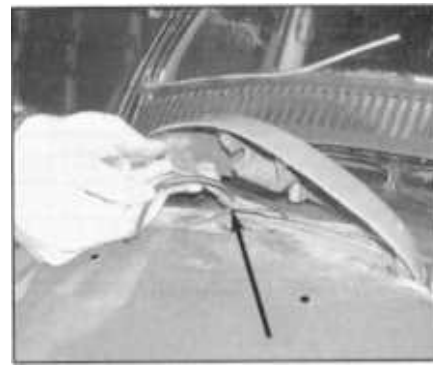


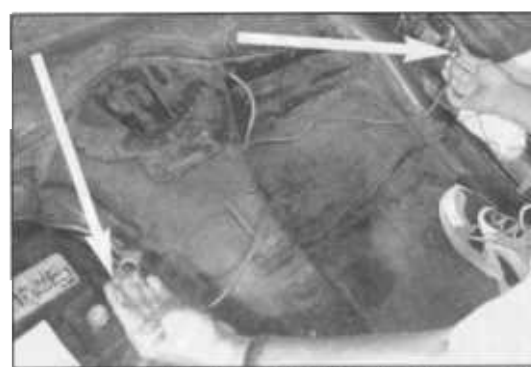
New-style headlight socket housings are designed to work with common push-on connectors, unlike the original Hella units. Make sure your wiring harness routing is correct, before inserting these connectors. ABOVE CENTER, once the turn signal wires are pulled through the boot, assemble everything, wiring first, then place the bulb holders on top, and add nuts from underneath. ABOVE RIGHT, we found it easier to wire the wiper motor to the switch, on the bench, before installing them in the car.



Rocky Jennings makes this must-have dash tool to tighten the switches. ABOVE CENTER, to grab the dome light/door jamb switch wires, we used a length of welding rod, bent at the end, to capture the wires, and pull them through the panel. ABOVE RIGHT, many of the engine compartment wires are hidden behind the tar boards. With these removed, we installed the wires for the right side taillight, license plate light, and starter solenoid main lead (see arrow).



Connection for the right taillight also doubles as the connection for the license plate light wire (see white arrow). Wire continues up the back of the firewall (behind the tar boards), and along the backside of the decklid. ABOVE CENTER, license plate light wire passes through a small hole (hidden behind the light hood), goes through the rubber gasket (black arrow), and to the light socket. ABOVE RIGHT, to correctly wire the taillight, we referred to the Bentley repair manual for proper installation.



Once the main wiring harness has been installed, and the tar boards replaced, the engine can go back in and get fully hooked-up and wired. Black wire goes to the (#15) side of the coil, blue-green wire goes to the oil pressure switch, large red to the (D+) side of generator, while green goes to the (DF) side. If you have a later-style generator, with screw-on terminals, you will need to change these two wire ends, or find adapters. ABOVE RIGHT, main harness hot lead (+) comes directly from battery to regulator (B+). Route this wire in such a way to protect it from coming in contact with the metal framework of the rear seat assembly.