My Lights Don’t Work!

So your lights aren’t working. Any number of things can be the cause from the simplest thing of a bad bulb to bad switches or breaks in the wiring. And of course is there the sins of previous owners who have decided to repair or improve your wiring.

Here are some steps you can use to track down the problem.

Rear Harness

See the appendix to see what kind of connectors you should have.

First - Check your lights!

- Bulbs. Even though they look good they may have a bad element. Put power to each element.
- Sockets. Check for corrosion inside and broken or violated wires outside.
- Socket connections. Be sure the bullets (69 and older) or 3 pin modular plugs (70) are fully seated. Pull the plugs apart and make sure the contacts are not corroded and have a good contact.
- The bulbs sockets are easily removed. You can pull them out and hook up power to them to check.

2. Ground. The rear harness grounds to the bottom of the frame on the left side near the reverse light. Make sure it is clean and making good contact.

3. Inspect the harness back to front.

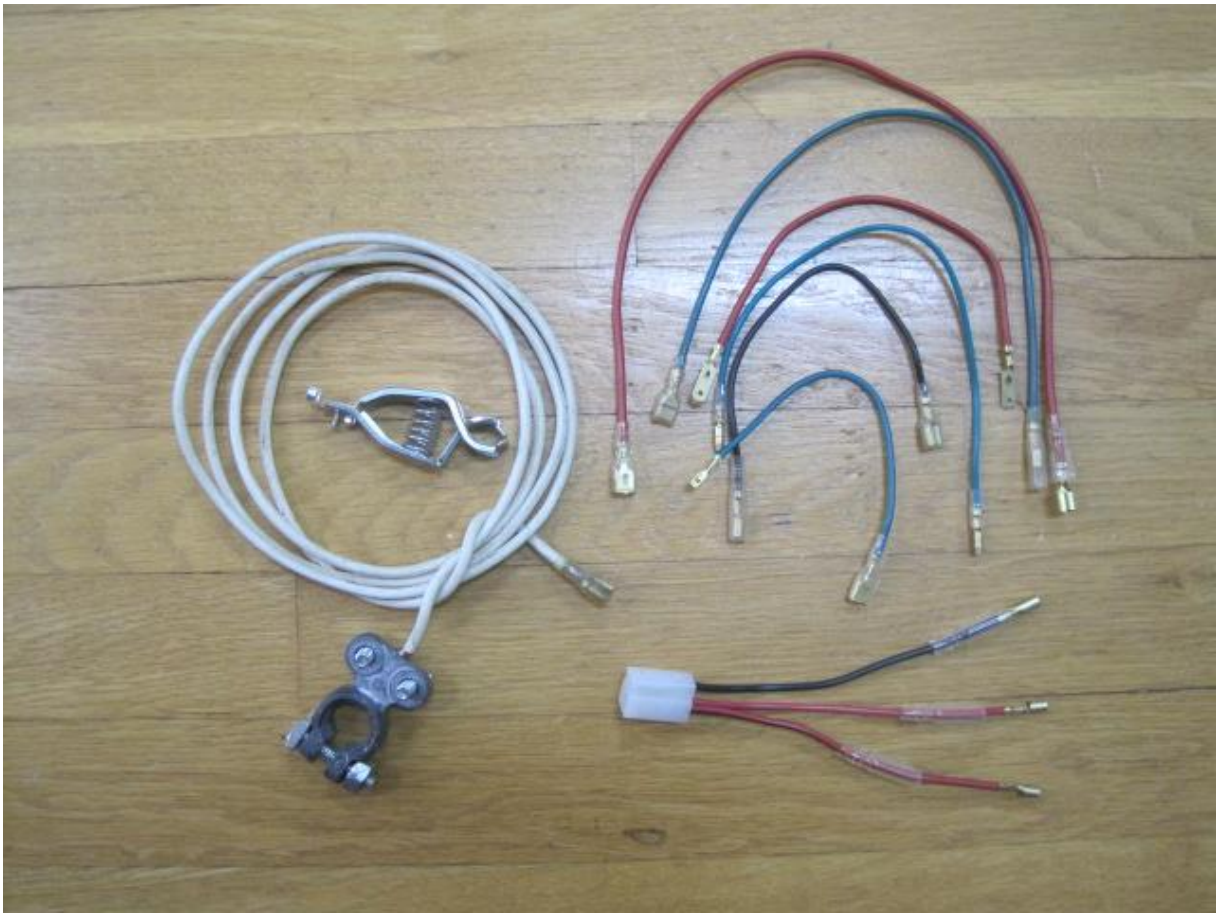
- Look for any damage along the frame.
- The harness is attached to the outside of the frame and routes across the back, over the rear axle along the side of the frame to the front.
- It goes through the front wheel well and is subject to road abuse.

