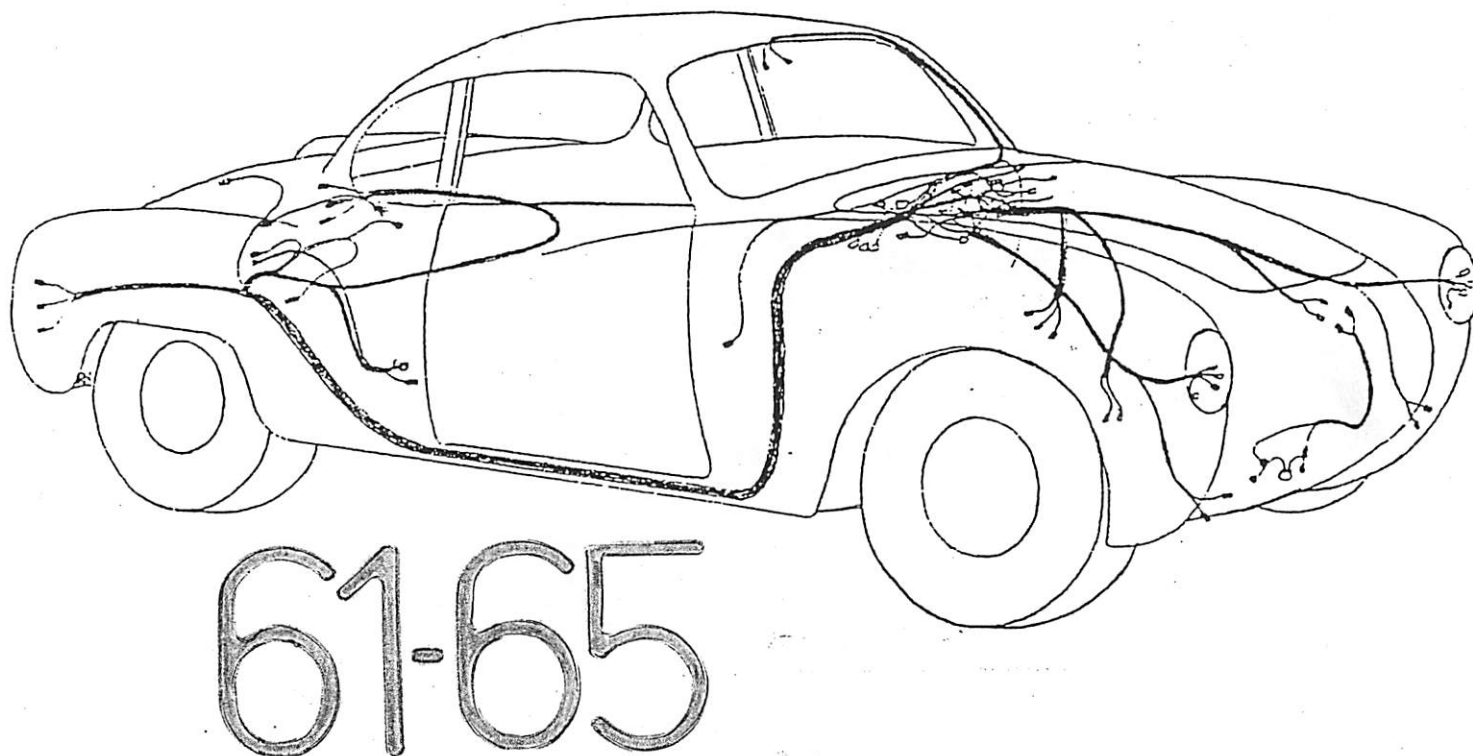


#143-6165

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



This harness kit fits 1961-1965 Karmann Ghia coupes as shown above. Original 6 volt factory design. Can be adapted to 12 volt. Kit also fits K.G. convertible.

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. Seller 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.

