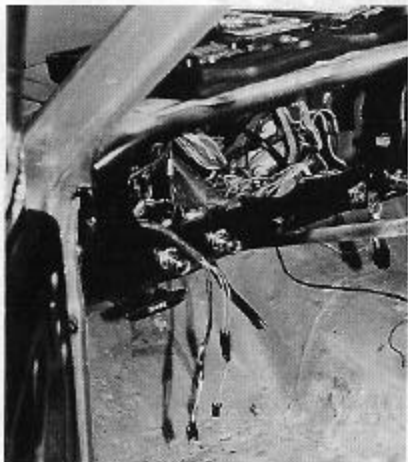


# HOW-TO

## Project '66 Trunk Detailing

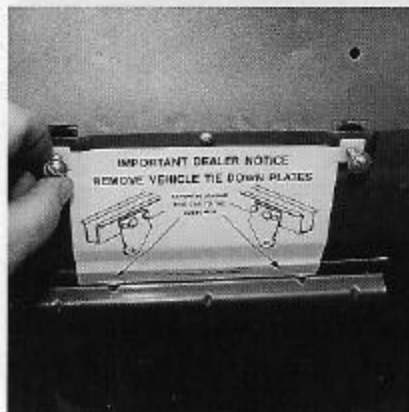
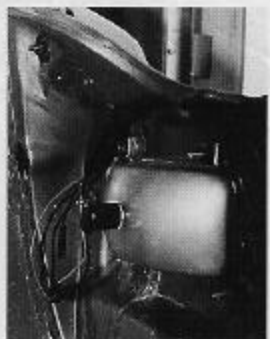


**11** Our taillight harness had seen better years. Somewhere along the line, the harness had been tapped into for extra lighting, and the woven cover was long gone. A new harness was our answer. The harness comes with these adapter ends, allowing the harness to plug into early- and late-built Mustangs. Our Mustang required the adapters to plug into the steering column properly.

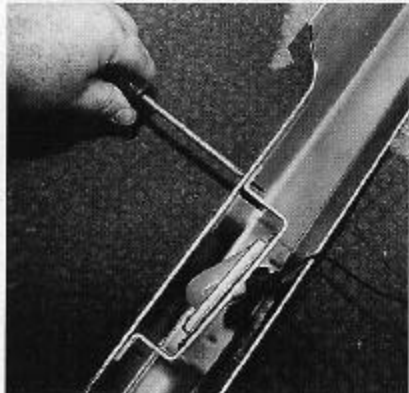


**12** Routing the harness to the front of the car was easy since our interior and trim items weren't installed yet (this how-to was photographed before last month's interior installation). The harness was routed to the dash, then later plugged into the proper plugs on the column.

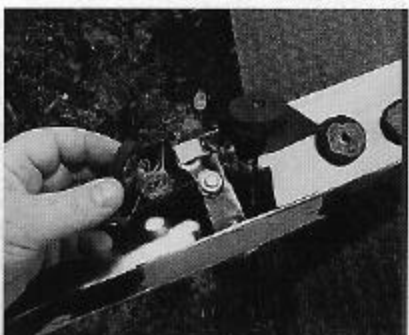
**13** Back in the trunk, the harness is carefully positioned under the metal harness tabs found along the top of the left quarter-panel and along the taillight panel. Make sure the harness is routed properly and plugged into the taillights before bending the metal tabs back to retain the harness. You'll notice the pigtails hanging down for the backup lights, which haven't been installed yet.



**14** Before installing the rear bumper, it's often easier to place the tie-down decal in this location on the rear valance since your line of sight is unobstructed. Don't forget the proper license tag-retaining hardware.



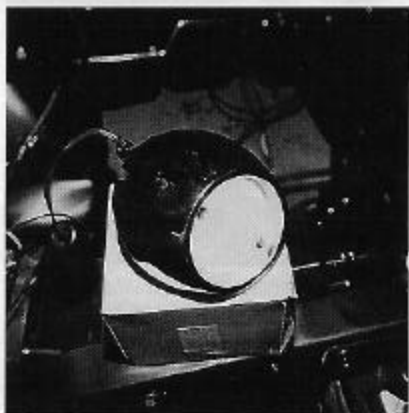
**15** Another easy step to do now is installing the license-tag light to the rear bumper before placing the rear bumper on the car. This way, you've got plenty of room to fit the light assembly.



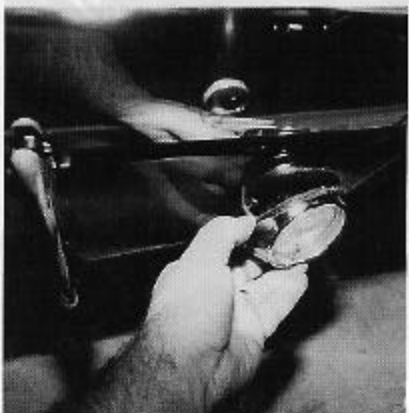
**16** The rear-bumper mounting brackets (shown here already installed on our bumper) are mounted to the body with these foam pads sandwiched between the body and the brackets. These pads are usually long gone due to accident repair or dry rot, and many first-time restorers don't know that they should be installed. Do yourself a favor and use some trim glue to hold them in place during installation or you'll end up needing seven hands to finish the job.



**17** The rear bumper is attached to the rear of the car with new hardware and the proper washers. These washers distribute the clamping load and prevent stress cracks in the taillight panel, so be sure to use them (or something similar if you're building a driver). The smaller bolt shown is for the bumper guards, which were already installed.



**18** We've learned our lesson in the past by not checking our lights before installation. Take the light you're installing, completely assemble it with a bulb, then test it on a 12-volt source to make sure the wiring and internal contacts work before going through the labor of installing everything. The proper backup light bulb is no longer made for these lamps, but a "1142" bulb will fit and offer plenty of illumination.



**19** The backup lamp assemblies, after testing, can be installed into the rear valance. Don't forget the rubber gasket that seats around the chrome housing of the lamps. The wiring is routed through the trunk drop-off, then plugged into the rear body harness.