

1956-1957 Bug Wiring Harness Kit. This wiring harness kit fits 6-volt and 12-volt 1956-1957 Bug sedan models. If your Bug has electrical upgrades, such as an alternator, or additional equipment, some modifications will be required.

Basic automotive electronic knowledge is essential for proper installation of this wiring harness. Thoroughly read these installation instructions and study the diagrams to familiarize yourself with the basic layout of your vehicle's electrical system.

Document the routing of the old wiring harness and sub-harnesses prior to removal. A digital camera is a useful tool for this step.

If your car was recently painted, you will need to address certain areas of the body/chassis in order to achieve proper electrical continuity. Use a file, sandpaper or emery cloth to remove paint from the mounting locations of the headlights, taillights, front directional indicator bulb holder, negative battery strap, transmission to chassis strap, etc. Use touch-up paint or nail polish to seal the surrounding areas of the connection to prevent corrosion.

Component List

- Main Harness (1)
- Dome Light Harness (1)
- Headlight Harness (1)
- Miscellaneous Wires/Sub Harnesses (11)
- Grommets (8)
- Headlight Plugs (2)
- 1-1 Screw Connectors (10)

Installation

1. Disconnect negative cable from battery. Review the instructions, and identify the various sub-harnesses and supplemental wires.
2. Now the fun begins! Disconnect the main harness connections from their respective locations. Use the **main harness diagram** on page (4) of this manual for reference. Note that the main harness travels through the roof member at the right-hand side of the Bug (disregard the illustration in case you're paying attention). Unfold the metal banded clips securing the main harness as it routes above the glove box and under the speaker grill. Gather the loose wires from the front of the main harness and tape them together to create a streamlined bundle. Open the engine lid and remove any insulation material that may be present within the cavity located at the upper right corner of the compartment (where main harness exits). Now we're ready to pull the old harness out. Attach a dragline onto the front portion of the wiring harness (fish tape or heavy cord material). Overlap the dragline and main harness for about one foot and use duct tape or plastic tape to attach the dragline securely to the main harness. Wrap the tape tightly as to create a strong, streamlined bundle.

With the dragline securely attached to the old main harness, pull the harness from the rear as an assistant helps guide the dragline at the front. Using the same technique, attach a dragline to the dome light harness at the dome light opening in the roof. Pull the dome light harness out from the front of the car.

Connect the front end of the dome light drag line to the new dome light harness making sure that that it is **secure and streamline**. Pull the dragline from the dome light opening until the new dome light harness appears.

Attach the new main harness to the dragline at the rear of the car and in the same fashion as prior. Coat the new harness liberally with wire lube (surgical lube works well, KY Jelly, Astroglide, etc.) and pull the new harness into place from the front while an assistant helps guide the new harness from the rear. Be sure to keep lubricating the new harness as it is being fed while keeping the harness bundle as straight as possible. If the harness becomes stuck, do not force the issue. Reverse the procedure and observe the path of travel and remedy any obstacle.

Once the harness is through, secure it to the band clamps. See diagram on page (4) for proper connections of the wires.