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PART NO. 143-6165
1961-1965 VW

KARMANN GHIA
U.S. IMPORT VERSION

WIRING HARNESS SET

READ DIRECTIONS COMPLETELY BEFORE STARTING

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 loom traveling from the motor area to the fuse box. Early Ghias have a tube welded inside the right rocker panel through which the main harness travels. To find the front of the tube, remove the right front tire and find the cover panel located at the back of the wheel well. Scrape away the road grime and remove the screws holding the panel on. Prying the cover panel (mud sill) off will reveal the front of the tube and the wiring harness coming out of it. Next, move to the back seat area. Carefully pry off the right back seat upholstered quarter panel (don't forget the screw in the back). Looking into the cavity behind the quarter panel, you'll see the harness exiting the rear of the tube and travelling over the rear wheel well into the engine compartment. Removal of the engine tarboard firewall will reveal the wiring in the back. Unbend any metal tangs holding the harness in place and disconnect harness wiring in the front and back. Untangle the mess and securely attach a dragline (12-14 feet of clothesline or heavy wire works well) to the front of the old harness. This dragline is used to pull the new harness through the tube after the old one is removed from the car. Finally, yank the old harness out from the back; the dragline will snake in through the front and take its place. To install the new harness, tie the dragline to the front of it and wrap the joint with plastic tape
packing

to make a COMPACT streamlined bundle that will slip through the tube. Ready? Pull on the dragline from the front while someone feeds the harness in through the back. Using wire lube or bar soap to help get the harness along through the tube is very helpful. DON'T force anything if it gets stuck. Check to see where it is hanging up and correct the problem. Once the loom is in position, install the rubber grommets and bend the metal tangs back to secure everything. Reconnect the wires as shown on page 5.

3. Install the front Left Light Harness. Front airscoop grill and filter must be removed so harness can be pushed through. Connect as shown on page 6.

4. Install front Right Light Harness and connect as shown on page 7.

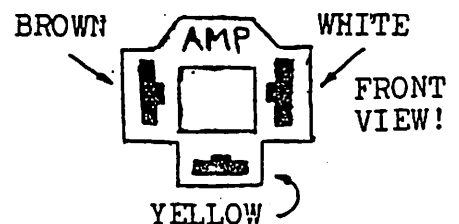
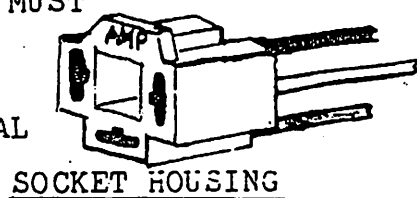
5. Install domelight harness. ATTACH DRAGLINE at light hole to old harness before removal. Pull out front. Use dragline to pull new harness through. Connect the dome light wiring as shown on page 7. Make certain the door buttons and dome light assembly are in working order and are grounded properly.

6. Install assorted wires:

LIGHTS AND LIGHTSWITCH

- Red wire: #30 light switch To fusebox terminal labeled "R" on harness diagrams.
- Grey wire: #58 Light switch To fusebox terminal labeled "G" on harness diagrams.
- White-Red assembly: #58b light switch To clock light To fuel gauge light To speedometer light.
- Blue-White wire: Blue highbeam light in speedometer To fusebox terminal labeled "WB" on harness diagrams.
- Brown headlight grounds: Headlight socket To ground. (Inside hdl't bucket) Connect sockets' wiring as shown below:

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



TURN SIGNAL RELAY AND SWITCH

- Black-White-Green Wire: (Not incl.) Turnsignal switch To #54 (or L,49a) on flasher relay unit.
- Black-Wt and Black-Grn: (Not incl.) Turnsignal switch To TEE connectors for front and back turnsignals.
- Blue-Green wire: Green arrow light on speedometer To #k (or l,49a) on flasher relay unit.
Ground #31 terminal if unit has one.

WINDSHIELD WIPER MOTOR AND SWITCH

- Harness assembly: Black wire: #54 motor To wiper switch
 Bk-Purple #54d
 Brown #31b
- Black wires attached to above: #54 wiper switch To fusebox terminal labeled "B" on harness diagrams To #15 (or X,49) flasher relay unit.

