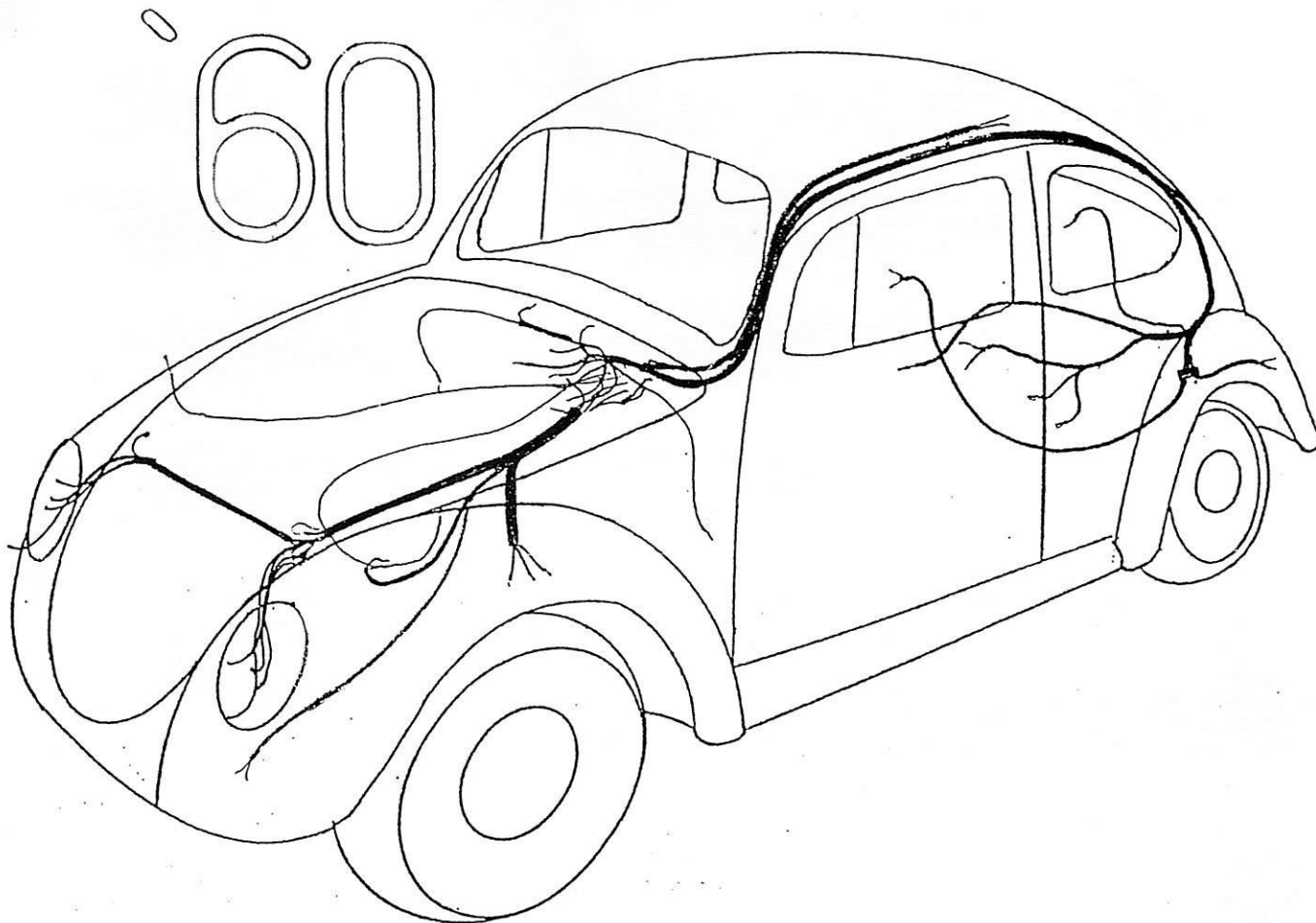


#113-1960

Replacement Wiring Parts
for U.S. Import Version VW Beetles
Complete Kit



This harness kit fits 1960 Beetle hardtop sedans as shown above. Original 6 volt factory design. Can be adapted to 12 volt. Semaphore wiring not included.

Due to the multitude of configurations produced, be certain you have the correct parts; PARTS WHICH HAVE BEEN INSTALLED MAY NOT BE RETURNED. Please match original parts to new parts before installation.

