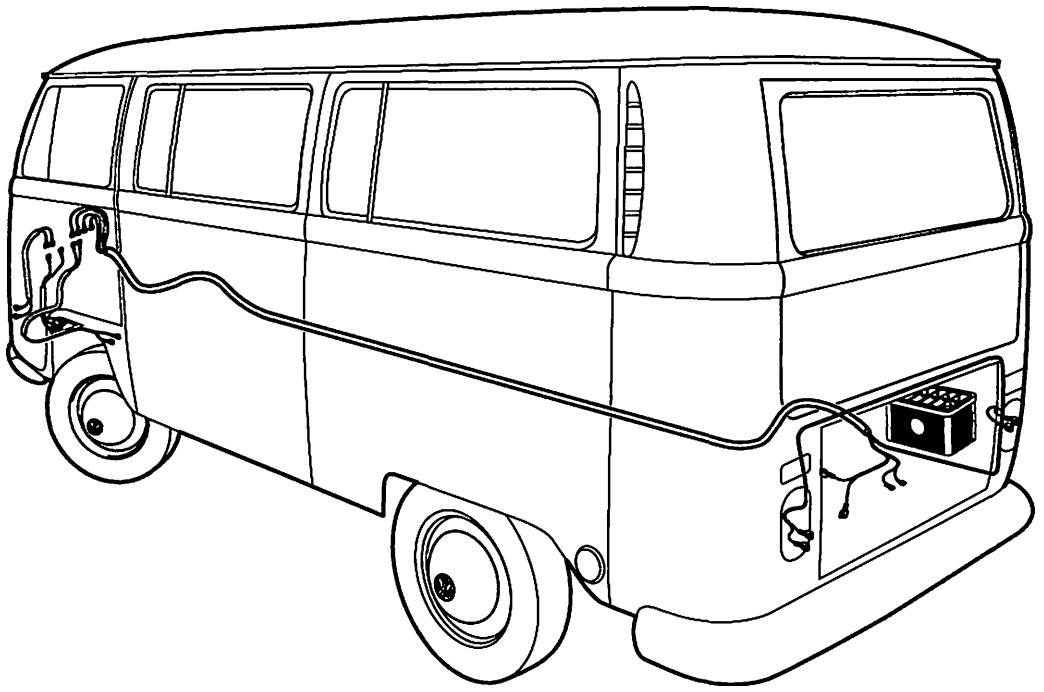
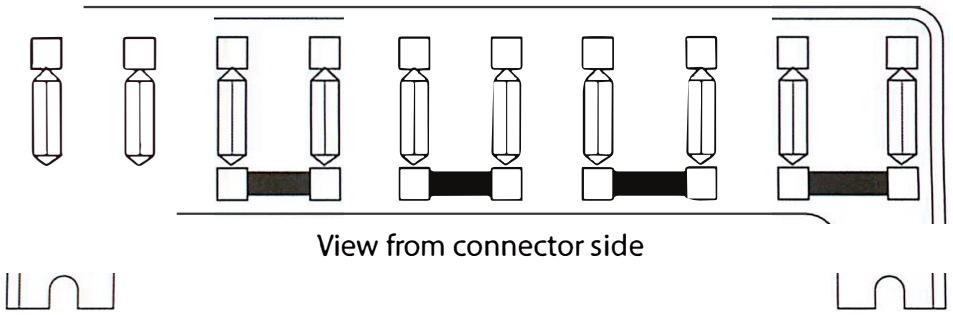


1968-1969 Bus Export Model Complete Wiring Harness

This wiring harness kit fits 1968-1969 export Bus models. If your Bus is a European model, or some electrical upgrades have been performed (such as an alternator, or additional equipment), some modifications will be required. The early 1968 used a different turn signal flasher and emergency flasher switch. This wiring kit fits the early 1968 using the modifications we show within the following instructions. This wiring kit does not include the front to rear wire for the rear window defrost circuit.

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 prior to removal. A digital camera is a useful tool for this step.

Within the following pages we use the diagram below with a red marking to indicate the exact position of the wire connection on the fuse box. In this example the wire would be running to #1 fuse (fused side). The fuse box is located to the left of the steering wheel directly under the dash.



View from connector side

Installation

1. Disconnect negative cable from battery. Review the instructions, and identify the various sub-harnesses and supplemental wires.