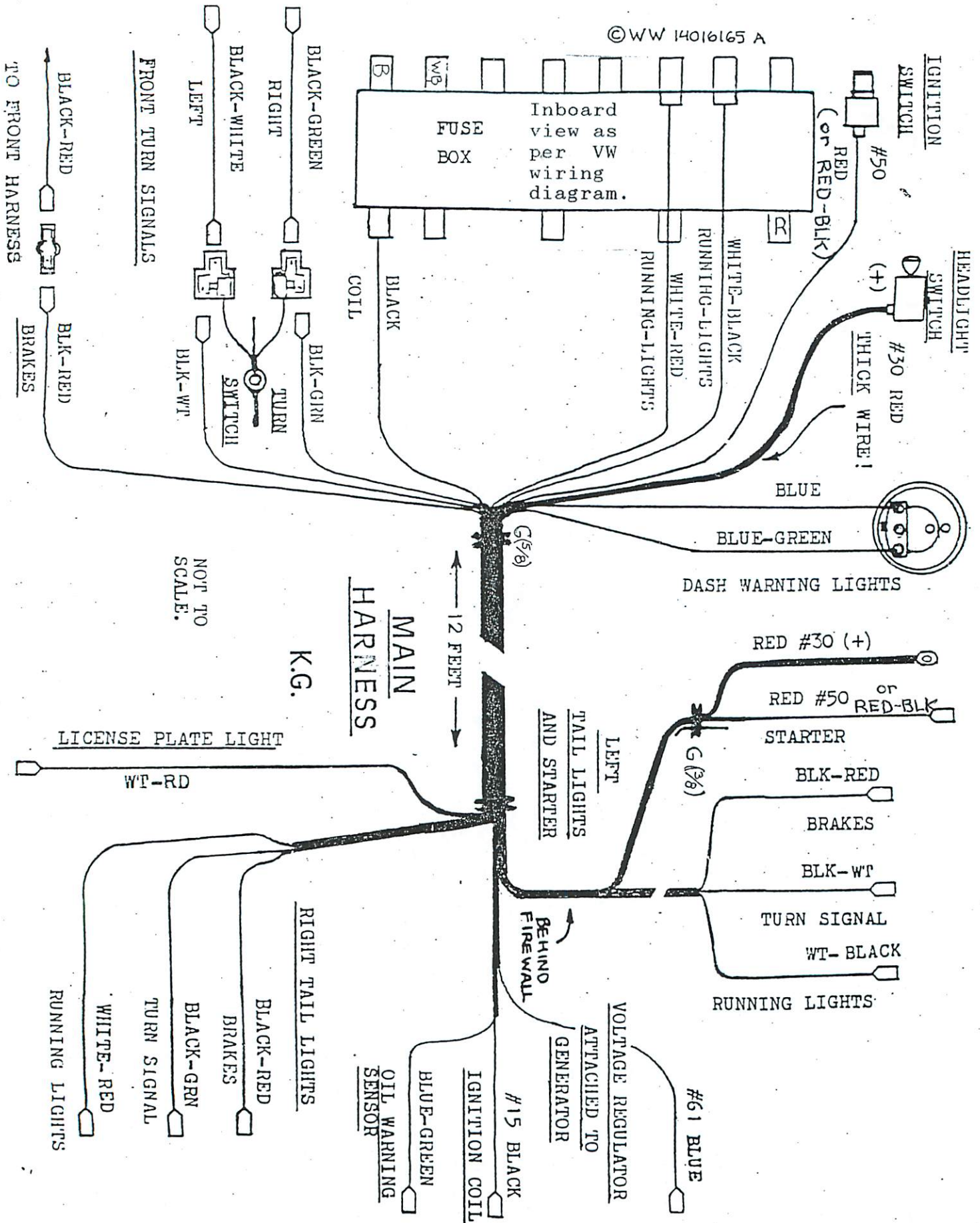
HORN

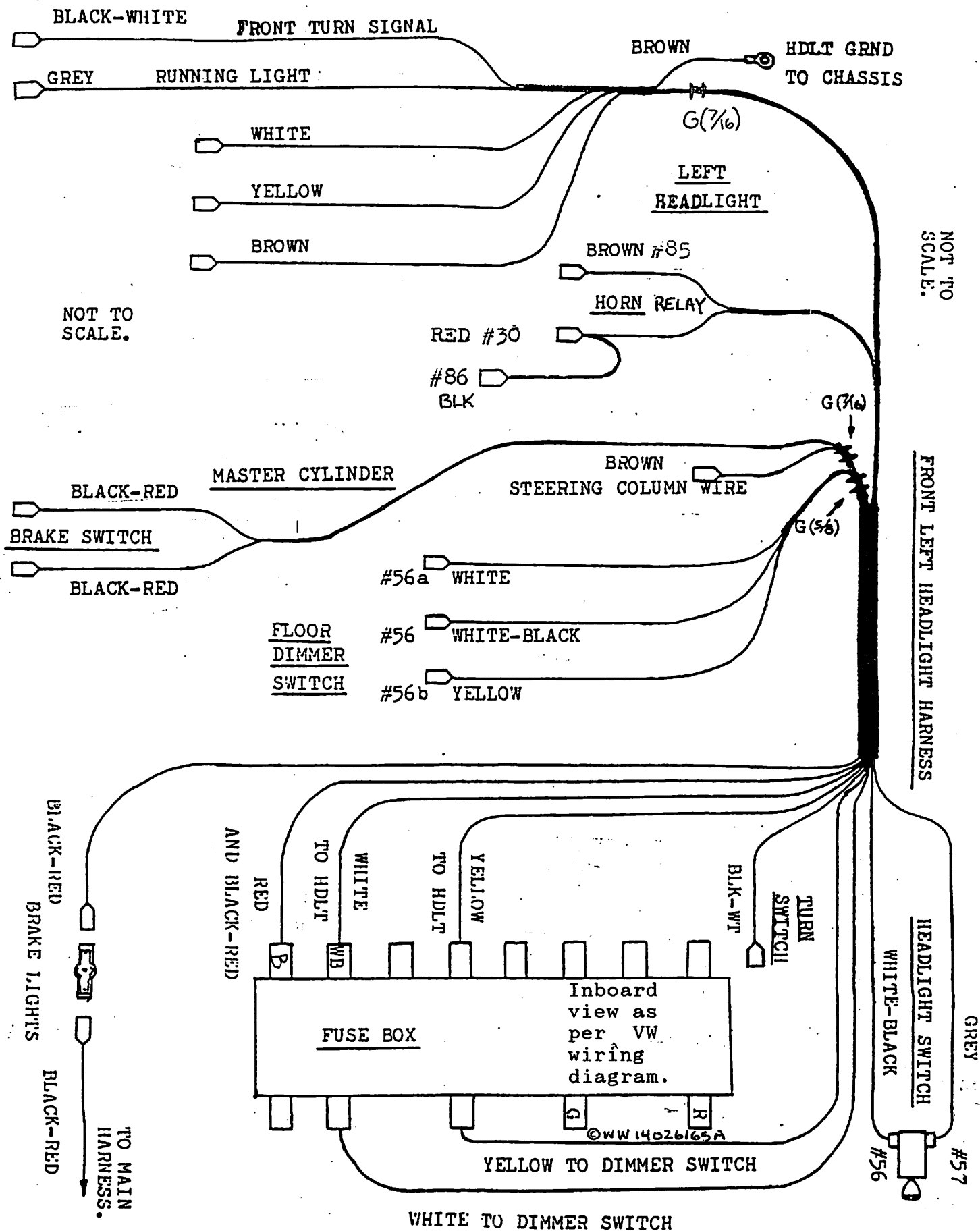
- Long Brown wire: Steering column coupler tab To horn button.
- Brown ring assembly: Ground for dual horns (13mm nut).
- Black double wire: #87 horn relay To L horn To R horn.