Basic electrical knowledge is essential. Refer to Official VW Manual for further information. Harness diagrams are for REFERENCE only. Wiring Works cannot be held responsible for any omissions or errors herein. User assumes all risk and liability whatsoever arising out of the use of this product.



wiring works vw electrical

MADE IN U.S.A.

© 2000 WW

PART NO. 113-1960
1960 VW ONLY

BEETLE HARDTOP
U.S. IMPORT VERSION

WIRING HARNESS SET

READ DIRECTIONS COMPLETELY BEFORE STARTING

PARTS LIST:

- (1) Main Harness (See Page 5)
- (1) Left Front Harness (See Page 6)
- (1) Right Front Sub-Harness (See Page 6)
- (1) Dome Light/Wiper Harness (See Page 7)
- (2) Tail Light Harness (See Page 5)
- (1) License Light Harness (See Page 5)
- (15) Misc. Wires or Sub Assemblies (See Steps 6-16)
- (1) Power Cable
- (2) Headlight Socket Housings
- (6) Grommets
- (9) Connector Blocks

NOTES ABOUT WIRING DIAGRAMS:

- Wiring diagrams are not drawn to scale. All wires are not shown. Refer to instructions for installation of misc. wires and sub assemblies.
- Numbers # on wiring diagram refer to tab circuit written on switch or device.
- Check off boxes on wiring diagram as each connection is completed.
- Grommets must be installed. G(*) refers to grommet and inner hole diameter.
- Note how old wiring was installed before removal.
- Use WHITE 8 AMP fuses only.
- For more information, refer to official VW manual.

INSTALLATION DIRECTIONS:

1. !!!!Disconnect battery ground cable!!!!
2. This step describes how to replace the main harness and dome light harness traveling through the roof. Disconnect wires in the front of the car. Use the wiring diagram on page 5 as a guide. Pry away the metal bands holding the harness to the chassis and untangle the harness so that it may be easily pulled out. Check carefully and remove any insulation that has been stuffed into the back of

the roof channel above the firewall. Carefully secure a 1/4" dia. rope at least 12 feet long to the front of the old main harness so that the channel path through the roof is not lost when the harness is pulled out. Remove the old main harness by pulling it out the back of the car. Do the same thing to the dome light harness; pull the old harness out the front of the roof channel while feeding in the drag line through the light slot.

Before installing the new main harness, the domelight harness should be installed first. Attach the guide rope to the new dome light harness and pull into position by feeding harness through the front. Now that the dome light harness is in place, the main harness can be installed using its guide rope in much the same manner. Tie the guide rope that was pulled through to the front of the new main harness. The guide rope should be tied securely to the harness, but in such a way as not to damage the harness or impede it's travel through the roof channel. This is very important. Use electrical or duct tape to carefully wrap the loose wires and guide rope into a compact streamlined bundle to pull through. Apply generous amounts of wire pulling lubricant or bar soap to the harness. Carefully pull the new harness in by pulling the guide rope from the front and feeding the harness through the rear roof channel. DO NOT FORCE. If it is not going through easily, check to see where it is hanging up and correct the problem! Be certain that front of main harness and dome light harness is clamped away from hood hinge. Reconnect the wiring as shown on page 5. Also refer to the next several steps.

3. Connect the dome light wiring as shown on page 7. Make certain the door buttons and dome light assembly are in working order and are grounded properly.

4. Install the two tail light harnesses traveling to the rear fenders. Connect from main harness to the tail light socket ass'y as shown on page 5. Note that the right tail light harness ORIGINALLY traveled under the rear apron, clamped to the lip above the muffler. If your car's rear apron has been replaced, or the metal tangs have snapped off, or you have a large extractor muffler (which is hot), then you will have to re-route this wiring behind the fire wall to the other side. This will require adding some wire and drilling a hole to the fender cavity. Also, the tail light ass'y may need a separate ground wire soldered to it as the grounding tang usually makes poor contact (or may even short out bulb contacts if it is bent out of shape.)