2. Now the fun begins!

Access to the wires behind the dash panel will be greatly improved by removing the speedometer dash panel. Unfortunately the heat and fresh air vent knobs situated on the right side of the panel are difficult to remove. You will find that they are held in with a plastic pin that is accessed from the radio opening. With the removal of the knobs you can unscrew the four Philips screws in the corners, un screw the speedo cable and release the remaining wires from fuel gauge and indicator lights. You now have clear and easy access to the dash wiring. Take a few pictures to document your current layout and then disconnect everything less the wiper motor wiring. With all the wires disconnected behind the dash push the main harness through the hole in floor. In the engine compartment disconnect the wires from the voltage regulator, engine and taillights. Attach a dragline onto the rear portion of the wiring harness (fish tape or heavy cord material) that is a minimum of 15 ft long. 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. The main harness travels along the right side frame member. Release the sheet metal tabs holding the harness to the member. With the dragline securely attached to the old main harness, pull the harness from the front as an assistant helps guide the dragline from the rear.

With the old harness removed attach the rear of the new main harness onto the dragline making sure that the wires are secured properly. Coat the new harness liberally with wire lube (Glycerini 50915 works well) and pull the new harness into place from the rear while an assistant helps

guide the harness from the front. 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. With the harness pulled into position fasten it the side member with the existing tabs. Feed the front end of the harness through the underside of the floor. Note that a grommet was not used here originally but instead a putty type sealer was applied.
See diagram on page (4) for proper connections on the main harness.

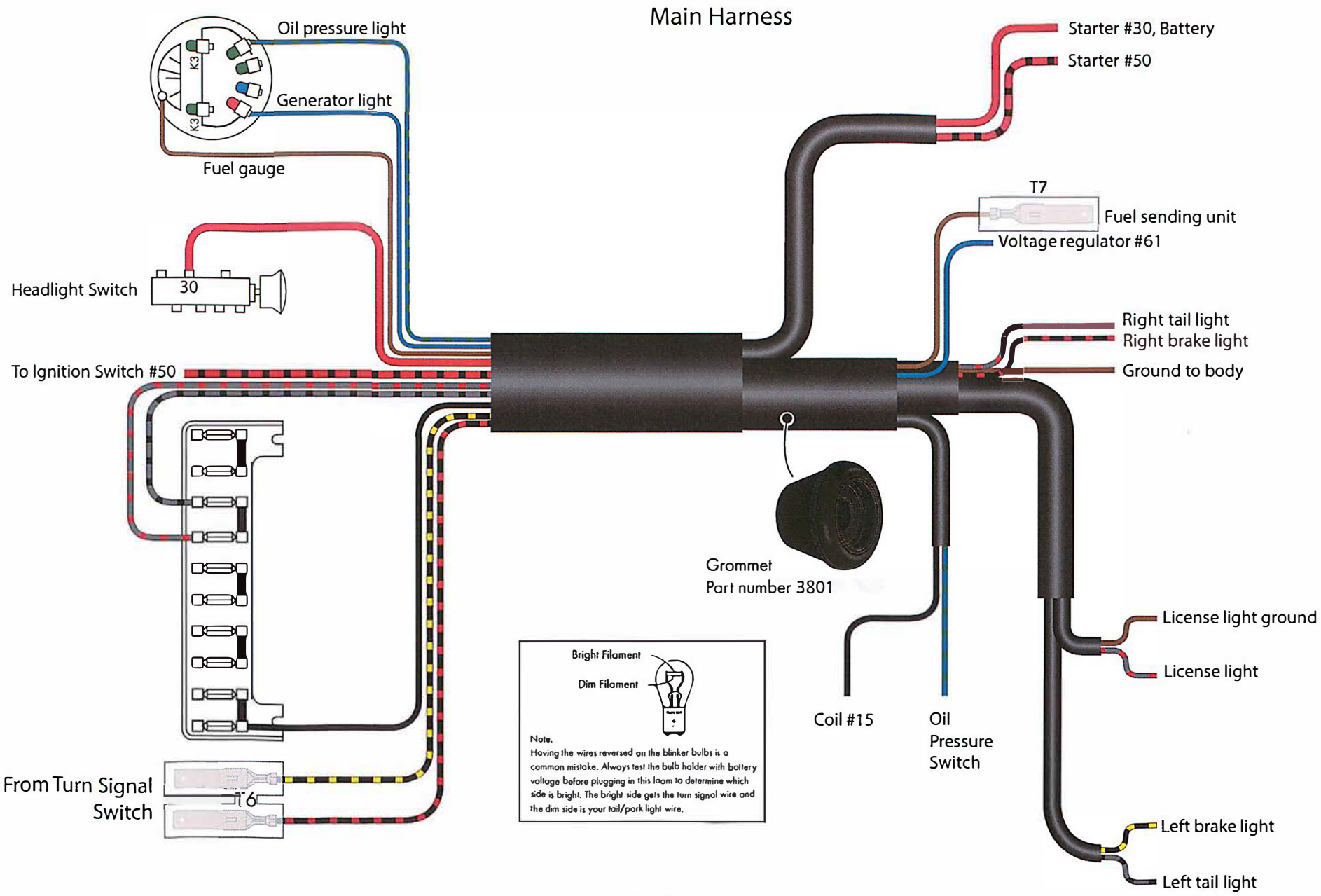
3. Install the dome light harness, see diagram on page (9). If your Bus currently has a headliner installed this will be difficult. If your old harness is still intact, it's best to use the harness already present in lieu of replacement.