ENGINE AND POWER CABLE

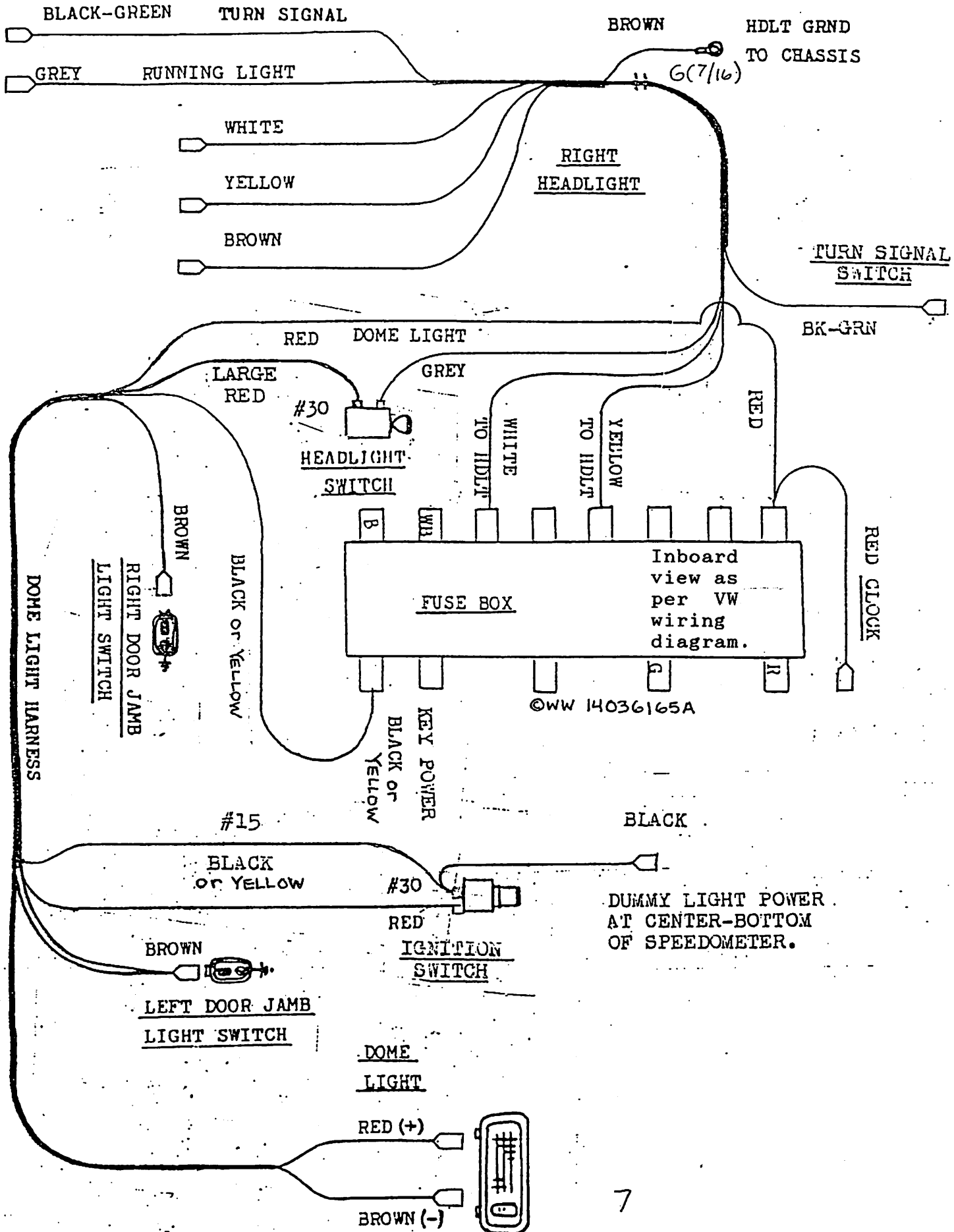
- Long black wire: #15 coil To choke.
- Red power cable: Starter (+) To B+ terminal on voltage regulator (mounted on top of generator).

18. 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.





FRONT RIGHT HEADLIGHT HARNESS
AND DOMELIGHT.



- A - Battery
- B - Starter
- C - Generator
- D - Ignition/starter switch
- E - Windshield wiper switch
- F - Lighting switch and instrument panel light control
- G - Indicator switch light with headlight flasher
- H - Twin horn relay
- H¹ - Horn ring

- H² - Steering column connection
- H³ - Twin horn
- ~~H⁴ - Headlight flasher relay~~
- J¹ - Indicator flasher relay
- J² - Dimmer switch
- J³ - Stop light switch
- J⁴ - Oil pressure switch
- J⁵ - Fuel gauge sender unit
- K¹ - High beam warning light
- K² - Generator control light
- K³ - Indicator control light

- K⁴ - Oil pressure control light
- K⁵ - Speedometer light
- K⁶ - Fuel gauge light
- K⁷ - Clock light
- L¹ - Bifilament bulb for headlight, left or sealed-beam insert, left
- L² - Bifilament bulb for headlight, right or sealed-beam insert, right
- M¹ - Parking light, left
- M² - Parking light, right
- M³ - Parking light, sealed-beam insert, left

- M⁴ - Parking light, sealed-beam insert, right
- N - Ignition distributor
- O - Ignition coil
- O¹ - Automatic choke
- S - Fuse box
- T - Cable connector
- T¹ - Cable connector, single
- U¹ - Front indicator light, left
- U² - Front indicator light, right
- V¹ - Door contact switch, left
- V² - Door contact switch, right
- W - Windshield wiper motor

- X¹ - Indicator, stop and tail light, left
- X² - Indicator, stop and tail light, right
- Y - Interior light
- Z - License plate light

