

## Chapter 33 - Light Installation and Interior Painting (Video Clip 33)

### Front Parking Lights



### Left Parking Light

(Bottom View)

1214. Push the wires through the new parking light rubber seal. Separate the wires, number, and connect to parking light assembly as shown.



1215. Slide on the parking light assembly and connect the two M5 nuts underneath the fender. Use a 8mm socket to tighten the nuts. Repeat for the other parking light assembly.

*Work effort this section - 3 hours*

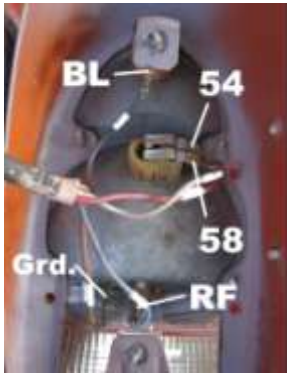
### Rear Tail Lights



1216. Insert a new rubber Grommet in the fender hole and push the wires through it.



1217. Insert a new rubber seal and push the wires through, as shown.



**Left Tail  
Light  
(Back View)**

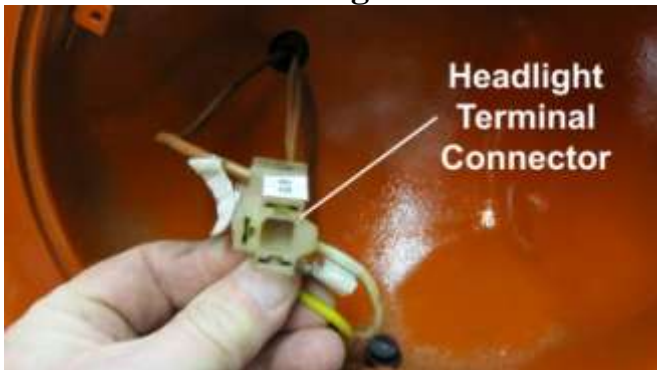
1218. Separate the wires, number as shown, and connect to tail light assembly. Push the new rubber seal over the back of the tail light assembly. Make sure the bolt studs protrude through the rubber seal.



1219. Connect the two M5 nuts underneath the fender and use a 8mm socket to tighten the nuts. Repeat for the other tail light assembly.

*Work effort this section - 2 hours*

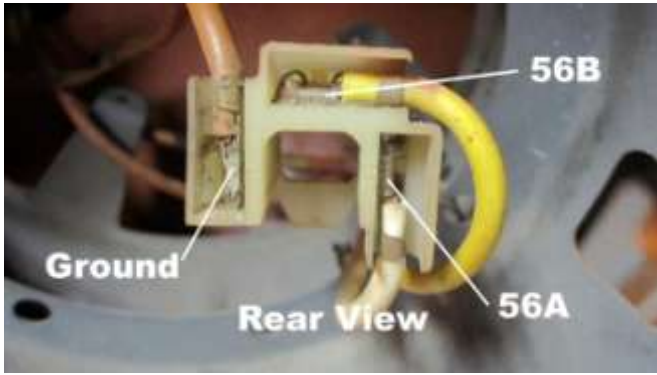
### **Headlights**



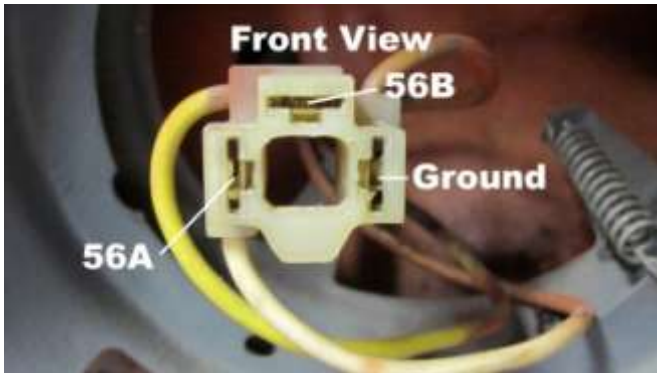
1220. Push the three wires through the opening and seat the rubber seal to the fender.