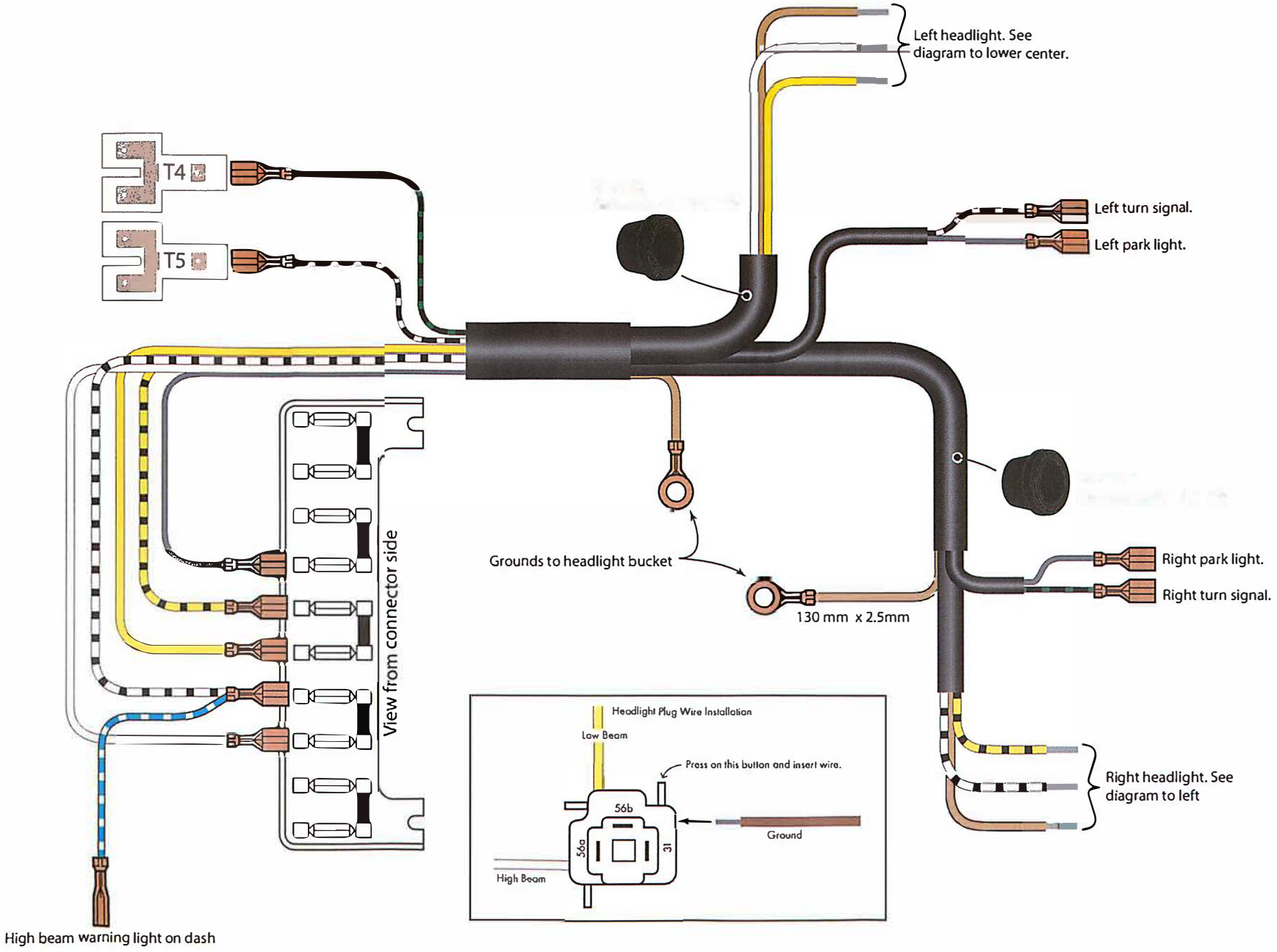
4. Install new headlight harness, see diagram on page (5) using the supplied grommets for the headlight buckets. Use the supplied headlight plugs and refer to the diagram on page (5) to correctly locate the wires into the plug. When plugging in the turn signal/ park light wires make sure that you connect the black wire to the brighter side of the bulb (see note in lower portion of page (4) for more info).
It's best if you have the dash switches removed from the dash with the terminal identification in clear view when installing the balance of dash wiring.

