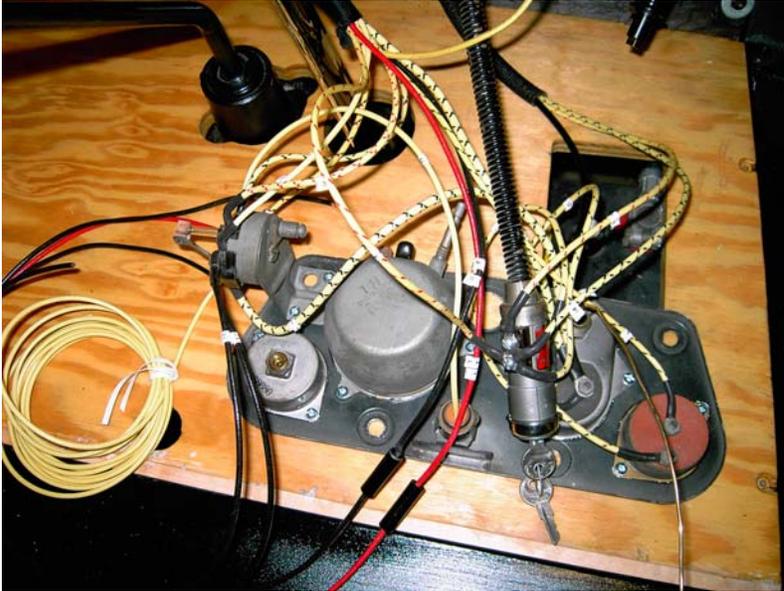


23rd Status
March 14, 2008

Lots of time was spent with the wiring recently. As you can see in the picture, the instrument cluster is sitting on the floorboard and the wiring harness has been attached.



In the picture below, the cluster is finally attached to the back of the dashboard, and the choke, throttle, spark, speedometer, and electro- lock (runs from the ignition switch to the distributor) cables have been installed.



The new harness is in place throughout the rest of the car, and is temporarily secured with masking tape. The rest of the original clips were removed from the old harness and have now been blasted and painted. In the next few days, the new harness will

be properly fastened to the wooden sills and frame using those clips. A picture on page 39 of the owner's manual shows the locations of several of the clips.

So far, the biggest challenge with the harness installation was attaching the center clip to the frame where the harness passes along the front crossmember, behind the radiator. It would have been much easier to install the harness before mounting the radiator, but the radiator had already been in place for several months. After struggling within the very limited space where this part of the harness goes, I finally came up with a technique. I put the clip, with machine screw attached, on the harness, and threaded a small wire through the clip's mounting hole in center of the cross member. I then wrapped the upper end of the wire around the last couple of threads on the screw, positioned the harness and clip as near as possible to the hole, and while lying underneath the car, pulled the screw through the hole, removed the wire, held the screw in place with my little finger (stuck through the drain hole), and attached the square nut and lock!

After the parts of the harness were installed that were required to operate the engine, I attempted to start it, but it didn't even fire. There was no spark at the plugs. After some testing with a meter, I located a short inside the metal electro-lock ignition cable. A small piece of cardboard which was supposed to prevent shorts inside the cable had slipped out of place. After that was repaired, the engine started and ran smoothly.



Little by little over the last several months, the headlights have been coming together. The buckets were chrome plated, and the reflectors were coated with a highly reflective aluminum coating (same as used in movie theater reflectors). Re-chromed connectors were attached to new conduit, and the wiring inside the buckets, from the bulb sockets to the connectors at the base of the buckets, was replaced. New cork seals were installed on the reflectors. One glass lens had to be polished to remove an old stain, and the lenses were then secured to the re-plated rims with wire clips. The rim and lens sub-assemblies were then fastened to the fronts of the buckets.

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