4. Check the harness connection at the firewall next to the clutch master cylinder.

- 67-1/2 and older are bullets.
- 68 and newer are plugs.
- Check for loose or damaged connectors and corrosion.

5. Testing for power and using power to check. There are a few things you need to test.

- A volt meter to see if you have 12 volts at each connection.
- Jumper wires. I cannot emphasize enough that you should get a crimper and connectors from Vintage Connections. Some 16 or 14 gauge wire is usually heavy enough to carry the power for testing.
- An extra new flasher can. If you have switched to LED bulbs then you need a can designed for LED bulbs. LED bulbs do not have enough resistance to trigger a regular mechanical can.
- Fuses. Have some extra on hand.
- I’ve made several adapters to help me check things.



6. If the sockets and bulbs are good then check power from the firewall connection. Use the volt meter and see if there is 12 volts, not likely. If the bulbs and sockets are good then they should light. But of course they don't which is why you're doing this in the first place.

You'll need the key on for tail and turn lights. For the brake lights jam the brake pedal on or get a buddy to step on it.

- If you have no power then plug the lights back in and jump power to the rear harness at the firewall. This will tell you if the rear harness has any problem.
- The wires you are concerned with are as follows:
    - 68 and older
        - Stop – green/yellow stripe tracer
        - Left urn – green/red stripe tracer
        - Right turn – green/black stripe tracer
        - Tail – green/white stripe tracer
        - Reverse – red/ black stripe tracer
        - Fuel sender – yellow
    - 69-70
        - Stop and left turn – white/red stripe tracer
        - Stop and right turn white/black stripe tracer

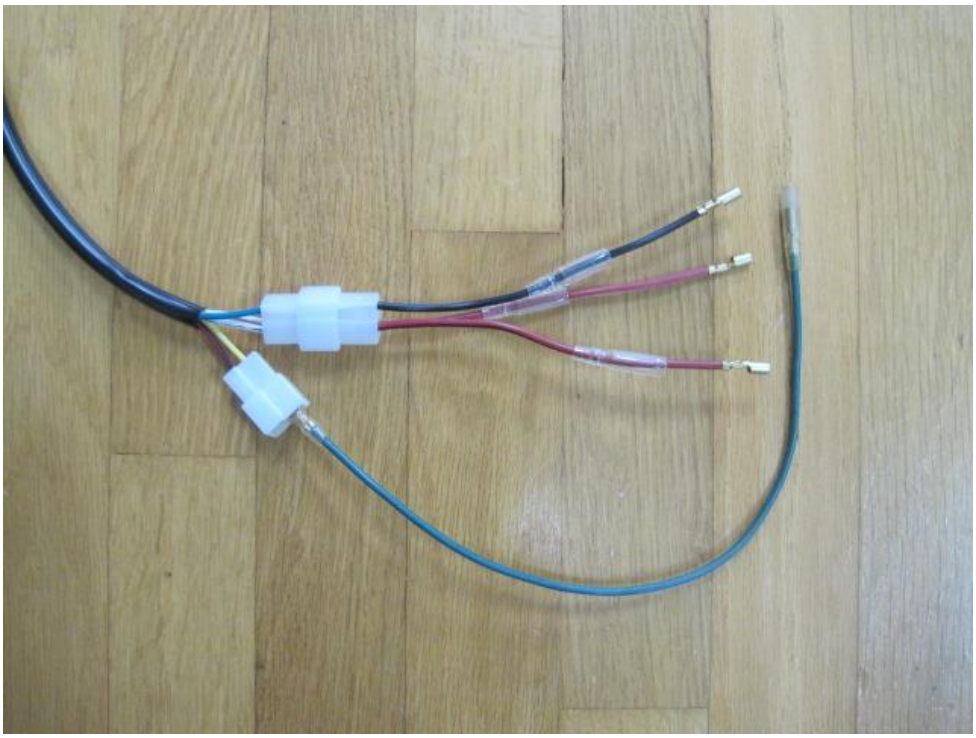
- Tail – green/white stripe tracer
- Reverse – red/ black stripe tracer
- Fuel sender – yellow

67-1/2 and older.

Either hook up to each bullet or make a bullet socket extension to get power to each circuit.

68-70

You can use a single wire or make a plug adapter.



If your lights work with power jumped to each circuit then you have a problem somewhere in the dash harness. Oh boy, more fun and contortion unless you have your seats out and dash nad center console removed.

Dash Harness

Several things can go wrong in the dash harness. First of course is your wiring has been 'modified'. Next is the components, flasher can, turn switch, hazard switch. You can use jumpers to get around each one of these to locate the problem if your wiring is intact and working correctly.