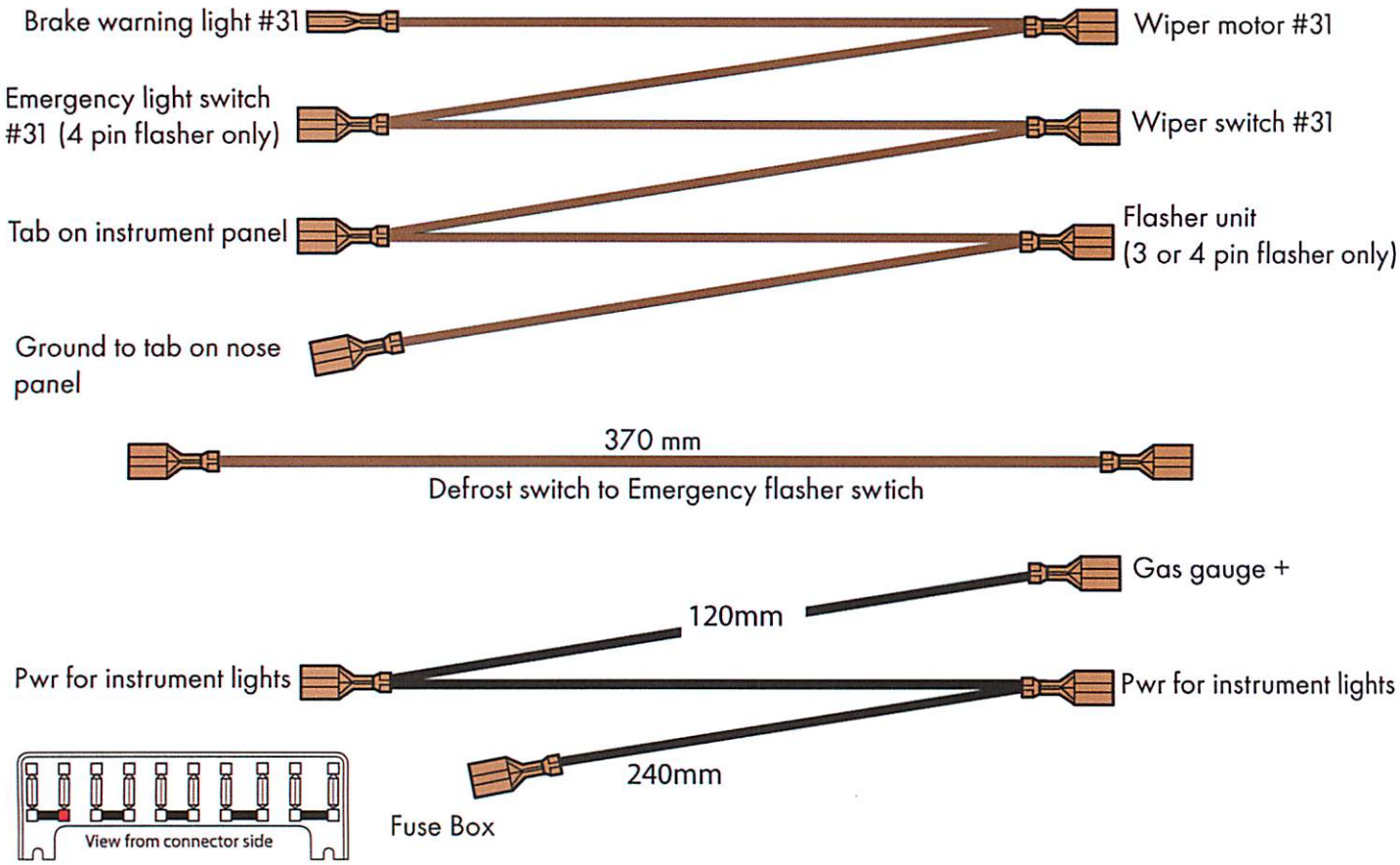
5. Install the brake light/horn harness, see page (9).

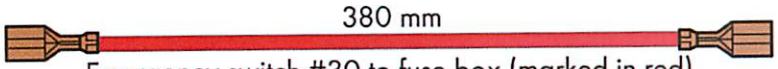
6. Install miscellaneous supplemental wires, see page (6 - 9) for illustrations.

7. In the engine compartment install the tail light wiring making sure again to attach the black with stripe wire to the bright side of the bulb. Use the supplied grommet (center portion has a closed membrane, use knife to open small slice in center) to route the backup harness from the backup switch through the left side of the firewall.
This completes the installation. Review your work to insure that you have not crossed any wires. Reconnect the battery cables and check all the electrical components for proper operation.


