

Side lights (or parking lights in North American parlance)

By: Ged Mounsey

While sorting out the electrical system on 54/0697, I realized that I had no front side lights on my wartless car. Review of the wiring diagrams (thanks Jerry, Bruce et al) showed that wonderful 60's practice of incorporating them into the headlight reflector. Like many, my car lost those lights in favor of sealed beams a long time ago. I am on the lookout, though, for the modern version of the old configuration.

I knew this could be overcome by some simple wiring changes to the existing turn signals. I cast around on the internet and found several references to rewiring side markers to flash with the turn signals and used those references for my purposes.

The change simply involves unhooking the turn signal grounds (black wires) from the bullet connector, at the centerline of the nose, and connecting them to the sidelight supply (red wire). On my car the job was easy as the red wire was just hanging there semi-redundant with the rest of the front lighting harness.

The daytime turn signal operation is unchanged and when the sidelights are on, they blink when the turn signal is activated.

The rough theory is that the lights find their ground back through the inactive circuit.

Later cars with warts can be modified to allow the side markers to flash by connecting their grounds to the appropriate turn signal wires. Left – green/red. Right – green/white.