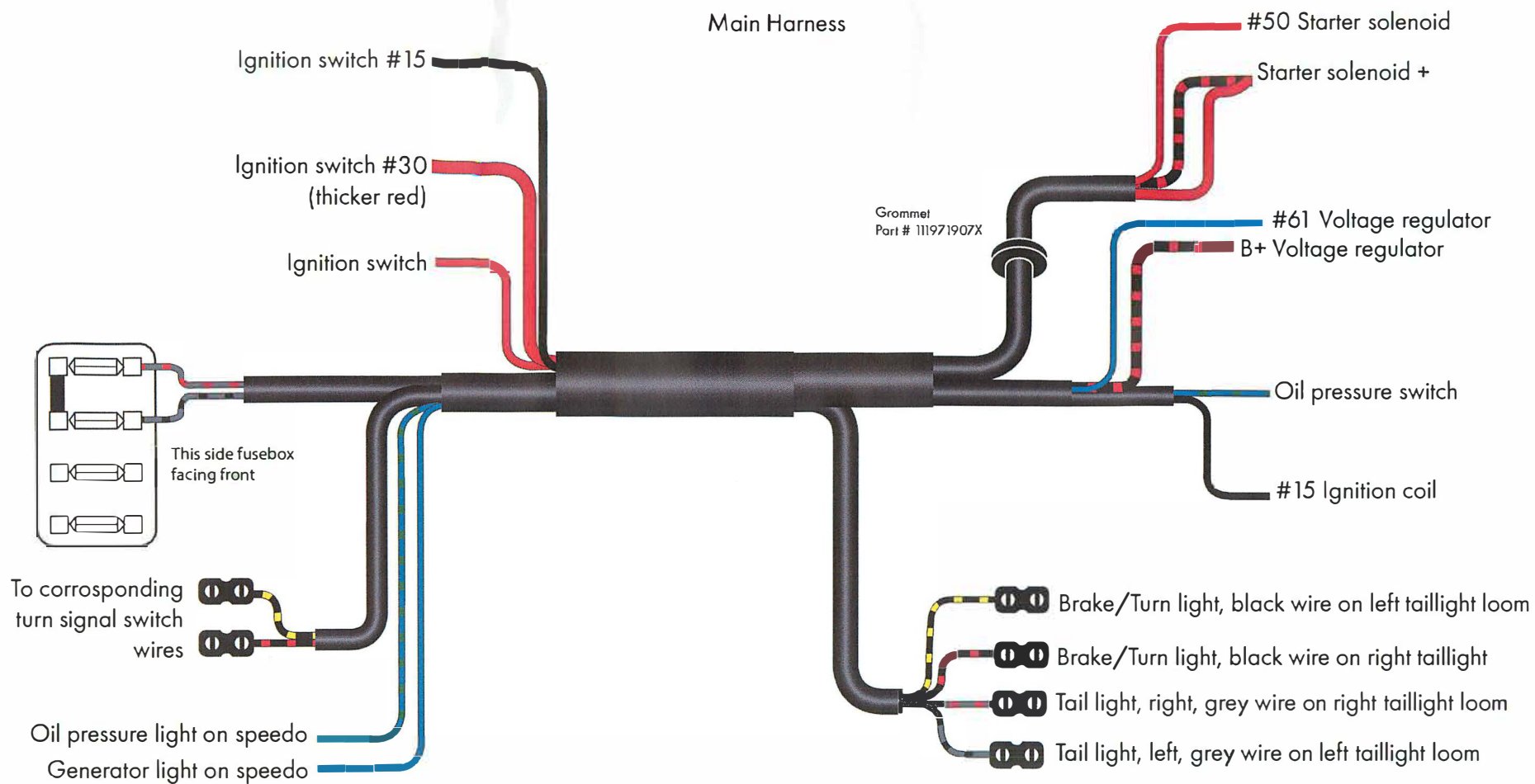
3. **Install new headlight harness**, see diagram on page (5). When routing the wires through the metal **headlight wiring conduit**, use lubricant to ease the wires through. Use the supplied grommet # 111971907X **and route the high/low wire bundle** through journal in trunk (left side of the trunk, near the fuel tank). Next route the brake light wire bundle through the trunk area (smaller hole near headlight high/low wiring hole). Route the brown wire near the fuse box through hole in the lower dash using the supplied grommet and connect to the horn brush on the side of the steering column. Pay close attention to the parking light connections. The grey wire should connect to the center lug only. The lug located at the end is for ground, which typically is not required as the unit will ground to the assembly via the mounting screw. In the event a clean ground is not achieved (newly painted models, for example), use an 18-gauge wire and attach one end to this lug, and the other to terminal 31 of the headlamp plug. Install the headlight wires onto their respective location as per the diagram onto the supplied headlight plugs.

