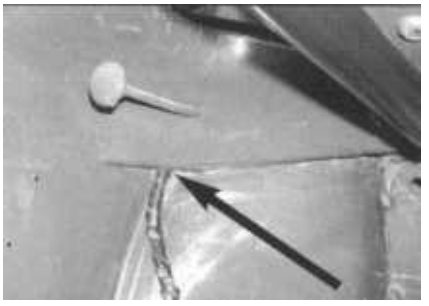
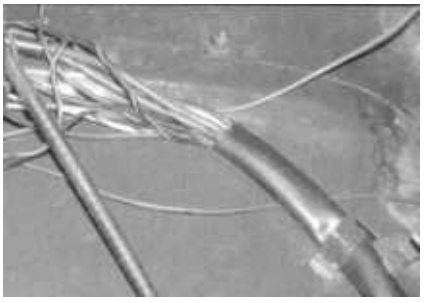
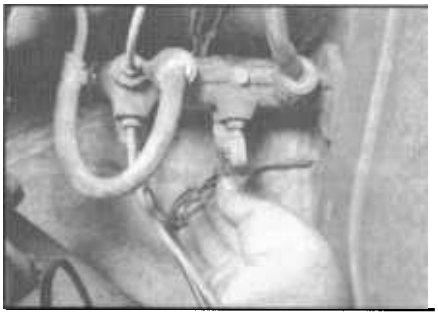
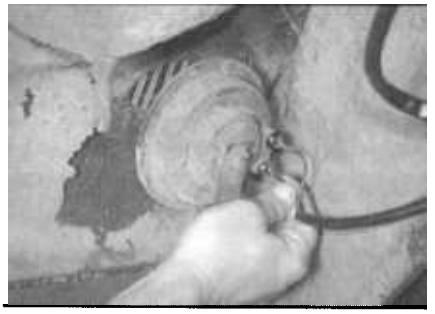


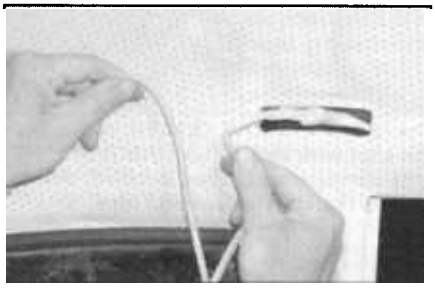
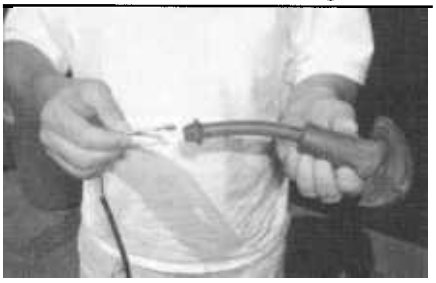
Main harness is pulled from the rear of the car forward. Here, the wires are pulled from the engine compartment through the rear quarter panel using a length of rope (tied and taped). ABOVE CENTER, harness then moves downward, through the lower channe and this access hole (reuse original rubber boot). Four of these wires connect to voltage regulator, with an additional large red wire coming from the (+) side of the battery (above right). The remaining wires continue forward to the main fuse panel.

Main harness runs along the driver's side threshold, then up through the lower channel, through a tight passage. ABOVE CENTER, harness runs through this access hole (which will be hidden with carpeting) — install a grommet to protect wires. ABOVE RIGHT, once in the trunk area, harness then jogs around the hood hinge, through these two tabs, and to the backside of the dash panel. Large black cable on the left is for the speedometer. Other two small wires are for the dome light, and door jamb switches.

Left-front wire harness drops down from the trunk area, through the lower bulkhead (to clear the gas tank), then forward once again to the brake master cylinder and horn. ABOVE CENTER, there are two wires going to the master cylinder (both black-red). Each wire has two connectors (+ and -) — connect one to each brake switch terminal. ABOVE RIGHT, horn wires go through the left-front splash panel, and down to the horn connection. Wires are brown (ground to steering column tube) and black-yellow.


Before you remove the old dome light wire, attach a length of rope to the end (tie a knot and tape over it). As you pull the wire out the front of the car, the rope will follow, allowing you to have a guide for the new wire. ABOVE CENTER, insert the turn signal wires into the rubber boot first, before installing the light assembly. ABOVE RIGHT, turn signal lever assembly installs with the steering wheel removed. Wire loom goes through this small access hole. Solid brown wire attaches to #31 on wiper motor switch or ground blade on speedo mouting screw post.

the old harness out of the car.

The other tricky area is the dome light harness, since it travels up the driver's side "A" pillar (totally hidden). Using a section of rope behind the old wires, and pulling them through the light socket and down into the trunk area, will make your replacement task that much easier.

When it comes to wiring the engine compartment, the factory tar boards must be removed, as much of the wiring is hidden behind them. The main harness goes across the rear firewall, to the right side of the car (for the right turn signal, license plate, and brake lights), a heavy red (with black strip) wire is routed through a firewall lower access hole, under the rear parcel floor, and to the starter solenoid.

Without a doubt, the most time-consuming, brain-draining portion of this task is wiring the fuse panel (where most of the wires come together). Plan on spending a few hours organizing, routing, and locating all of these wires before you are satisfied with the look of the finished layout. It may look daunting at first, but once you begin to separate the different colored wires, and figure out the fuse panel layout (by process of elimination), things will then begin to make sense.

In designing a replacement wiring harness, Wiring Works decided to make a few small "improvements" to the fuse panel wiring. The original factory design omits a fuse within the front park light circuit (which can