Dune buggy wiring diagram

Wiring a buggy Technical Discussion Forum - Post your pics, discuss metal fab, find answers here. Post Reply. I just finished my new buggy and now i need to wire it. Im running oil temp, oil pressure,and boost guages. Im going to switch my cooler fan and whip and taillight and interior light. I have the fus bus and fusses and wires ,switches, and stuff,just putting it toghether is my weekness. Tail and head light low high 2 sets with 3 toggle switch. Any general drawings or whatever to help would be appreciated. Go Hard or Go Home! If you use one make sure that it can handle enough amps for those stubborn times when the motor just wont fire up right away. I like to use the marine style rotay switch They are kind of large and ugly but so is an electrical fire in the dunes. If you are going to do the wiring yourself make a diagram as you go and use some sort of a logical color coordination. I like to use red wire for all constant hot wires. Black for all grounds, green for oil pressure signal from pressure switch, blue for switched power. So for your lights the relay is either a 4 or 5 prong relay with the numbers 30, 85, 86, 87 and maybe and 87a prong. From the switched side of the master battery cut off I run a 10 or 12 red wire to the 30 prong and a blue 12 or 10 from the 87 prong to the light s. You have to use the 30 and 87 prongs on the relays for the heavy current usage because the contacts are designed for it, the 85 and 86 are not. These 's are standardized wiring in all german vehicles pre WWII so a 15 switched from the ignition switch on a diagram for a Type 1 is the same as a BMW 7 series. I have seen some buggys wired with all the same color wire, what a friggin nightmare to try to figure out why the cooling fans dont come on and ALL the wires in the loom are the same diameter and color. You want the kind that roll the crimp back into the wire, not the ones that just crush the crimp on the wire. I like to solder every connection and use heat shrink tubeing. It takes time but you are not going to have intermitant problems due to connections failing. As far as diagrams go, the only real problem that I can foresee is the wiring of the ignition system Last edited by Glamisman on Thu May 19, pm, edited 1 time in total. Yahoo Messenger. The smaller the number the bigger the wire. All sending units use 16 or 18 unless gauge says something else. Ground - at switches, separately run ground to frame. You must have idiot light for your Alt. Run 14 to headlights. Run 18 up to 14 to taillights and antenna. Use this simple wire chart for your simple wiring needs. When you power coat frame just triple nut it to keep it clean. This bolt will serve as your battery ground. Make it near as possible to your minus- on batt. But make it easily reachable so it is easy to disconnect after a weekend, and to work on your rail. Like it says above, put in a disconnect to battery is a good idea. I should of just thought about calling you, i forgot that was your specialty. Ill work on it this weekend,and maybe give u a call if needed. If u dont mind that is. Thanks for the advice and sooner or later it will come toghether. That will help alot. I know that took you some time to type up so, thanks again. Have u heard? Ron at cc liked car so much he's now a chenowth dealer. He's building the same car but A-arm. Don't fear death, celebrate life. Live Every Day to the fullest. Live your life with no regrets. My only question though being that I'm pretty happy with the wirering job on this old rail I bought was the p. I'd like to run just a 16 AWG 16? Is there an easy trick to doing this? Or is there a reason NOT to do it at all? Thanks in advance for ANY advice. That means I'll have it done by Oct. Sometimes you have to wiggle it around in the hole to catch the string. Fishing wires is a time consuming process, but worth it. You will have to examine the tubes on your rail to be sure you can fish through them. Sometimes you have to exit one tube and then enter again after a tube crosses it, for example. Bill Jones Apathy is the greatest danger to our freedom. If you give in to fear and pain, there are thrills you will never know- North Dallas Forty Government by the people has now been replaced by Government verses the people The best argument against democracy is a five minute conversation with the average voter- Winston Churchill. Login or Sign Up. Logging in Remember me. Log in. Forgot password or user name? Previous 1 2 3 4 template Next. Posts Latest Activity Photos. Page of 4. Filtered by:. I'm good with mechanical stuff, bad with wiring. I have a basic understanding of wiring I can wire stuff after reviewing it times, but as far as wiring a whole car I'm kinda at a loss. Here's the wiring I got with the dune buggy. I'm guessing 5 fused circuits ain't cutting it, and a few more wouldn't hurt. I found a wiring diagram for a 65 beetle that has 8 circuits. It very closely matches what's already in the buggy sans the dome light which I want to add back in since it has a roof. Here's the diagram I've using The buggy has an aftermarket ignition switch, a stock VW turn signal lever, flip switches for the lights, and a dimmer switch for the headlights. It still has a stock VW generator, I think the output is somewhere around amps. I may upgrade to an alternator at some point, but not now.. I was eying up universal fuse blocks and grounding bus bars and found these. I can't seem to find a USA seller for the fuse box though This one looks OK, I wanted something with 8 circuits and screw on terminals.. China though uhhhgggg Last edited by tardis ; June 7 , PM. Tags: None. June 8, , AM. Comment Post Cancel. Sounds like a plan. The last chevy van I junked I saved the fuse block and substantial lengths of the harness coming out of it. Using the