4. Connect previously installed dome light harness, see page (6) for connection locations.

5. Install miscellaneous supplemental wires, see page (7) for illustrations:

- Install taillight harnesses, (two wires, bundled in white conduit). Left side is the longer one and it feeds inside of the rear apron. Using the diagram on page (4) and the supplied connector blocks connect the taillight harnesses to the main harness. Use the supplied grommets to route the wires through the holes in the quarter panels. These grommets have a thin center membrane that needs to be opened up slightly using a knife. See the note in the lower left corner of page (4) to help determine the correct placement of the wire to the taillight bulb holder.
- Install license light harness (grey/red wire with black conduit, 1370mm length). The license light wire connects to the right taillight connector block that houses the grey/red wire. Route the wire to the license light assembly while observing its proximity to the fan. Keep the slack of the wire as far away from the fan as possible.
- Attach turn signal indicator wire (blue/green, 150mm length) from the proper bulb socket within the speedometer, to terminal K of the turn signal relay. Please note that some modern and/or post production flashers refer to this terminal as L, or 49a. If using a 4-prong flasher relay, you will need to ground the flasher at terminal 31.
- Attach speedo light wire (grey/red, 3 connectors) from terminal 58b of the headlight switch to speedometer illumination bulbs on each side of speedo.
- Attach parking light power wire (grey wire, 100mm length) from terminal 58 of the headlight switch, to the fuse box as noted in the diagram.
- Attach headlight switch power wire (red wire, 100mm length) from terminal 30 of the headlight switch, to the fuse box as noted in the diagram.
- Attach speedometer warning light power wire (black, 180mm long) from the fuse box location as noted in the diagram to the speedometer bulb cluster located at the bottom of the speedometer.
- Attach windshield wiper motor wires (black/purple and black wires in PVC sleeve, 230mm long) from wiper motor, to wiper switch
- Install black/purple wire from #54 on wiper switch to fuse box location shown on page (6) next to wire.
- Attach wiper motor and flasher ground wire (brown). Ring connector fits under center *support bolt on* wiper assembly.

6. With installation now complete, double check all connections. Carefully connect battery and test each system for proper operation. Screw terminal fuse boxes are notorious for allowing wires to become loose. After the initial road test, check the connections again at the fuse box, as well as any other screw terminal connection.



Note: Main harness routes through right side of roof.

