The horns specified on the 100 Series 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

**“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/ BT7’s, 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 (loomed in 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

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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

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

C:\British Cars\Austin Healey\Tech\N - Electrical System\Horn\AH Horn Specs [Revised12-07-14].doc/pdf
<table>
<thead>
<tr>
<th>Model HF1748</th>
<th>Model 9H</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955-1964</td>
<td>Die cast then plastic later</td>
</tr>
<tr>
<td></td>
<td>1962-1980</td>
</tr>
</tbody>
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