



Tech Tips

EL961- TC Wire Harness

“Choices, Considerations, & Configurations”

Wire harnesses are confusing and there are many choices. Color codes, wire configurations, early, late, home, export, EXU, etc. Here are some points to simplify.

1. Color code (early or late): Decide which category your car fits in. If you look at the TC Instruction Manual (“Brown Book”) the early charts are wrong. This causes immediate confusion if you get an early harness and then try to wire it according to the Brown Book. To explain further and provide the correct wire diagram from the early cars go to: www.fromtheframeup.com / Tech Tips / Electrical / EL960. Also, there is the ongoing debate as to when the color codes changed but it is generally accepted as 1948, around TC6640. (Contact me if you know for sure.) Always wire your car with the proper color coded harness, early or late.

2. Home vs. Export model: Original wiring harness for the home model had 1 single and 1 double headlight filament. The export cars had both headlights double filament. Depending on the country of export the original harnesses may have had the horn and fog reversed as well as the D lamp reversed on the left. The point is to know what you want for your car. Most harnesses made today will have both headlamps dual filament. Also, originally there was only 1 D lamp. Do you want dual tail lights for safety? Just be aware of these options and ask the question to ensure you get the configuration you want. This is also where you can request custom features if you need something non-factory.

3. EXU: The TC EXU harness is unique due to the special EXU configurations of having the horns under the bonnet, no horn or fog on the front, and turn signals on the top of the gas tank. All EXU’s will be late color coded.

4. Flashers: This option is available for those who want to add turn signals. (Probably a good idea for today’s driving.) This harness will be non-standard, sort of a hybrid of Home/Export and EXU wire harnesses. The primary difference is that there will be added wires to accommodate rear turn signals for the car. Normally, double dual filament “D” lamps will suffice, but wiring can be included to add additional turn signals higher on the top of the gas tank. This setup will also require a control box and a turn switch for the dash.

5. Dash Harness: The dash harness is also unique for each configuration and requires study. The dash wiring should match color codes to the main harness, i.e. don't mix a late dash harness with an early main harness. There is also a slight variance whether you have a 30 light or dual map light. Be aware of the differences and follow the wiring diagrams. If you have an EXU, then you will require the EXU separate sub harness under the dash to connect the EXU turn signal switch to the 2 sets of EXU turn signal relays. If you want to add turn signals to a non EXU TC then you will also need a switch and control box. The easiest solution for controlling is to use the TD type 8 post control box and flasher unit. You will also need a turn signal switch with a mini-harness to go from the switch to the control/flasher.

6. Type of Wire: Original wiring had a lacquer braided cover. Today, cheaper plastic covered wires are offered, in addition to the original type braided wire. This is not recommended. However, just consider and know what you are buying.

7. Conduits: Not all suppliers offer all the conduits. It is very difficult to add a main harness conduit after the harness is built. Also, if you buy a less expensive harness that does not have the front headlamp conduits and then have to purchase them afterwards and install, what have you saved? Ask about the conduits. There are 4 total on the TC: main, coil, and headlamp (2) conduits.

Summary: Decide what you need for your car. If a stock harness works then ok. If you are asking for something non-stock, that's ok too because the harness can be made to fit your needs. Overall, the most important thing is to not shortcut on the wiring of the car. Cheaper is not always better and could mean you now have a harness inferior to those installed by the factory. Then you are asking for trouble.

FTFU can provide any of the above options. Please refer to the end of the Electrical section in the catalog. For remaining questions, please contact me directly. I am always glad to help and talk through the many options.

Doug Pelton

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