1966-67

There is a flasher can and turn switch. The turn has four bullet socket connectors and a spade. The stock flasher can has two pins, usually one marked X for power and one marked L for lights.

1967-1/2

There are one or two flasher cans, hazard switch and turn switch. The turn has four bullet socket connectors and a spade. The hazard switch is a 6 pin connector. Some cars have a mini harness at the flasher switch adding a second can.

1968

There are two flasher cans, hazard switch and a turn switch. The turn switch is the same as the earlier cars but with a 4 pin plug and a spade. . The hazard switch is the same 6 pin connector as the 67-1/2 with a different knob.

1969-70

There are two flasher cans, hazard switch and turn switch. The turn switch has a 9 pin plug. The hazard switch also has a 9 pin plug

Appendix

67-1/2 and Older

Six bullet connectors

Left side bullet socket connectors

Back and right side connectors. Bullet sockets and one spade for the license light.

1968

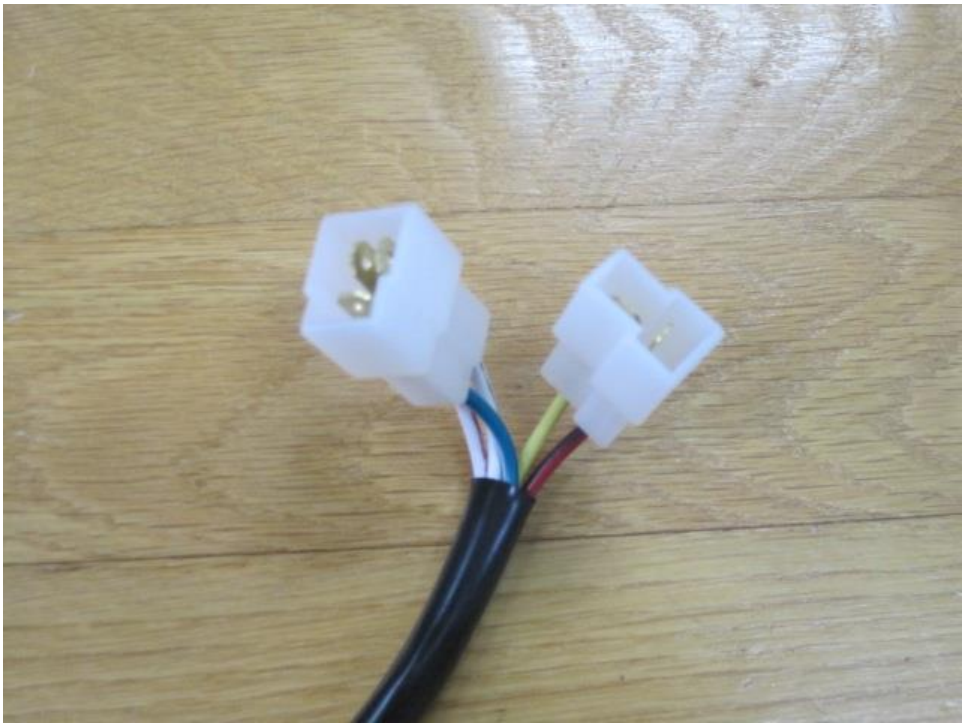
Firewall plugs. Two 3 pin.

Left side bullet socket connectors

Back and right side connectors. Bullet sockets and one spade for the license light.

1969

Firewall plugs. One 2 pin and one 3 pin.