factory turn switch and tail lights will make things much easier, converting to American style combined brakes and turns is an excercise in futility. Of all the paths you take in life - make sure a few of them are dirt. As far as fuses and circuit sizes, all you need to get the car to run is the ignition switch to coil, ignition switch to starter. The generator will have a regulator of some sort, I think that might be the problem with the fuses though. If its not putting out the full voltage, the circuits are going to draw more amps, so a Run a big enough wire from the ignition switch on to the fuse block to keep the heat down. I mean everything is run off that wire that you want to be off when you turn the key off and undersizing that wire builds heat thru everything. I would think the only 30 amp fuse you might be using is on the headlights, but the difference between running everything 16 gauge or 12 gauge is not that much. Also keeping the power lines protected a bit more than it looks they are now will help with corrosion which also causes more amp draw. Some dielectric grease on the terminals of the box might be a good idea because its probably gonna get wet sometime.. Originally posted by yellomalibu View Post. Originally posted by anotheridiot View Post. Last edited by tardis ; June 8, , AM. It wasn't a bad price, as it was all wire-tied into lengths and wire sizes Since my driver seat is farther back than the factory rear seat I had to modify it for length. And NONE of the wires were labeled or stamped as to their purpose. Had to spend a couple of nights sitting on the living room floor with a factory diagram and label them by hand. There are better ones out there. The rest I have just made my own harness's. In addition to my boat factory days, I also did a stint in a wiring harness factory. I have a fairly decent supply of different colored and gauge wires on hand. Solder your terminals if you can. Will make it trouble free for many miles in the future. Too much resistance builds up on the crimp on terminals to satisfy me, they always end up causing trouble. And running a Ford style starter relay at the rear close to the starter is an excellent cure for an old harness with too much resistance to fire the factory solenoid on the starter. The deal is that the factory wire 18g iirc has to run all the way to the front of the car to the ignition switch, then all the way back again to the solenoid. It is simply too small and with age the resistance becomes too much to fire the solenoid. The solenoid get the blame when it is actually fine. So use the Ford solenoid like a cheap heavy duty relay to send more current to the factory solenoid, and activate the Ford relay with the factory 18g wire. Works like a champ. With a new harness and heavier starter wire you should not need to do this though. Can't hurt either for that matter. Your call. That's the one Keyed kill switch is a great idea. Don't need to play "find the buggy"! Yeah, soldering the crimps. I have no love for the chinese stuff, but try to find something NOT sourced from there. Use it, but also use protecting grease on the terminals so the cheap coating will stay in place? I have gotten good service from them in the past. The collars don't tend to crack if you do crimp it, although I'm also inclined to solder a crimp type connector in a permanent installation like you're doing. Barry Donovan. I had to run alt to battery, battery to underhood fuse bus big ones, like 40 amp 50 amp and to be sure car keeps running at nearly all fuse errors, the ignition gets a seprate wire to battery, relay powered by key. I had the dumbest factory setup ever to need to start over.. The gmc truck is my favorite however, as the most robust and simply by factory. They use more underhood stuff. Previously boxer3main the death rate and fairy tales cannot kill the nature left behind. June 8, , PM. Relays could help, I really dont think you have enough load to really need them though. I just bought these cheap packs

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of 5 from Amazon to get some of the alarm features to work on the camaro. It would definitely let you run some smaller wire just to control the relay and once you start working with them its just making the ciruit but allowing the load to come from a heavier conductor. I really dont see anything wrong with the fuse box, at least it seems like you have a fighting chance to keep it relatively dry. You guys have some very good suggestions, thanks for that. This is why BS rules. I have a 2 port power receptacle I can use. That's a great idea that I totally overlooked, yellowmalibu. Deaf Bob. I want to get a waterproof lighter socket for boats to put on my truck for pumps and lights outside the cab. I made portable lights by using a speaker magnet for a base and a tractor light, using an old extension cord and small battery charger clips.. The 35 watt ones will stay lit all night on one charge with CCA battery. Originally posted by Deaf Bob View Post. Yes No. OK Cancel.