Main Harness
Oil pressure light
Generator light
Fuel gauge
K3
K3
Starter #30, Battery
Starter #50
T7
Fuel sending unit
Voltage regulator #61
Headlight Switch
30
Right tail light
Right brake light
Ground to body
To Ignition Switch #50
Grommet
Part number 3801
License light ground
License light
Coil #15
Oil
Pressure
Switch
From Turn Signal
Switch
T6
Left brake light
Left tail light
Bright Filament
Dim Filament
Note.
Having the wires reversed on the blinker bulbs is a common mistake. Always test the bulb holder 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/park light wire.

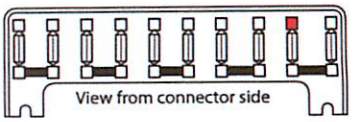

Left headlight. See diagram to lower center.
T4
T5
Left turn signal.
Left park light.
Grounds to headlight bucket
130 mm x 2.5mm
Right park light.
Right turn signal.
View from connector side
Headlight Plug Wire Installation
Low Beam
Press on this button and insert wire.
56b
56a
31
Ground
High Beam
Right headlight. See diagram to left
High beam warning light on dash

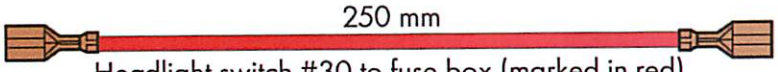

Brake warning light #31
Wiper motor #31
Emergency light switch #31 (4 pin flasher only)
Wiper switch #31
Tab on instrument panel
Flasher unit (3 or 4 pin flasher only)
Ground to tab on nose panel
370 mm
Defrost switch to Emergency flasher swtich
Gas gauge +
120mm
Pwr for instrument lights
Pwr for instrument lights
240mm
View from connector side
Fuse Box
440 mm
Flasher #49 or + to emergency flasher switch #+
Not used on early 1968
Emergency flasher switch #49a
On early 1968 terminal "K"
440 mm
Flasher #49a
270 mm
Turn signal switch, black/green/white using 1-1 connector. Shown as the T3 connector in the wiring diagram.
Flasher #KBL
480 mm
Turn indicator warning light
Turn indicator warning light
110 mm
Headlight switch #58b
180 mm
Speedo light
Fuel gauge light
180 mm



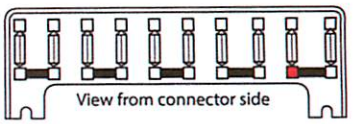
Emergency switch #30 to fuse box (marked in red)

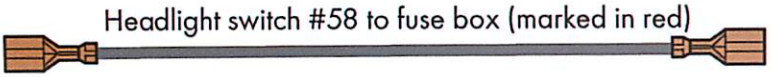
On early 1968 Bus, Flasher #30 to fuse box



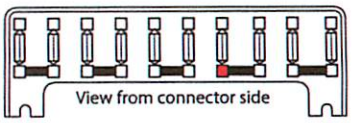


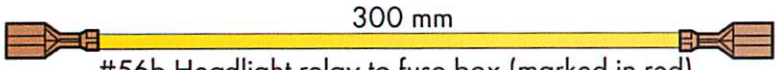
Headlight switch #30 to fuse box (marked in red)



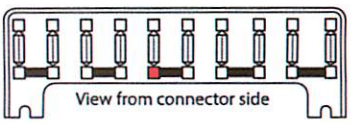


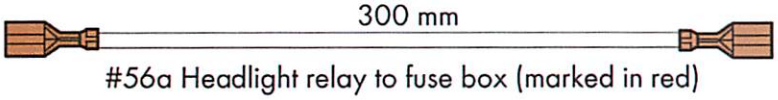
Headlight switch #58 to fuse box (marked in red)



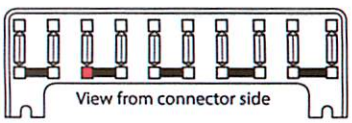


#56b Headlight relay to fuse box (marked in red)

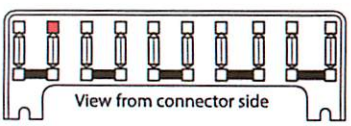


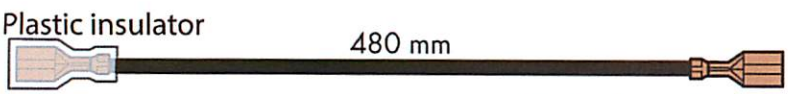


#56a Headlight relay to fuse box (marked in red)



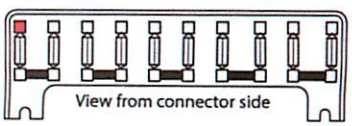
#15 Defrost switch to fuse box (marked in red)