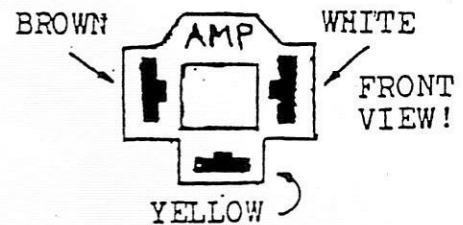
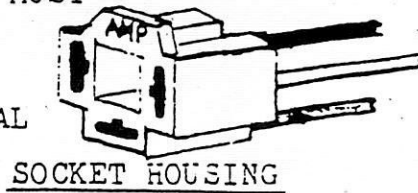
5. Install the license light harness to the rear deck lid. Connect as shown on page 5 to the white-red connector block.

6. Install the front turn signal wires. black-white goes to the left side, black green goes to the right side. Connect as shown on page 5 to the turn switch wires (not included-attached to switch). Use five block connector.

7. Disconnect and remove the front harness. Install new one and connect as shown on page 6. Install 16" Yellow, White and Brown wires into front left fender and connect from fusebox to headlight. Install front right headlight sub-harness across panel and connect from fusebox to front right headlight. Insert

headlight wires into socket housing as shown below:

TERMINALS MUST
CLIP INTO
HOUSING.
OPEN SIDE
OF TERMINAL
MUST FACE
OUT.