1221. Review previous photographs of dismantle and notes in chapter 9, step 285 for proper wire hook-up.



1222. Rear view of terminal connector with wires labeled.



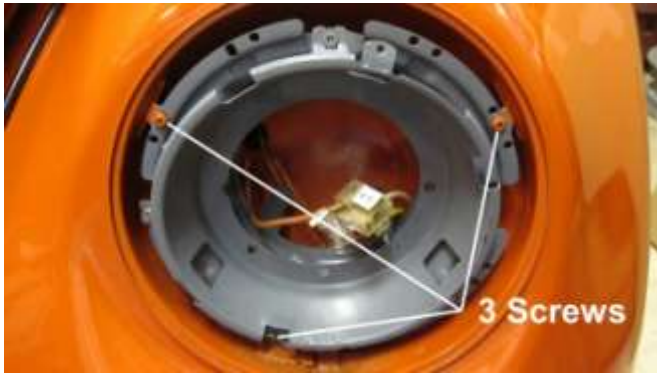
1223. Front view of terminal connector with wires labeled.



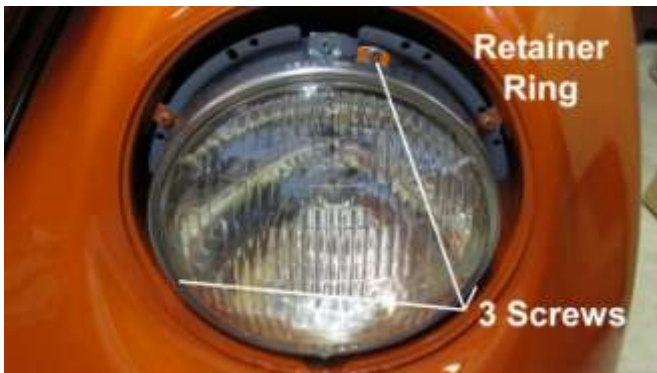
1224. Front of headlight inner bezel shown.



1225. Rear of headlight inner bezel shown.



1226. Install the inner bezel with the three small screws, as shown.



1227. Install the headlight retainer ring with the three small screws, as shown.



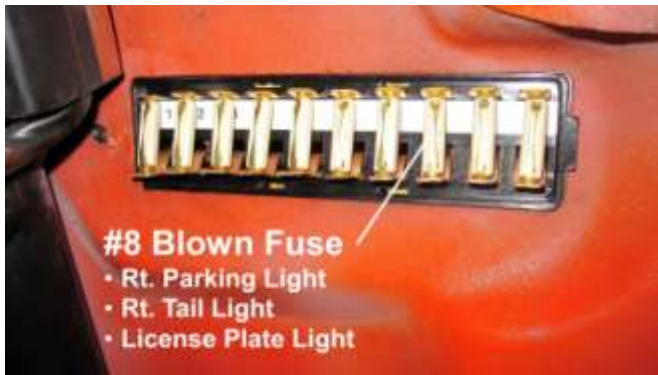
1228. Install the headlight outer ring with single screw, as shown.

*Work effort this section - 2 hours*

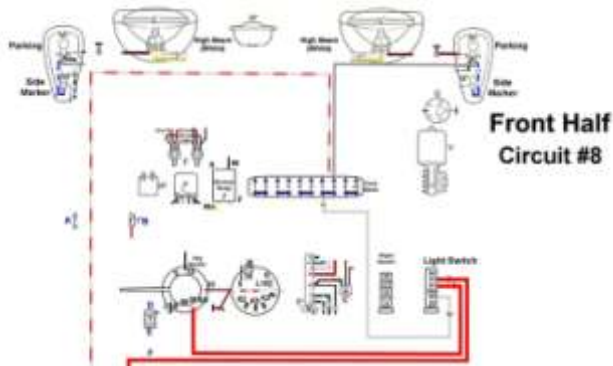
### **Troubleshooting**



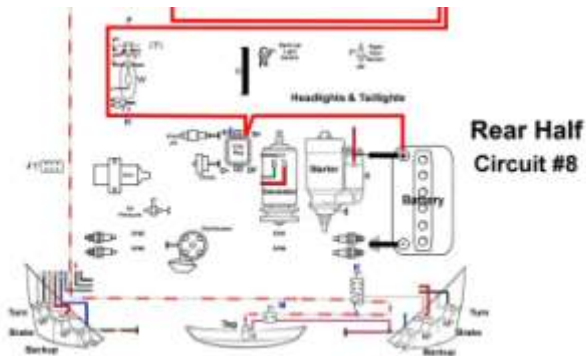
1229. Next, turn on the lights. As you can see the right parking light is not working.



