



Garage Longueville

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Replacement wiring harness modifications US model ID-DS 1969.5 (LHM)

1) High beam indicator:

- The US model uses the blue lamp in the light trio near the clock, which also includes the oil pressure and charge indicators.
- The Euro model uses the RH light in the speedometer bar, which acts as the hazard flasher indicator for the US model

Fix:

- a. Provide a ground to the blue indicator from the ground bolt near the choke cable.
- b. Provide an extension from the female high beam wire in the harness (Bl 26) to the blue indicator lamp.

2) Hydraulic lamp test switch.

- This does not exist on Euro models.

Fix:

- a. Provide a ground from the ground bolt.
- b. Provide a lead to the hydraulic warning light wire (Mr 18) from switch.

3) Priority valve - hydraulic low pressure indication.

- Does not exist on Euro DS model. ID only.

Fix:

- a. Provide wire from priority valve (located behind LF inspection panel) to the plug (Mr 18) for the hydraulic warning light in the speedometer bar.

4) Parking light switch.

- Not present on the US model. Allows left and right parking lights to be separately controlled. Switches are available if you want this feature.

Fix:

- a. Connect Bl 29, R 31, and Ve 32 leads together where the harness would connect to the dash panel switch.

5) Hazard light switch.

- Does not exist on the Euro model.

Fix:

- a. Construct a supplementary harness of four wrapped wires. The switch end of this harness, terminates in 4 green female spade connectors. The other end terminates as follows:
 - One wire from flasher switch to RH speedometer (red) indicator light (Bl)
 - One wire to the flasher unit, joined with (Vi 16)
 - One wire to the L turn indicator wire at the harness turn switch plug (J 15)
 - One wire to the R turn indicator wire at the harness turn switch plug (Ve 14)
- b. Provide a jumper from the un-switched power at the turn switch, (N 2) to the flasher unit.
- c. Utilize the now unused switched power plug at the flasher (N 9) to power the reverse lights. (see op. 6)

6) Reverse lights.

- Option in Europe.

Fix:

- a. Create a wrapped 2 wire harness from engine compartment to the dash, beginning at the rear of the battery bracket. (J and Mv)
 - One wire connects to switched power at the flasher, (N 9)
 - The other wire connects to the rear harness.

7) Rear window defrost switch.

- Option in Europe.

Fix:

- a. Provide power to the auxiliary harness from the accessory terminal.
- b. Provide ground from the ground point behind the choke.

8) High beam relays.

- Only one present in US model. Two for the European.

Fix:

- a. Use the one relay for the main high beams.
- b. Connect the aux high beam lead with the main high beam lead at the headlight switch plug. (R 33 and J 25). *Alternatively, a European spec switch could be installed, which switches the inner lamps separately, and provides a connection for J 33.*
- c. Jumper the switched leads at the end of the relay harness, (J 33 and Bc 34) or install an additional relay if using high wattage inner lamps.
- d. Insulate the ends of the relay power feed wires. (N 2)

9) Door switch wires.

- Europe went to two wire switches earlier than the US.

Fix:

- a. One wire is ground. (Mr 38) The other completes the ground circuit to the interior light. (Bc 37) Disregard the ground wire with a single wire switch.

10) High beam flash function on turn signal switch.

- US models did not have this feature.

Fix:

- a. Disregard the extra wire (Mr 26) or replace the switch with a European model. It's a nice feature. In case of switch replacement, make a Y at N 2 to provide power for the flasher unit.