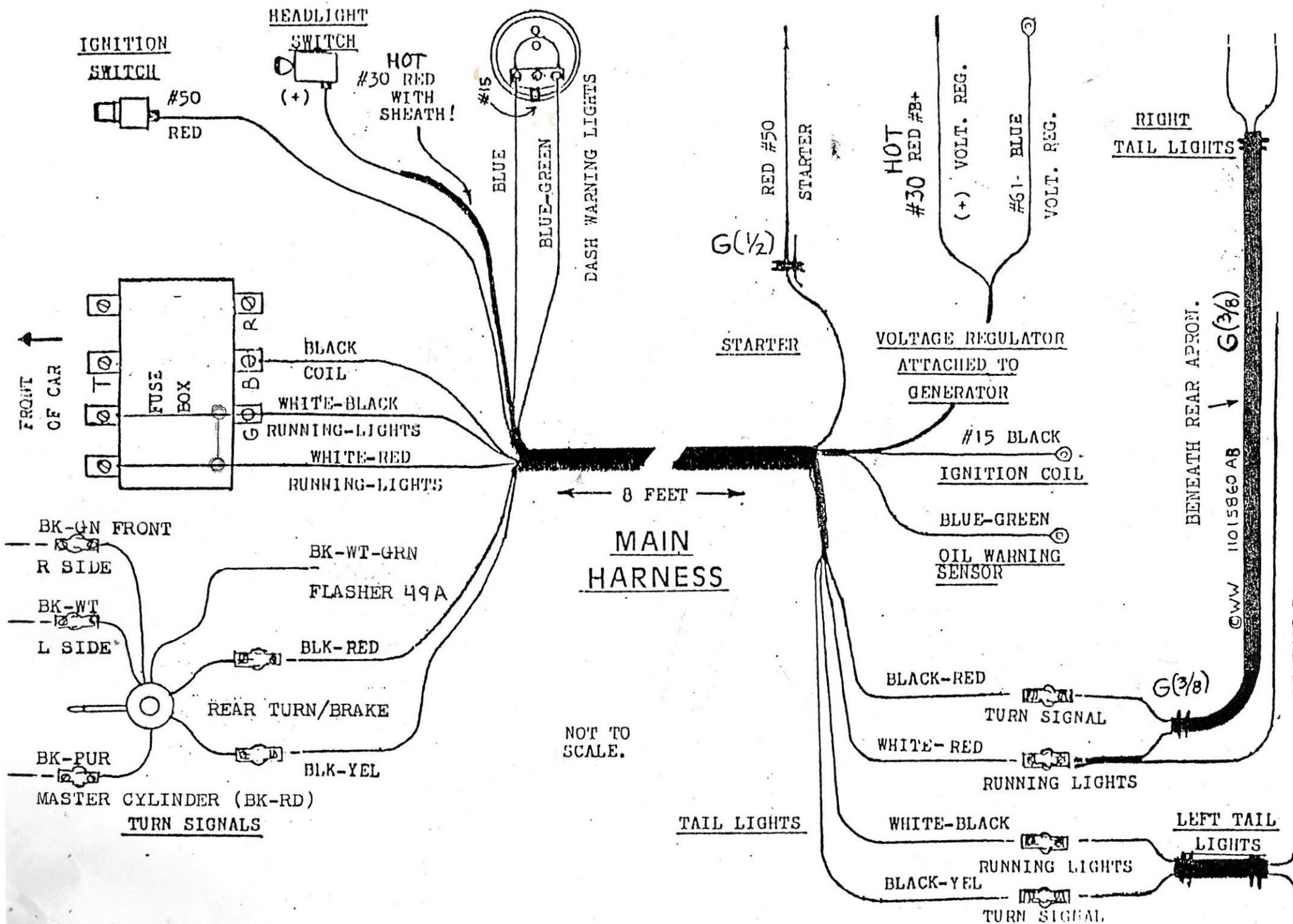


Note about front running lights: Be certain white-black wire going to parking light socket is attached to the POSITIVE lug (center of bulb). It may be necessary to connect the ground lug to the chassis if ground is poor. Don't get positive lug and ground lug connection backwards!

8. Connect 6" Bk-Wt-Grn wire from flasher relay terminal #15 (or X,49) to fusebox terminal marked "T" on harness diagram.
9. Connect Blue-Green wire from turn signal indicator light (green arrow) to #k (or L,49a) terminal on flasher relay. Be certain flasher relay is grounded (#31) if necessary.
10. Connect Bk-Wt-Grn wire attached to turnsignal switch to #54 (or L,49a) terminal on flasher relay.
11. Connect white-red wire from speedometer dash lights to #58b on light switch.