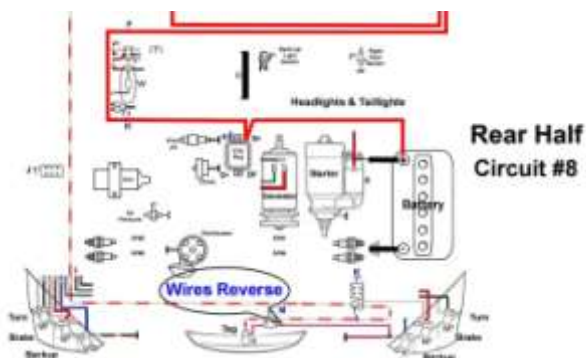
1230. When I turned the lights on, I heard a fuse pop. It was the #8 fuse which provides the circuit for the right parking lights, right tail light, and license plate light. I checked this circuit out and replaced the blown fuse.



1231. The number 8 circuit is in two parts the right parking light and the right rear light along with the tag light. Disconnect the wire to the rear and replace the #8 fuse and turn the lights on. No fuse blew, so this told me the portion of the circuit that I disconnected was bad.



1232. In reviewing the bad circuit as expected the problem was the tag light wire. I reattached the rear wire to the #8 circuit at the fuse box and disconnected the wire at terminal "M" to the tag light. When I turned the lights on and no fuse blew, so I knew it was the wire to the tag light that was causing the problem.



1233. I swapped the wires at the quick connection "M" as shown and turned the lights on and everything worked. I had reversed the wires at terminal "M", not bad when you consider I had taken most of the wires out and put them back.

*Work effort this section - 1 hour*



1234. Clean up the emergency brake lever and sand with 220 grit sandpaper.



1235. Clean up the gear shift lever and sand with 220 grit sandpaper.



1236. Clean up the seats and sand the frame with 220 grit sandpaper.



1237. Tape up the emergency brake lever.



1238. Tape up the steering column and disconnect it from the dash. This allows it to drop down a few inches so that paper can be inserted behind it.



1239. Tape or wrap up the seats to prepare the frames for painting.



1240. Remove and tape up the gear shift lever and bottom plate.



1241. Cover up the car so that you do not get paint on it.

*Work effort this section - 5 hours*



1242. Layout all painting supplies.



1243. Vic Diabin painting prime sealer on the seat back frames.



1244. Vic painting prime sealer on the seat bottom frames.



1245. Vic painting prime sealer on the gear shift lever.





1246. Seat back support arm painted with prime sealer.



1247. Seat bottom painted with prime sealer.



1248. Pocket door painted with prime sealer.



1249. I used the same type of Dupont Urethane used to paint the car. The paint store could not determine the proper mix for the original color seat color (L43 grey-black) so I used my pocket door to pick the closest paint I could find which was a General Motors 2008, 2009 & 2010 707S dark labrinth gray. As shown, I added 50% of Dupont flattener to make it more of a satin finish. In hind sight the finish still had too much gloss, so 75% would be better.