Bright Filament

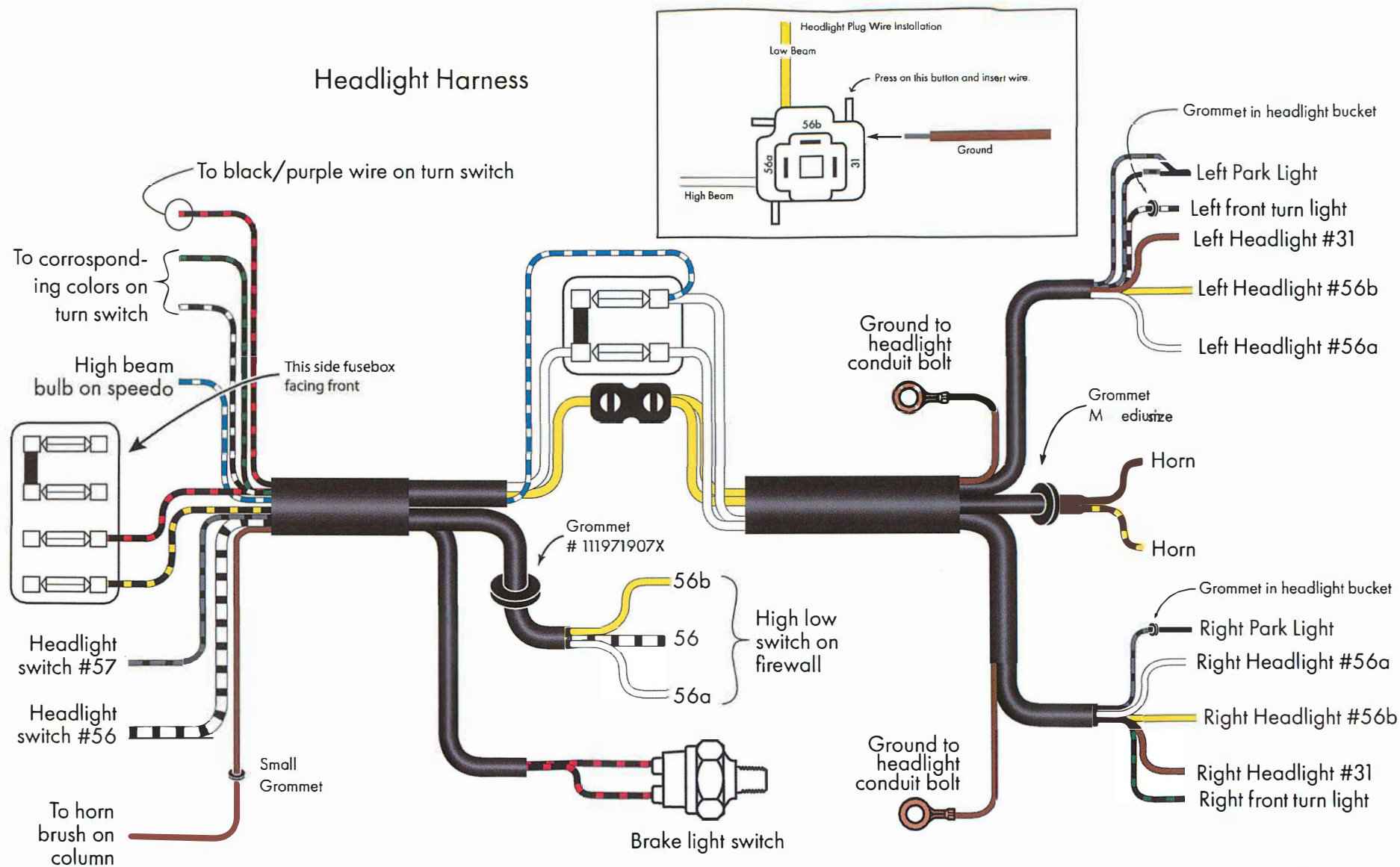
Dim Filament



Note.

Having the wires reversed on the taillight bulbs is a common mistake. Always test the taillight with battery voltage before plugging in this loom to determine which side is bright. The bright side gets the turn signal wire and the dim side is your tail light wire.

