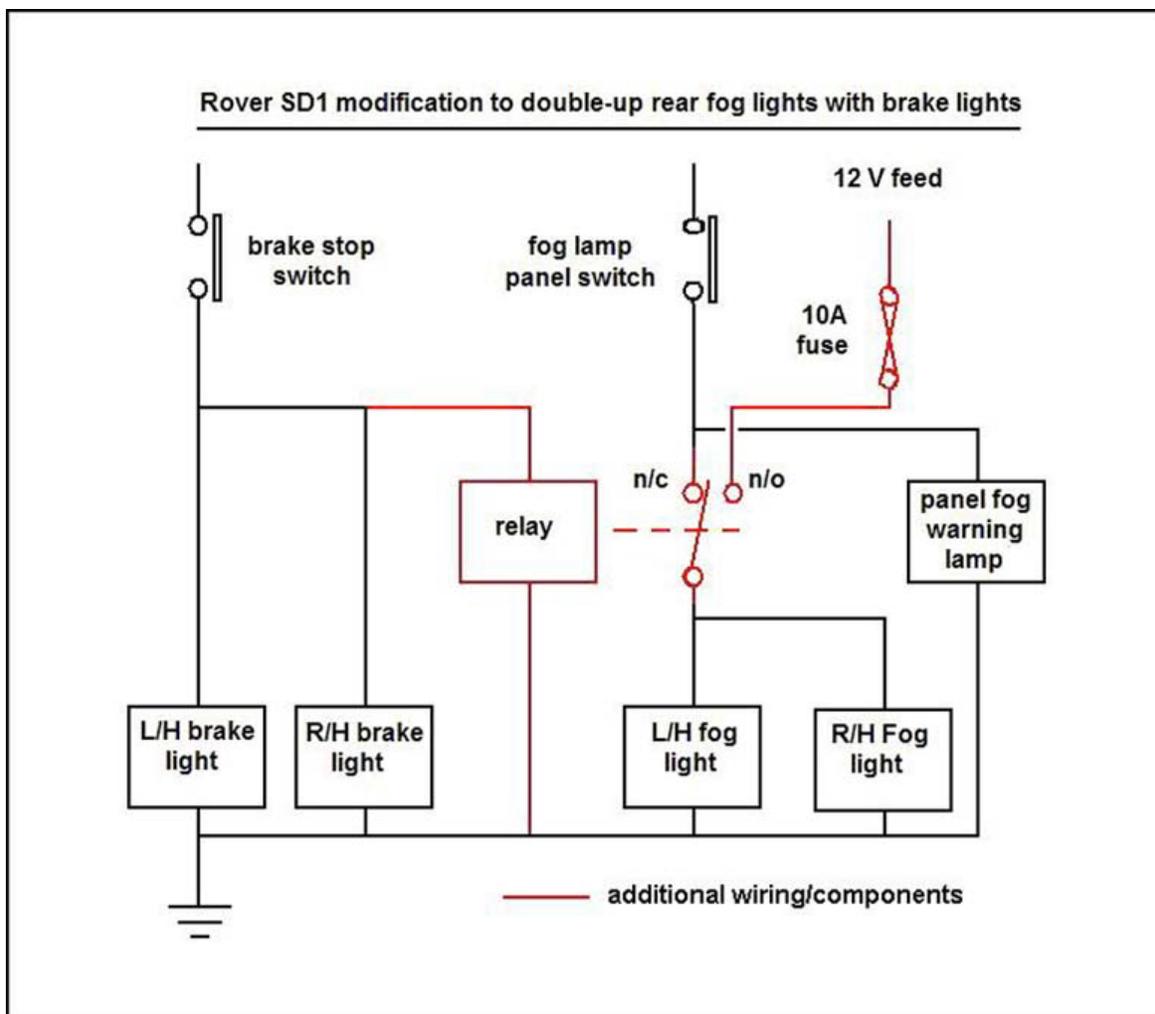
During the same discussions a member explained his up-rated "stop" light system by doubling-in the rear "fogs". We rushed from the pub to view the effect revealing an impressive result but with undesirable side-effects.

The rear fog warning lamps came on when the brakes were applied and the "stops" came on when the rear "fogs" were on. Not at all good!

However it was a promising idea so I further modified my "stop" light system to produce a massive 84W of stop warning without those undesirable effects. A standard 12 volt single pole change-over relay is used (such as found in SD1 electric window circuits), an in-line 10A fuse and fuse-holder, a few spade connectors and short lengths of wire.

Note: There is an issue regarding the "brightness" of rear fog lamps and the fact that they actually project a rearward red beam but any self protective SD1 owner might weigh the probable legality/inconvenience against the possibility of being shunted from the rear by an un-attentive tailgater.

Circuit details and explanation follow:-



1. The relay coil is wired in parallel with the existing "stop" lights at the rear of the car.
2. The rear fog light feed (from panel switch) is disconnected from the rear "fogs" and wired to the normally closed contact on the relay.
3. The normally open contact is wired via 10A fuse to the main 12V battery feed found at the rear fuse cluster in the R/H side of the boot.
4. The relay change over contact (common) is wired to the rear "fogs" in place of original feed (2).
5. Tidy up by insulating the relay and taping it behind the rear light plastic cover.

So, in operation, everything is normal until the foot-brake is applied, when:-

- A. The "stops" come on, the relay is energised, and "fogs" are illuminated via the fused 12V feed.
- B. No current is fed to the "fogs" warning lamp.
- C. "Stops" cannot be illuminated directly from the "fogs".
- D. If the "fogs" are already on, the "stops" are illuminated without extinguishing them.

Is it worth doing these modifications? Well, both the tail and stop lights on SD1's are quite dim compared to modern vehicles so to reduce the chances of being "shunted" it's worth considering.

By using spade connectors it can also swiftly be de-commissioned as desired by disconnecting the feed to the relay coil whereby the system reverts to normal to prevent (e.g.) a zealous MOT technician from failing the car on a slight technicality.

Out of courtesy to future owners, make a note of the modifications and paste them inside the rear light protective cover to inform them of the wiring changes. Mind you! That never happened for me on any S/H car that I ever purchased, so they should be so lucky!

Ramon

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