12. Connect grey 10" wire from #58 on light switch to fusebox terminal marked "G" on harness diagram.
13. Connect red 10" wire from #30 on light switch to fusebox terminal marked "R" on harness diagram.
14. Connect red 6" wire from #30 on starter switch to fusebox terminal marked "R" on harness diagram.
15. Connect double black wire from #15 on starter switch to fusebox terminal marked "B" on harness diagram. Connect small wire to power terminal #15 at very bottom of speedometer.
16. Connect windshield wiper wires from wiper motor to wiper switch: brown #31b, black #54, bk-red (or bk-violet) #54b. Check motor ground tang.
- 17.

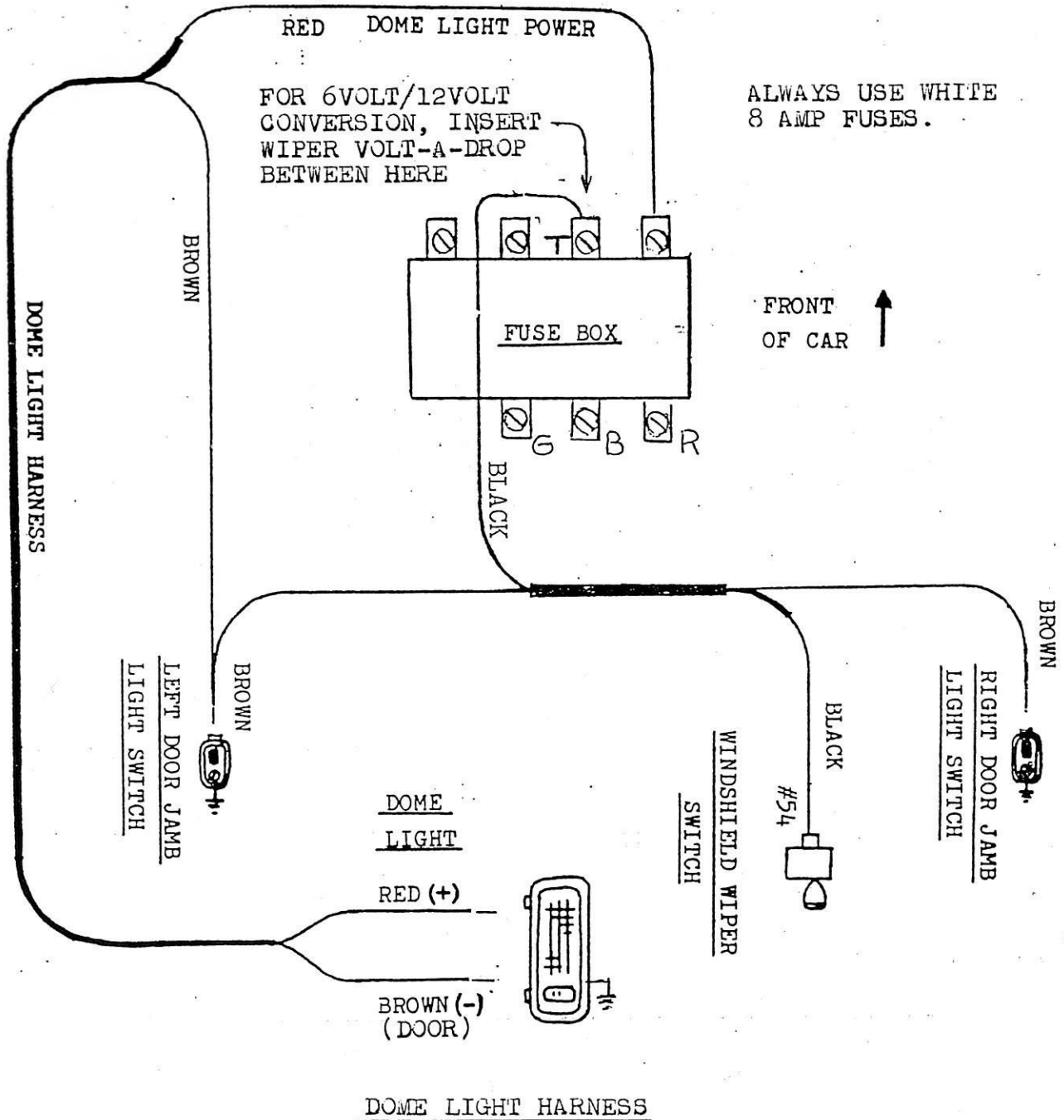
18. Connect 34" red power cable from starter solenoid post #30 (+) to voltage regulator post marked #B+. Voltage regulator is mounted on top of generator originally.

