

## BRADFORD HEADLIGHT IMPROVEMENTS

A couple of years ago when I was visiting Mick Bullivant, the conversation turned to Bradford headlights, and he suggested a way to cheaply improve them and still maintain the original appearance, so I can't claim this idea as my own.

Basically what I did was fit sealed beams with the original glass over them, sounds simple when you say it quick, but it is quite a process.

Firstly I selected a couple of old reflectors that were in very poor condition and cut the back out with a 50mm hole saw, then cut 3 small holes to line up with the locating lugs on the sealed beam, these have to be quite accurate as they hold the light in the correct position. The next step was to improvise something for the parking light, this consisted of a metal saddle with a small LED lampholder attached and riveted over the hole in the reflector where the original parking light was mounted.



I fitted a 50mm grommet to fill the hole in the back and used a standard socket to plug onto the sealed beam. The reflector complete with sealed beam fits into the housing as it would have originally done. I have no idea what the original rubber seal looked like, so I just fitted a rubber strip so everything held firmly together.

The cost was low, the sealed beams were \$15.00 each and the rest was stuff I had lying around, however if you had to buy everything it would run out at about \$25.00 per light plus a bit of time to do the modifications.

I am very pleased with the result, looks very like the original but performs much better. One thing to note is the lights are 35/65 watt so on high beam the 17amp generator has virtually nothing left to charge the battery, in fact this is not a problem as the Bradford is not often driven at night and even then only occasionally on high beam.



I guess anybody familiar with Bradfords will have noticed how the headlights end up looking cross-eyed, the only way to overcome this is to bolt them onto the mudguard very tightly, however this has a tendency to split the original adjusting wedges. So far I seem to have overcome this problem by reproducing the wedges in Delrin, probably needs a few thousand miles of testing to see if this continues to be successful.



Barry H.

Printed in The Javelin Volume 63.4 July-August 2020