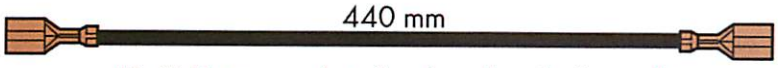




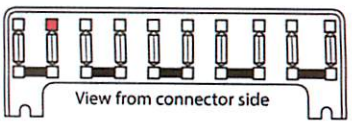
#15 Emergency switch to fuse box (marked in red)

On early 1968, flasher #15 to fuse box





#"+" Wiper switch to fuse box (marked in red)



Black/red brake light switch wire to #54 Emergency flasher switch

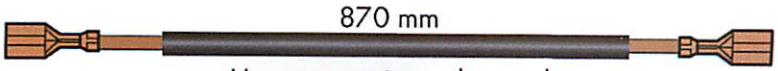
Not used on early 1968

"Y" connector, T4, to emergency flasher switch #R

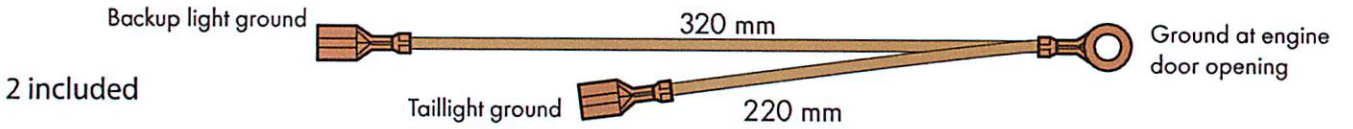
On early 1968, "Y" connector to flasher #VR

"Y" connector, T5, to emergency flasher switch #L

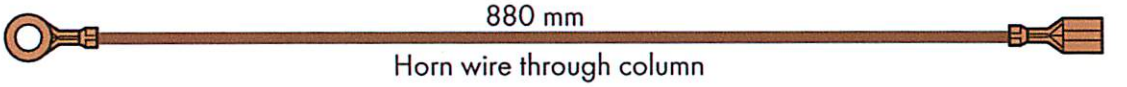
On early 1968, "Y" connector to flasher #VL

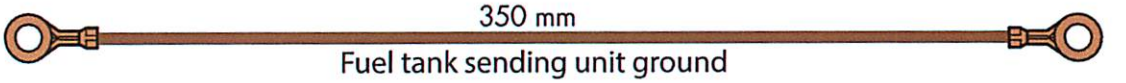


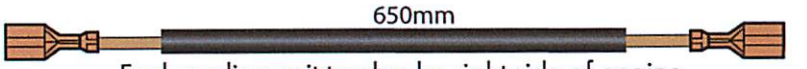
Horn to steering column tube

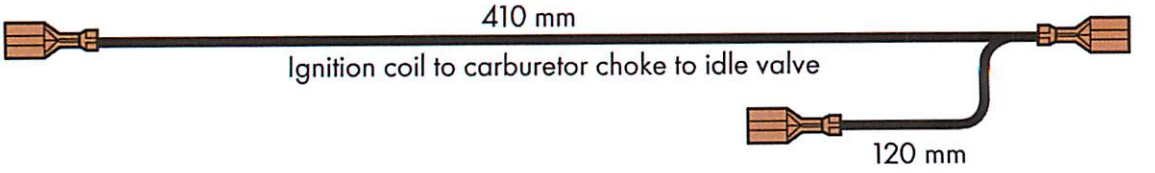

Backup light ground
2 included
320 mm
Ground at engine door opening
Taillight ground
220 mm


Generator/Voltage Regulator Loom
Generator D+
Regulator D+
Generator Df
Regulator Df

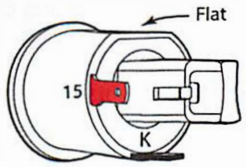

880 mm
Horn wire through column


350 mm
Fuel tank sending unit ground


650mm
Fuel sending unit to plug by right side of engine

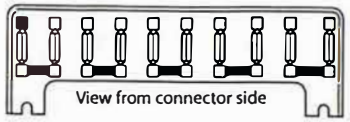

410 mm
Ignition coil to carburetor choke to idle valve
120 mm


#57 Headlight switch to indicator light on speedo



Brake Warning Light

Brake Light Switch/Horn Harness



Brake warning light #K

To green wire, insulated connector, T2
To flasher #54 on early 1968 Bus

To fuse box marked in red to the left

Brake warning light #15

Brake light switchs

To horn

T1

Back-up Light Harness

Left backup light

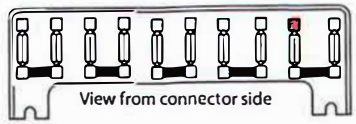
Backup light switch on transoxle nose cone

To ignition coil #15

Inline fuse located on engine fan shroud

Right backup light

To fuse box (marked in red)