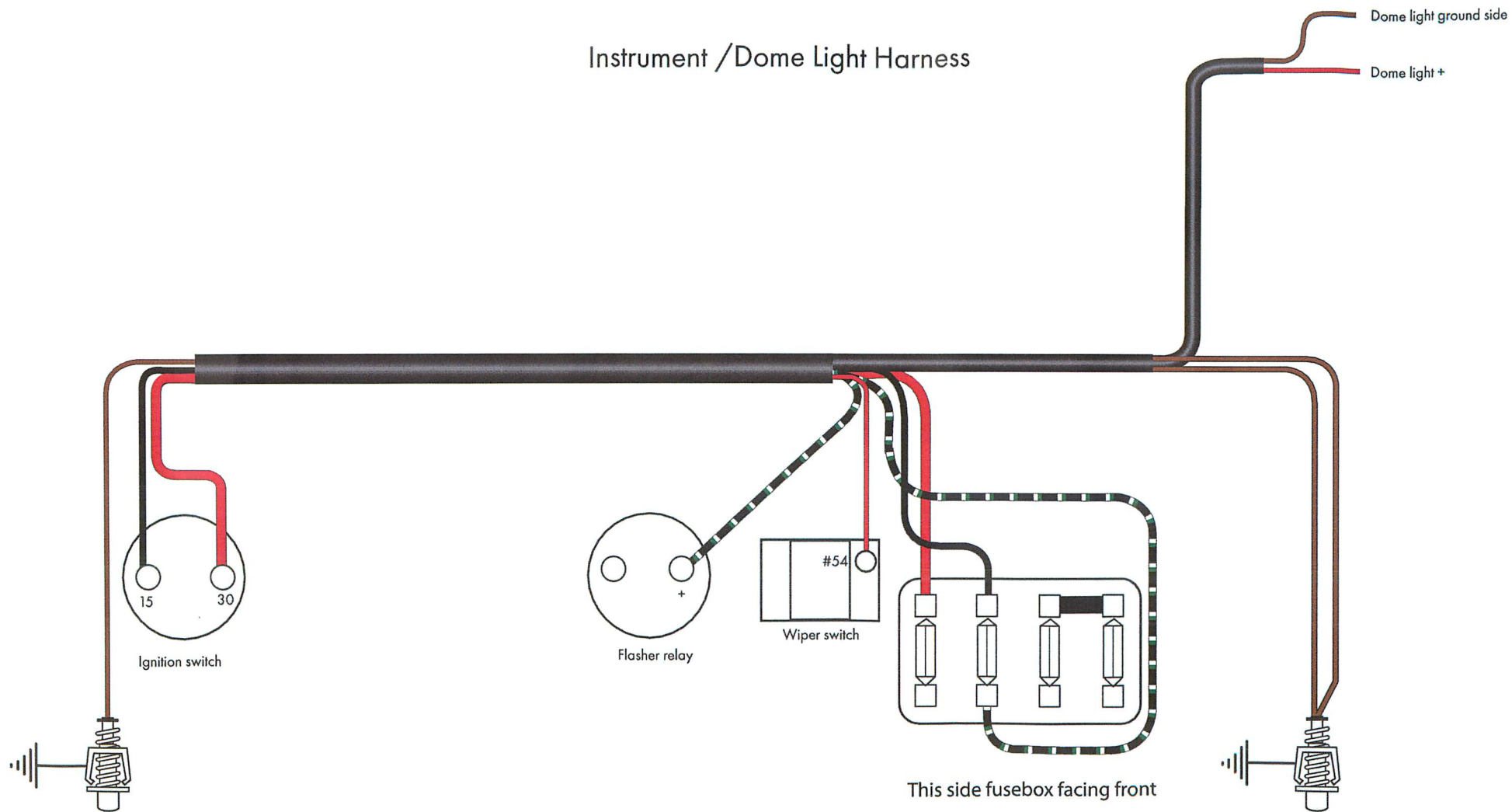
Headlight Harness



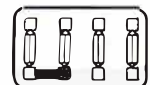
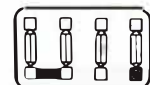
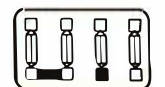
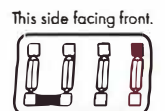
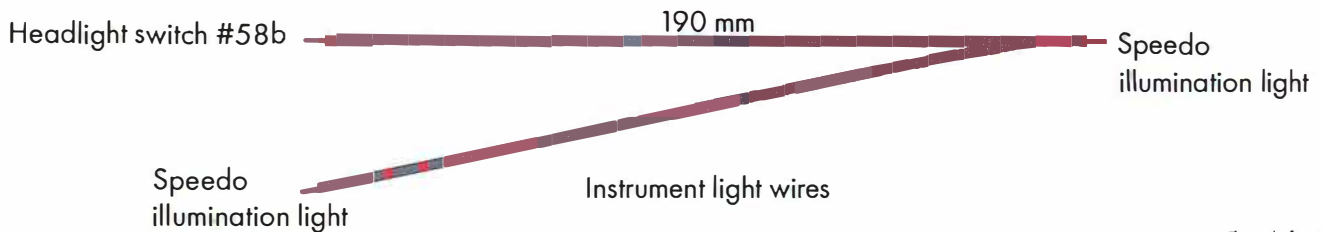
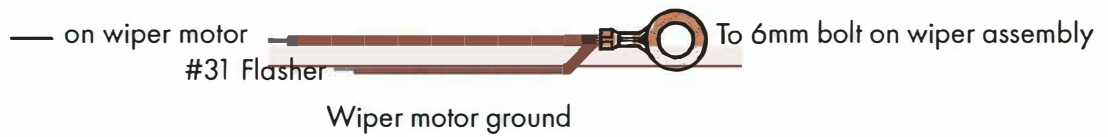
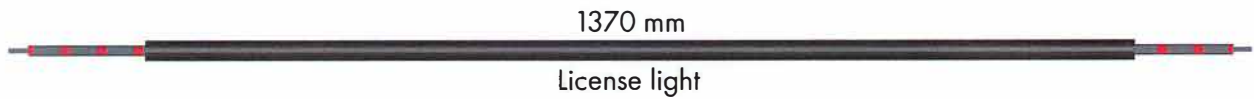
Caution!