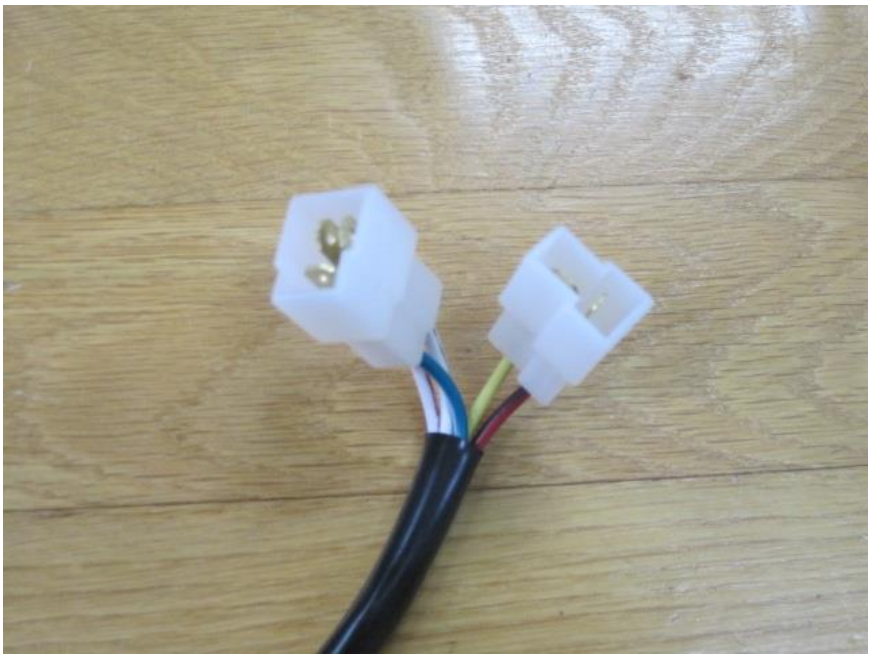


Left side connectors.

Back and right side connectors.

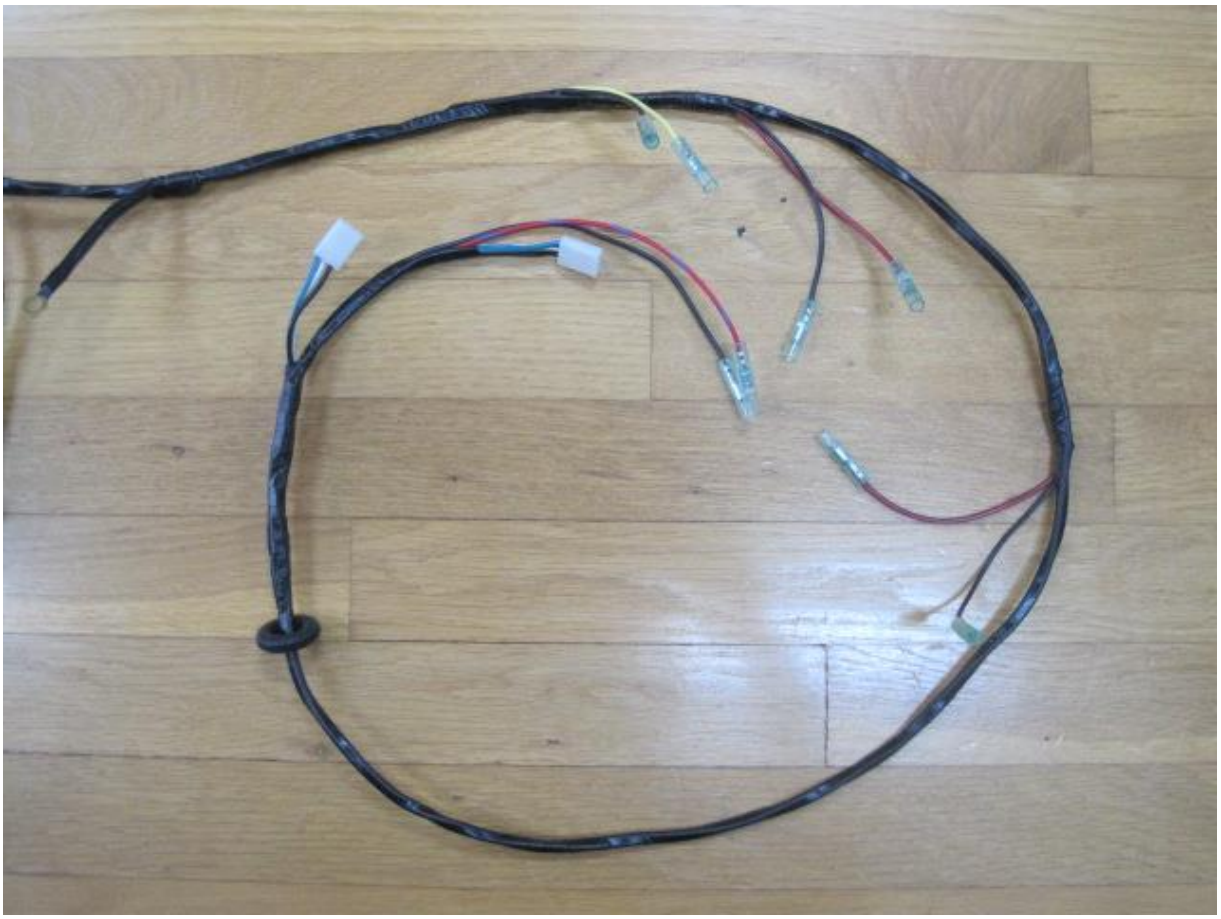
1970

Firewall plugs. One 2 pin and one 3 pin.



Left side connectors.

Back and rights side connectors.



Bulb socket.