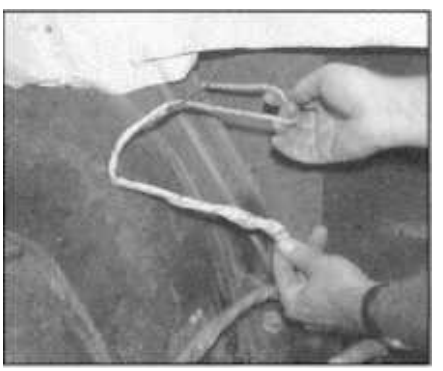
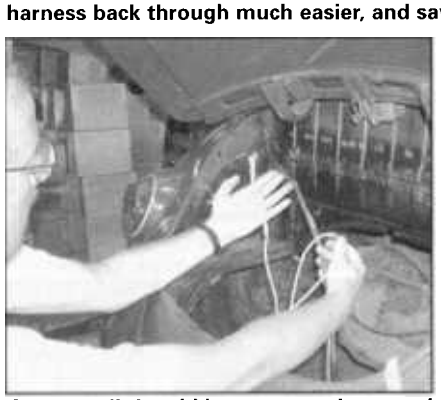


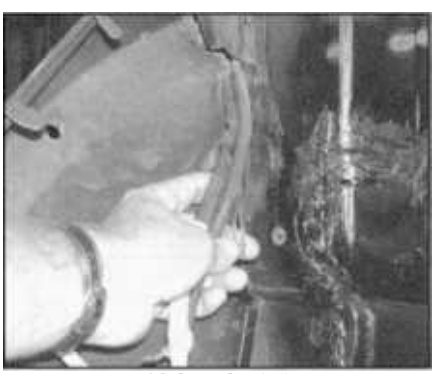
This is what we started with; all original factory wiring, but in sad shape. Morley's car still had the original-style flasher unit and so-called "black box" (sometimes blue) relay system. ABOVE CENTER, front left side wiring harness not only attaches to the horn and brake light switches, but also the left headlight and turn signal (park light as well). Some of this loom goes under the gas tank, while the rest rides inside the trunk and through the left splash panel. ABOVE RIGHT, removal of the main harness requires that the carpeting on the driver's side be removed, as this loom passes behind it.





Underneath the carpeting, on the left threshold, lies the main wiring harness. It is held in place with a series of special clips and, of course, the carpeting. ABOVE CENTER, main harness then attaches to the voltage regulator (under the rear seat) and through the rear quarter panel cavity. Original voltage regulator was in sad shape, so we replaced it with a fresh one. ABOVE RIGHT, before pulling the harness out the rear of the car, attach a rope to the end (cover it with tape). This will help make pulling the new harness back through much easier, and save hours of hassle.





As you pull the old harness out the rear, the guide rope will follow, leaving a tool to install the new one. ABOVE CENTER, taking the new harness in hand, we wrapped the loose ends with tape, and attached the rope. Cover the knot with tape as well. ABOVE RIGHT, main harness on a 1967 Bug runs through this hidden access hole on the left side of the engine compartment. Once installed, this area is covered with tar boards, with the harness passing through a punched hole. Once installed, remove the tape and rope.

existing harness, as you remove them from the car, you will leave a way to pull the new harness into place without effort. If you skip this part, plan on spending hours trying to fish your new wiring loom in place.

Of all the VW rewiring jobs, the 1967 sedan is one of the easiest to tackle (early Ghia convertible and sunroof bus are the most difficult). With the car basically stripped, you should start by disconnecting the battery (if you haven't done so already). From the positive (+) lead of the battery, a heavy gauge red wire leads over the center hump to the (B+) terminal of the voltage regulator (one of five wires connected at this point). Remember this lead, as the wiring kit does not include this one, for some strange reason. The main harness runs from under the dash, down behind the driver's side front quarter panel, into the interior (under the dash), down along the threshold, up to the voltage regulator (under the rear seat), up into the rear quarter panel, and into the engine compartment (top left-hand corner). To remove it, first attach a long length of 1/4-inch rope to the end found under the dash. As you begin pulling the harness from the inside of the car, the rope will follow (you may want to add some tape around the knot, and a light spray of silicone lubricant, to help it pass through the panels easier). Once the harness is up to the rear quarterpanel access point, you need to move to the engine compartment, and pull from there. Once out of the car, the rope should remain in its trail for future use.

Installing the main harness starts by wrapping the loose ends with electrical tape, so that the entire harness will pass smoothly through its passages. Start by attaching the forward end of the harness to the rear-most point of the rope, and by sitting in the rear seat area, pull it through the rear quarterpanel access point. From there, weave it around the voltage regulator, down the threshold, up the forward door pillar, and into the trunk area (behind the left hood hinge).

The left-front harness attaches to the main fuse panel, moves forward to the left headlight, brake master cylinder, and horn system. This harness passes through two different body holes which makes it a little tricky to route. Again, use a rope as you pull