This article describes how to convert RH drive headlights for an MG TF to LHD in a way acceptable for the French Controle Technique, or the German TUV. I have previously converted the headlights on an MGF, and passed the Controle Technique without problem.

The MG TF is far more difficult, in that the headlight must be dismantled, to access the dip beam unit which must be modified. The suggestion that moving the small lever that blanks the kick-up on UK dipped beams will suffice for registration in France is incorrect. The light pattern must be a mirror version of the UK headlight beam, and further modification as explained below is needed.

Some special tools are necessary:- some small Torx screwdrivers, at least one of which needs a central hole in it, a long bladed Pozidriv screwdriver, and some clear, or black, silicone with a gun to re-seal the headlight after conversion. A hot air gun or powerful hairdryer is also needed.

1. Remove the front bumper; Torx screws behind the fog lamps (or covers), 2 screws on the wheel arch front edge (each side), 2 screws attaching the bumper to wing (behind the plastic wheel arch liner), 5 screws on the top edge of the bumper (under the bonnet), and some nasty little plastic fittings holding the lower edge of the bumper to the sub-frame cross member. Once all these have been removed, remove the bumper and store safely.
2. Undo 4 screws holding each headlight in position, and unplug the electrical connection. Remove both headlights from the car.
3. Ready to start (photo 1);

4. Remove this screw (photo 2).

5. Remove this small cover – 3 pozidriv screws (photo 3).

6. Using the hot air gun, **gently** warm the flange of the black casing. It should end up hot to the touch, about 60°C. It took me about 15 minutes to loosen the top half. Don't worry too much about distorting the flange; when all the work is done, place the casing together (before silicone) and heat the flange, pressing it back with a metal spatula, chisel or scraper (photo 4).

7. Continue with the hot air gun, until you can separate the casing completely (photo 5).

8. Clean out all the mastic from the casing and the lamp cover (photo 6).

9. On the top edge of the casing there are 2 small screws (hidden behind some mastic); look for 2 dovetail sections on the lens surround and dig out the mastic to expose the 2 screws. These 4 screws are a small Torx screw, remove the 4 screws (photo 7).

10. Remove the 2 pozidriv screws holding the lower half of the lighting block to the lower ball joints (photo 8).

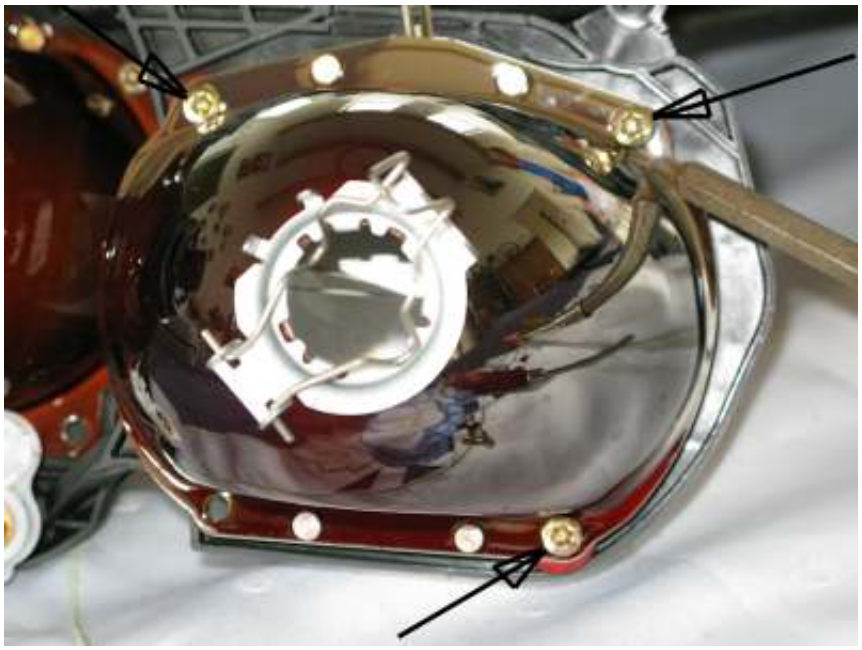
It is not easy to get at these screws, but it is easier to undo them rather than opening and later closing the ball joints.

11. Lever this ball joint apart (photos 9 & 10).

12. Pull the lighting block away slightly from the casing, and remove the sidelight (photo 11).

13. Once the lighting block is completely removed (photo 12),

14. Remove these 3 screws from the dipped beam assembly (photo 13).



15. Theses screws are Torx, but with a central pin, so a special bit is needed. Mine has markings on it; I think it is a T20 (3.53mm across the points), with about a 1.5mm hole.
16. This shows the lever in the UK position (photo 14),

and this with the lever in the continental position (photo 15).

17. Drill out these rivets (photo 16)

with a 3mm drill (or grind them flush with a mini grinder, Dremel for example), and then carefully punch them out, supporting the casing so as not to distort it.
18. This shows the light-blind when removed in the UK position (photo 17).

19. The cut-out on the side above the lever needs to be copied to the other side, and then removed. Make the template made by sticking the paper to the light-blind, and marking the edge with a biro. Remove the paper, and reverse it, aligning the profile to mirror that on the other side (photo 18).

When you are happy it is correct, cut through the paper with a sharp knife, thereby scribing a line on the aluminium light-blind.

20. Remove the paper (photo 19),

and carefully cut out the area just marked. It should look like this (photo 20).

Keep the lever in the UK position. If it is slack, carefully rotate the lever to one side, lifting it over the rim of the light blind, and bend the lever to tighten against the indents. Return the lever to the UK position as before.

21. Place the light-blind back into the dipped beam assembly as it was removed. Fix with either M3 screws and nuts (use Loctite), or use 3mm pop rivets.

22. Reassemble the light in reverse order, apart from the front lamp cover (photo 21).

23. When all the parts are reassembled, use a mastic gun to insert a bead of either black or clear silicone into the recess on the black cover. Use enough to fill the groove about 1/3 full. There must be enough to give an adequate seal when finished, or you will get water inside the headlight unit (photo 22).

24. Carefully place the front lamp cover in position, fit the little screw to ensure position is correct, and tape the unit together while the silicone cures (about 12 hours should suffice) (photo 23).

25. Replace the headlights in the vehicle, connect the wiring plugs, and check all the lights work. If all is satisfactory, replace the bumper.
26. Finished.