1250. Vic Diabin painting the finish coat on the seat bottom frames.



1251. Vic Diabin painting the finish coat on the seat bottom frames.



1252. Seat back support arm painted with the finish coat.

*Note: This is close to the original color but not an exact match.*



1253. Seat bottom frame painted with the finish coat.



1254. Seat bottom fender skirts painted with the finish coat.



1255. Steering column painted with the finish coat.

*Work effort this section - 4 hours*



1256. Pocket door painted with the finish coat.



1257. Emergency brake lever painted with the finish coat.



1258. Gear shift lever bolts painted with the finish coat.

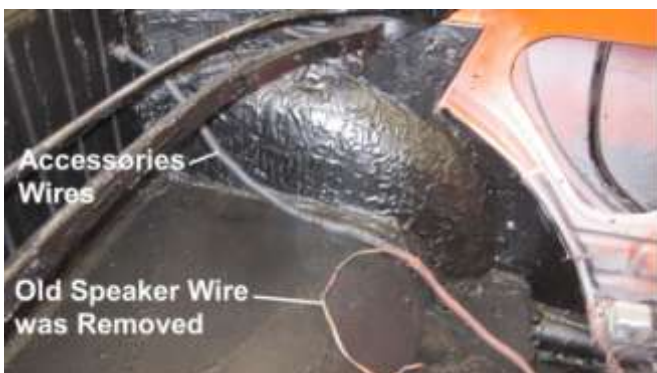


1259. Gear shift lever and boot reinstalled in the car.



1260. Finished steering column.

*Work effort this section - 1 hour*



1261. Clean up the accessory gauge wires and pull out the speaker wire to replace them.



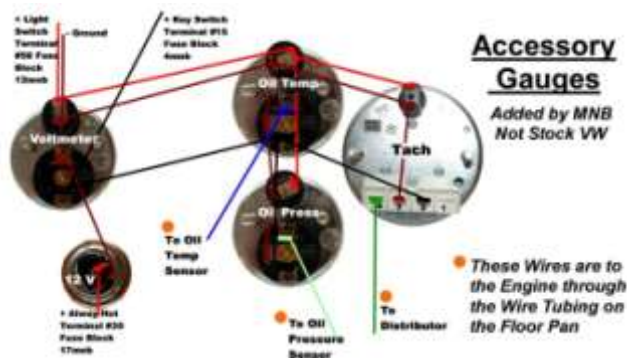
1262. Locate the wire tubing across the tunnel and up toward the front of the car.



1263. Push the wires through the access hole and the conduit will end at this point.



1264. View of the accessory wires pulled through to the trunk.



1265. The accessory gauge wires will connect to the gauges as shown. The wires denoted are the ones, that were pulled through the conduit noted above.



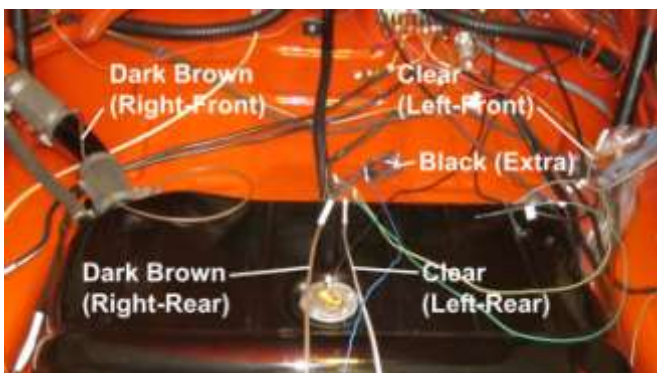
1266. Replace the speaker wires in the conduit. Dark brown wires were used for the right side of the car and clear wires were used for the left side of the car.



1267. The left front speaker wire, as shown.

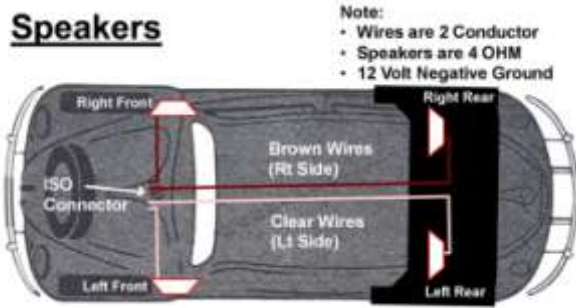


1268. The right front speaker wire, as shown.



1269. Speaker wires in the trunk prior to installing the ISO terminal.

## Speakers



1270. A simplified schematic of the speaker wire locations.

*Note: The wires are two conductors each. The speakers are 4 OHM and the system is a 12 volt negative ground.*



1271. Since the Christmas holidays have arrived, the Beasley Boys are spending each day with us, and helping me with this process as asked (mostly with moral support).



1272. Andrew Beasley and McNeil Beasley played in the car, as I backed it outside for a little sun.

*Work effort this section - 4 hour*

*Work on this chapter - 22 hours*

*Total hours - 528*



1273. It looked like they were having fun, which is what this car is really about. FUN.