19. Installation should now be complete. Double check for potential shorts and incorrect installation. When everything has been checked, CAREFULLY reconnect the battery. Test the lights and accessories for proper operation. If there is a problem, be sure to check all connections, fuses, bulbs sockets, switches, relays and especially grounds. Use VOM to check circuits and refer to factory wiring diagram.

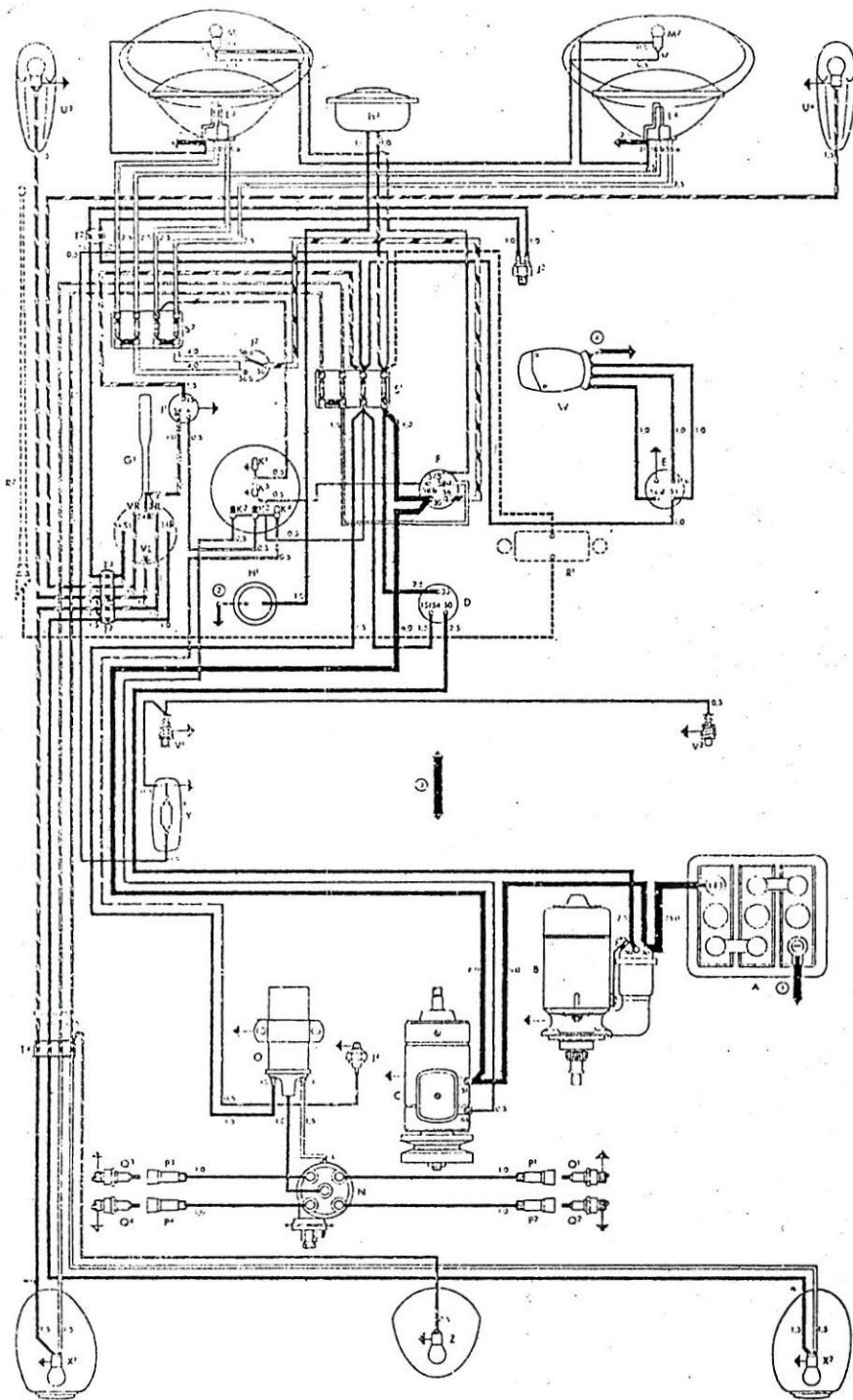


FUSE IDENTIFICATION PAPER
Cut out and place inside
four circuit fusebox.
Size: 13/16" x 2 5/16"
(21mm x 59mm)

Innenleuchter (Radio)	Tachtrich- tungsanzeiger Umschalt- schalter	Schaltlicht links Standlicht	Schaltlicht rechts Kennzeichen- leuchte
--------------------------	--	------------------------------------	--



ALWAYS USE WHITE
8 AMP FUSES.



Wiring Diagram - Sedan and Convertible

- A - Battery
- B - Starting Motor
- C - Generator
- D - Ignition Starter Switch
- E - Windshield Wiper Switch
- F - Push-Pull-Type Light Switch and Instrument Panel Lighting
- G - Flashing Type Direction Indicator Switch
- H - Horn Half Ring
- H - Horn
- J - Flashing Type Direction Indicator Relay
- J - Headlight Dimmer Switch
- J - Stop Light Switch
- J - Oil Pressure Switch
- K - High Beam Warning Light
- K - Generator Warning Light
- K - Direction Indicator Warning Light
- K - Oil Pressure Warning Light
- K - Speedometer Light
- L - Sealed Beam Lamp, Left
- L - Sealed Beam Lamp, Right
- M - Parking Light, Left
- M - Parking Light, Right
- N - Ignition Distributor
- O - Ignition Coil
- P - Spark Plug Connector for Cylinder 1
- P - Spark Plug Connector for Cylinder 2
- P - Spark Plug Connector for Cylinder 3
- P - Spark Plug Connector for Cylinder 4

- Q - Spark Plug for Cylinder 1
- Q - Spark Plug for Cylinder 2
- Q - Spark Plug for Cylinder 3
- Q - Spark Plug for Cylinder 4
- R - Radio
- R - Antenna
- S - Fuse Box (four fuses)
- S - Fuse Box
- T - Connector, double
- T - Connector, triple
- T - Connector, quadruple
- U - Flashing Type Direction Indicator, Left
- U - Flashing Type Direction Indicator, Right
- V - Door Contact Switch, Left
- V - Door Contact Switch, Right
- W - Windshield Wiper Motor
- X - Stop/Tail/Flashing Type Direction Indicator, Left
- X - Stop/Tail/Flashing Type Direction Indicator, Right
- Y - Interior Light
- Z - License Plate Light

- ① - Battery Ground Strap
- ② - Steering Column Flange Ground Strap
- ③ - Ground Strap between Transmission and Frame
- ④ - Ground Strap between Windshield Wiper Motor and Body