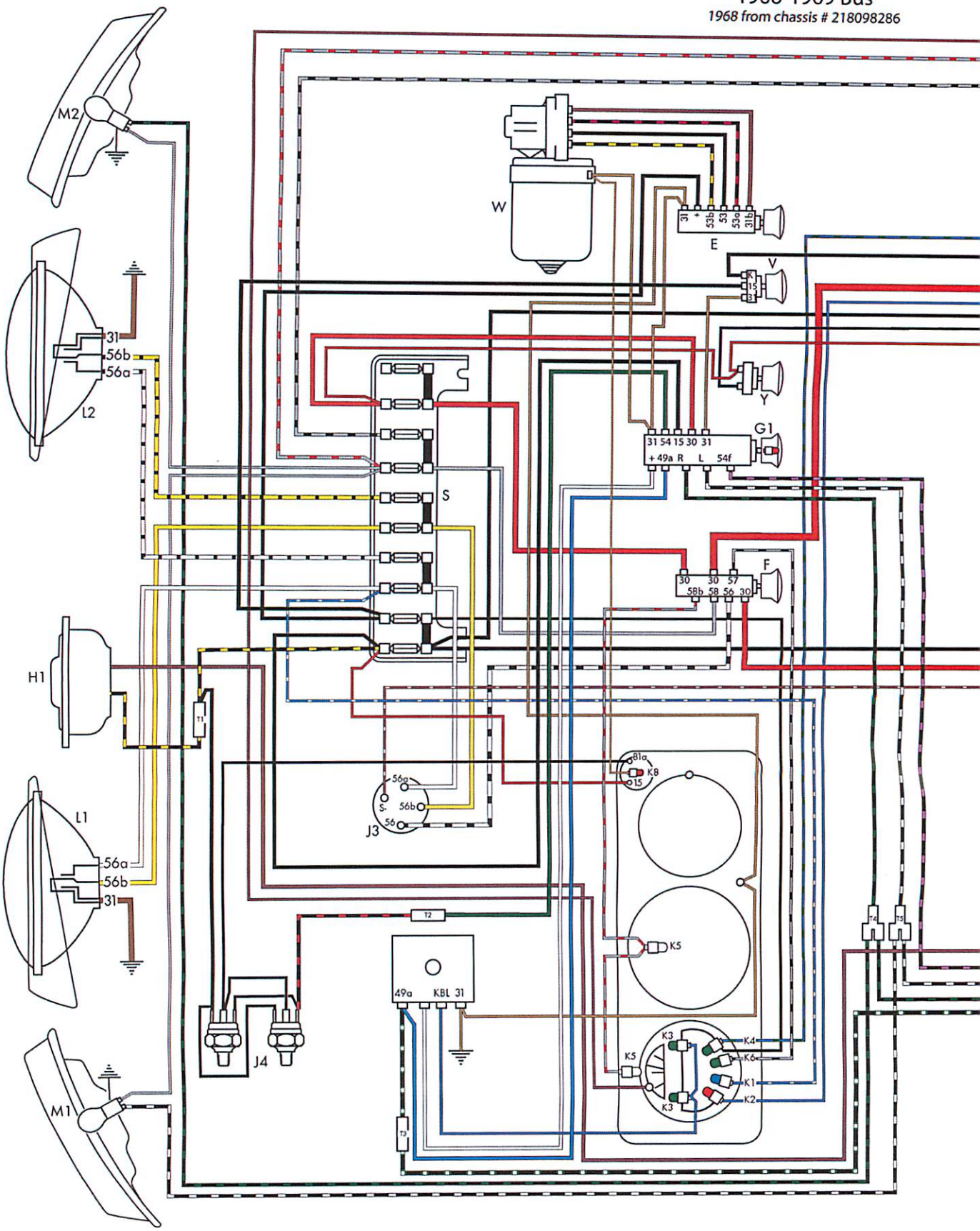
Dome Light Harness

Dome Switch
Connect to single terminal side

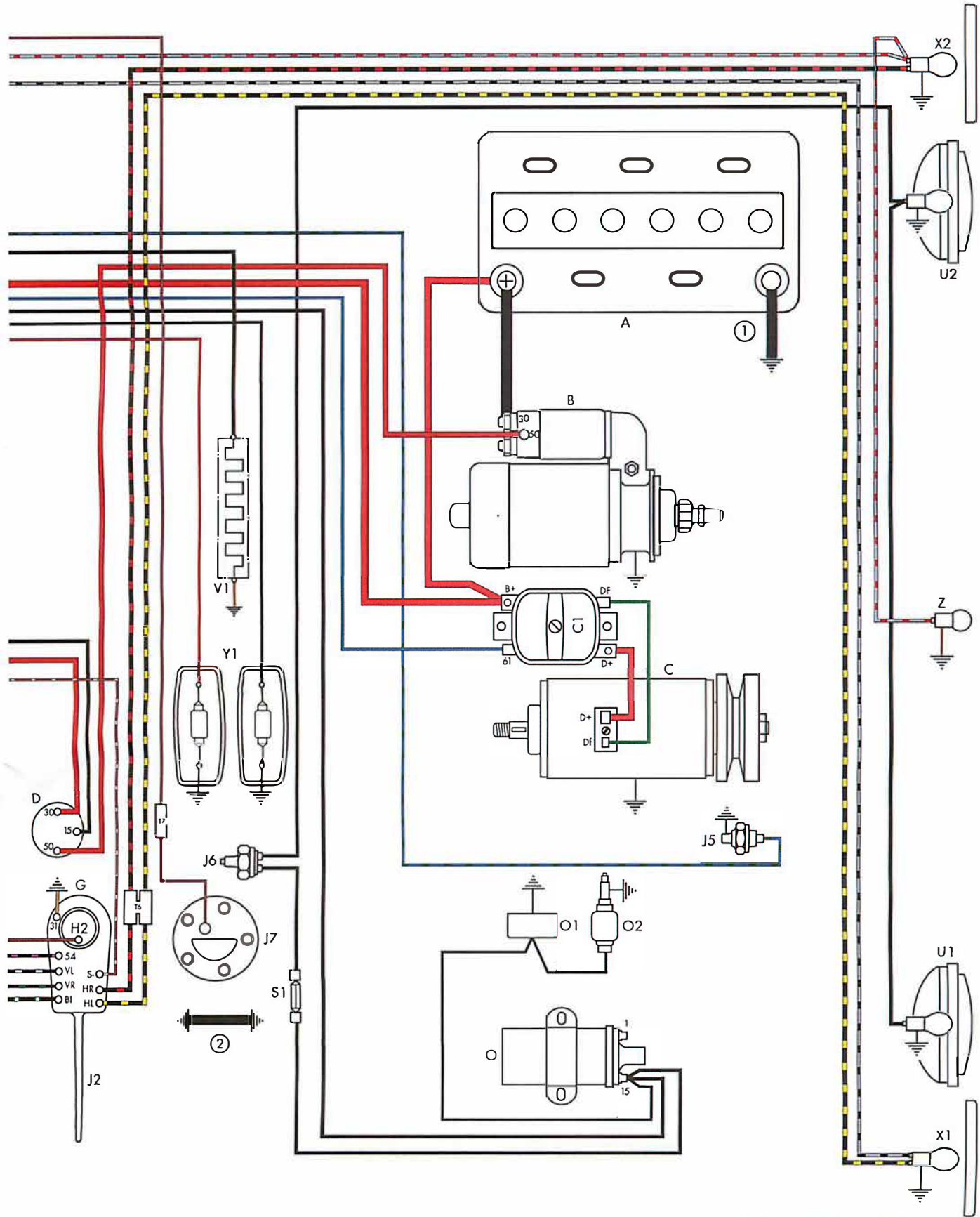
Center Dome Light

Rear Dome Light

Note. Make sure you connect these wires to the non-switched side of the dome light!



A	Battery	G1	Emergency flasher switch	J6	Back-up light switch	K8	
B	Starter	H1	Horn	J7	Fuel gauge sending unit	L1	
C	Generator	H2	Horn button	K1	High beam warning light	L2	
C1	Voltage regulator	J	Turn Signal/Emergency relay	K2	Generator warning light	M1	
D	Starter/Ignition switch	J2	Dimmer switch	K3	Turn indicator warning light	M2	
E	Windshield wiper switch	J3	Dimmer relay	K4	Oil pressure warning light	O	
F	Light switch	J4	Stop light switch	K5	Instrument lights	O1	
G	Turn indicator switch	J5	Oil pressure switch	K6	Parking indicator light	O2	



Brake warning light	S	Fuse box, 10 fuse	X2	Stop/tail/turn light, rear right
Sealed-beam unit, left	S1	Back-up light fuse in engine compartment	Y	Rear interior light switch
Sealed-beam unit, right	U1	Back-up light, left	Y1	Interior light
Parking light/Turn light, left	U2	Back-up light, right	Z	License plate light
Parking light/Turn light, right	V	Rear window defrost switch		
Coil	V1	Rear window defrost	①	*Battery ground strap*
Automatic choke	W	Windshield wiper motor	②	Chassis to transaxle ground strap
Electric idle jet	X1	Stop/tail/turn light, rear left		

Use the diagram below for early 1968 buses with a 9 pin flasher box when fitting this wiring kit.