

Horn – AH Horn Specs [Revised 2012-07-14]

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Lucas Horn Model	Austin Healey Model	Service Parts Manual	Lucas Master Catalogue Equipment Specification
HF.1748	100 BN1 & BN2	Pub. No. 1050, Sec 2, page 2 High 3H3059 Low 3H3060	Replaced by High 70071A/F [069474] Low 70063A/F [069448]
HF.1748	3000 MkI BN7 & BT7	AKD1151-5th Edition, page N 11 High 3H3059 Low 3H3060 W.S.E. use 3H2449	Replaced by High 70071A/F [069474] Low 70063A/F [069448]
9H	3000 MkII BN7 & BT7 (C) 13751	AKD1151-5th Edition, page N 11 High 13H472 W.S.E. use BHA 4444 Low 13H473 W.S.E. use BHA 4445	High 54068008 Low 54068009
9H	3000 MkII BJ7 (C) 17551 to 25314	AKD3523, page MN 9 High BHA 4444 W.S.E. use BHA 4515 Low BHA 4445 W.S.E. use BHA 4514	High 54068008 Low 54068009
9H	3000 MkIII BJ8 (C) 25315 on	AKD3523, page MN 9 High 13H 2109 Low 13H 2110	High 54068080 Low 54068081

- Notes:** 1. Service Parts Manual AKD3523 page 3 Explanatory of Service Parts List
(C) Car Number commenced
W.S.E. When Stock Exhausted
2. Austin Healey MkII Tricarb commenced at car number 13751

“Original Austin-Healey” by Anders Ditlev Clausager, 1990

100’s

“Two horns, type HF1748, were fitted, attached to the chassis crossmember in front of the radiator. They were finished in metallic tan. They were a matched pair of high-note and low-note horns.” --- page 26

100-Six and 3000

“The horns specified on the 100-Six and 3000 Mark I models were HF1748, on Mark II and Mark III models 9H. The earlier type horns were fitted to the front crossmember, the later type on the right-hand side of the engine compartment just below the bonnet.” --- page 65

“Austin-Healey 100 / 100-6 / 3000 Authentic Restoration Guide” by Gary Anderson and Roger Moment

100’s

“The Hundreds were equipped with two Lucas HF1748 horns, one adjusted to a high tone and one to a discordant lower tone. (The same horns were used until the beginning of 3000 Mark II production.) The horns were painted a light silvery beige metallic color. The horns were mounted to a cross brace just in front of the radiator under the horizontal inner valance. The flange on the rear of the valance was slotted to slide over the bolts holding the horns to the cross brace, with the flange sandwiched between the horn mounts and the cross brace. The bolts were painted body color.” --- page 32

6 Cylinder Roadsters

“On the 100-Sixes and first 3000s, the cars had two horns (Lucas Type HF1748), mounted directly behind the grille opening on raised brackets welded to the upper cross-brace assembly. The horns were connected directly to wires coming from the wiring harness at the front of the engine compartment. These horns were generally painted a light metallic silver-beige. On the Mark II BN7/BT7s, these horns were replaced by Lucas type 9H horns, which were painted black. These were mounted on the right and left shroud support struts in the engine compartment. They were connected to the original wiring harness connections with added sub-harnesses loomed in black with blue and white tracers. One horn produced a high tone and the other a low tone.” ---page 79

Sports Convertible

“Two Lucas horns, Type 9H, painted black were fitted to the Healeys from the introduction of the Mark IIs and through the end of Big Healey production. These horns were adjustable to sound high and low tones. On the BJ7s, the horns were mounted on the right and left shroud support struts. The horns were connected to the main wiring harness with added sub-harnesses (loom - covered with black fabric with blue and white tracer threads) extending from the horns to the connection point on the front of the wiring harness used on the earlier roadsters. On the BJ8s the horns were mounted on the right-hand inner shroud support near the coil. The same sub-harness as used on the BJ7s connected the rear horn to the main harness connection. A short wiring sub harness covered with black vinyl tubing, rather than cloth looming, connected the rear horn connections to those on the front horn.” ---page 150

Restorers

Lawrie Rhoads at British Car Part Restoration

<http://www.british-car-part-restoration.com/index.html>



Model HF1748
1955-1964



Model 9H
Die cast then plastic later
1962-1980