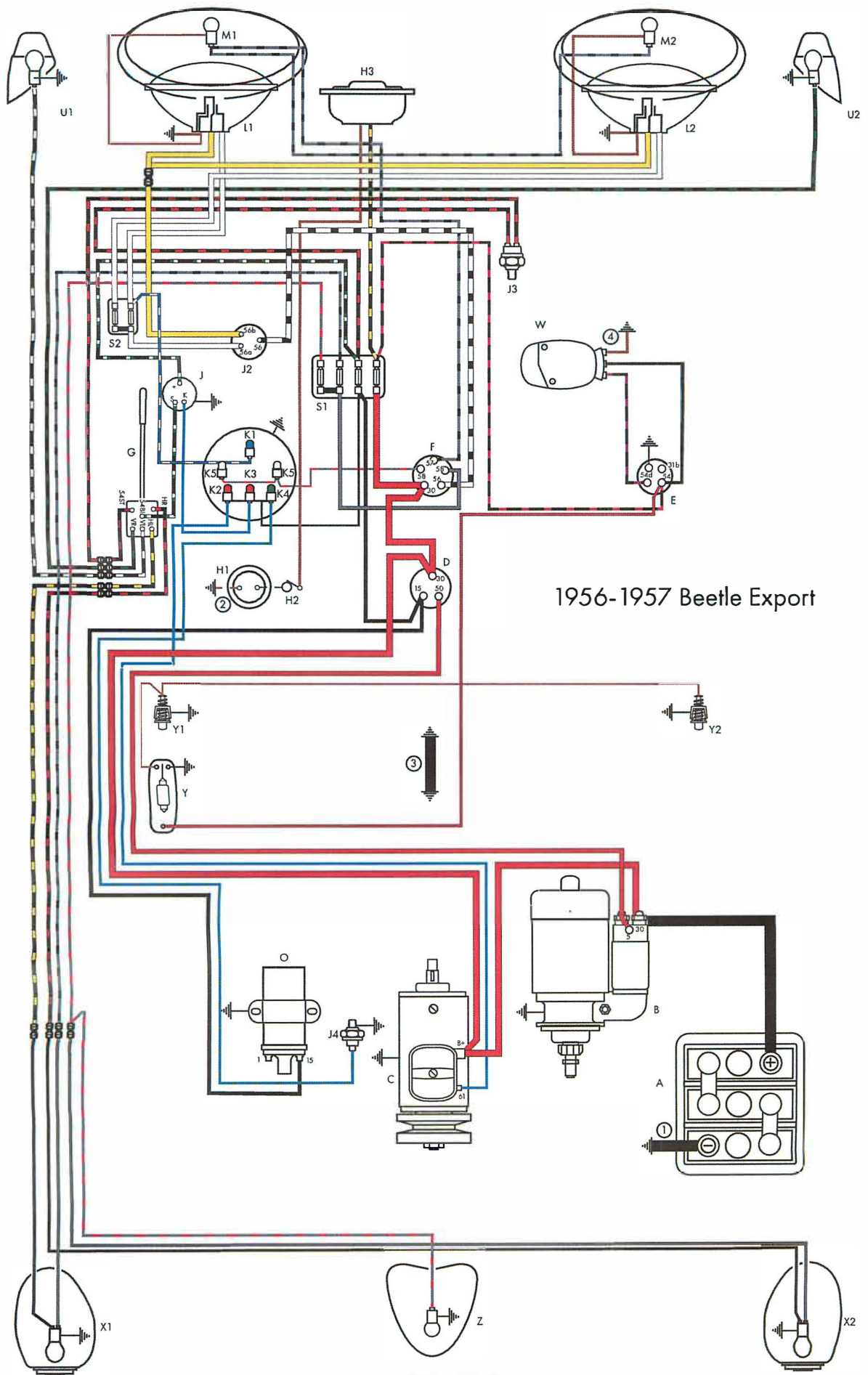
Make sure your connections to the parking light bulb holder are correct. This circuit and the headlight low beam circuit are not fused.

Instrument /Dome Light Harness



Miscellaneous Wires





1956-1957 Beetle Export

A	Battery
B	Starter
C	Generator
D	Starter/Ignition switch
E	Windshield wiper switch
F	Light switch
G	Turn indicator switch
H1	Horn button
H2	Horn brush
H3	Horn
J	Flasher relay
J2	Dimmer switch
J3	Stop light switch
J4	Oil pressure switch
K1	High beam warning light
K2	Generator warning light
K3	Turn indicator warning light
K4	Oil pressure warning light
K5	Speedometer light
L1	Sealed-beam unit, left
L2	Sealed-beam unit, right
M1	Parking light, left
M2	Parking light, right
O	Coil
S1	Fuse box, 4 fuse
S2	Fuse box, 2 fuse
U1	Turn indicator, front left
U2	Turn indicator, front right
W	Windshield wiper motor
X1	Stop/tail light, rear left
X2	Stop/tail light, rear right
Y	Interior light
Y1	Interior light switch, left
Y2	Interior light switch, right
Z	License plate light
①	Battery ground strap
②	Steering column to steering box ground jumper
③	Chassis to transaxle ground strap