



Tips and tricks for the installation of your wiring loom Fiat 126.

www.classicwl.be - info@classicwl.be

The person who installs this wiring loom is considered to have the knowledge about some basic principles in automotive technique and electricity. Here are some tips, it's not a true science, with the exception of number 7 if you have a Fiat 126 Mk 2 (1976 – 1985), please read this, it might be helpful and make the job less stressful.

1. Dismantle your old wiring loom when you've already acquired your new one, if this is possible in your schedule of restoration. Things will be easier to remember if you are in the possibility to complete the job in one day.
2. The use of a decent wiring diagram is a must. You can find them in a good manual (Haynes,...). Due to copyright restrictions I can't add a copy of these diagrams.
3. Treat your new wiring loom with respect. Install new grommets where the loom is passing metal edges, or at least check the old grommets for if they are still in a satisfying condition. Don't rush the job!
4. If you unwrap your new wiring loom, spread it out on the floor and find the tiewraps. These tiewraps mark a particular part of the wiring loom according to their color. Cut the tiewraps carefully without damaging your wiring loom and after you know what they stand for. Not all the ends have a tiewrap but it will certainly clear out a lot.
5. Following color codes are used in a **rear end wiring loom**:
 - Black: right tail light
 - Green: left tail light
 - Grey: fuel tank sender (2 wires)
 - Amber: ignition coil (B+)
 - Blue: oil pressure sender
 - Brown: brake warning light check switch
 - Pink: voltage regulator (black-mauve + red = D+ / white = DF)
 - White: alternator (DF)
 - Mauve: number plate lights
6. Following color codes are just in a **front end wiring loom**:
 - Yellow: left headlamp (cluster, includes indicators)
 - Red: right headlamp (cluster)
 - Pink: hazard warning switch (in the dashboard, not for the first series)
 - Brown: lighting switch (in the dashboard)
 - Grey: handbrake "on"/low brake fluid level warning light (in the dashboard)
 - Amber: hazard warning flasher relay
 - Blue + red: windscreen wiper motor
 - White: the whole group of cables for the fuse box
7. For most people the fuse box and its connections are a difficult point, to say the least. **Be aware of the following: if you have a type 2 Fiat 126 (1976 - 1985) then you will notice on your wiring diagram that on connections 2 and 3 of the fuse box, there is a light blue ("azzurro" in Italian language) and a dark blue ("blu") wire. In your new wiring loom, there is NO difference in color between these 2 wires. To separate them and make sure you connect them the right way, there is a dark blue tape around the wire that goes to connection number 3. The blue cable that goes to connection number 2 does not have this piece of tape. I recommend that you keep this dark blue tape in situ!** I was thinking about a whole different color for this wire but also that can be confusing. Later types of the 126 don't have these problems.
8. The front end wiring loom and the rear end wiring loom are connected with the same type of connectors they used in the factory. The old white ones are still white (transparent) and the old red ones are now black. You can perfectly connect a new front end to an old rear end; the connectors are the same. If you have the need to only purchase a "half" wiring loom, than this is possible.
9. The rear lights on your new wiring loom have 4, 5 or 6 connectors depending on which type of Fiat 126 you're working on. The connectors that we use are not exactly the same as the old ones but they work perfectly and still with the principle of being a sliding contact to the plate. Re-use your old plastic housing for your new connectors. Carefully slide in the connectors, until they don't go any further (be aware of the correct sequence) and check if the sliding contacts are high enough to be able to make contact with the plate. The little hook of the contact is at the bottom side if you name the upper side where your connector will be in contact with the plate. Tip 1: If you prefer to re-use the old sliding-connectors, than you can install a connector in between. Classic Wiring Looms can do this for you without any costs if you hand in your old wiring loom. Tip 2: If your old plastic housing is absolutely worn out, broken or even missing, than you can solder the copper cables directly to the metal side of the plate. We don't shout it out loud but the latter is by far the best (durable) solution!



Photo 1



Photo 2