

DRIVING OLD CARS

1990 CORVETTE Wiring Harness Page 4

PACKARD PARTS & ACCESSORIES
Page 77

Lacquered Cloth Spark Plug Wires Page 74

GOODYEAR Muscle Car Tires Page 3

RESTORERS

**SINCE
1994**

MAGAZINE



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**WORLDWIDE
COVERAGE**

SOUTHERN WHEELS

43
YEARS

**43rd
YEAR**

**43rd
YEAR**

**43rd
YEAR**

**43rd
YEAR**

**43rd
YEAR**

**43rd
YEAR**

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**43rd
YEAR**

**43rd
YEAR**

43rd
YEAR43rd
YEAR



REST

You leave your office at the end of the day, wearied by a hard day's work.

● Ahead of you wait the responsibilities of the evening. If only there could be a little relaxation sandwiched in between!

● There is—for the man who owns a Packard. He steps from his office into his car, and instantly he is

cradled in quiet and comfort. The worries of the day are forgotten in the pleasure of driving a car that almost drives itself. He enjoys a bodily peace, a mental solace. He arrives home refreshed.

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PACKARD

ASK THE MAN WHO OWNS ONE

43rd YEAR!

SOUTHERN WHEELS

MAGAZINE

And that ye study to be quiet, and to do your own business, and to work with your own hands, as we commanded you: That ye may walk honestly toward them that are without, and that ye may have lack of nothing. 1 Thess. 4:11, 12



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- 1. True 2. True 3. False (1959) 4. True 5. True 6. True 7. False (1958) 8. False (1956) 9. True 10. True

- ANSWERS TO MATCH GAME: 1-D, 2-G, 3-F, 4-E, 5-C, 6-A, 7-B

- A loose battery ground cable. Also, a dirty ground connection will do the same thing.

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SOUTHERN WHEELS 1

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1938 Packard (on hold) 1990 CORVETTE Wiring Harness by Ron Carpenter

It seems that my wife keeps getting me into trouble. Take the 1951 Ford Country Squire for example. Probably 20 years ago she said "be home on Thursday" and I said why. She said that she bought a '51 Ford wagon and I needed to be home then to receive the car as the truck was delivering it. Okay, I like cars, so how bad could it be? Well, it arrived and I looked inside the driver's door window (not there of course) and I could see my feet on the ground. The floor boards were gone as well as the rest of the floor pan, no engine or transmission either. The dash was complete, so that was a positive.

I proceeded to spend the next couple years restoring and updating the car. I installed a 351 Windsor motor and a 1990 Mustang AOD with an Explorer rear end and all the usual goodies. Did a front clip and then I had rack and pinion with disc brakes and power steering. She made sure I had the money to build the car and then she bought a "Wood Kit" from Rick Mack and I installed that. I am just saying that she loved me so much that she got me a project to keep me busy. SO, I have the 1938 Packard basically completed with just the front seat to finish. She could not have me doing nothing (besides just cleaning the cars) and getting in the way of her Quilting(!), so she found a new project for me.

She found a 1990 Corvette project for me and it was cheap—only 2 grand. It was located in beautiful Eldorado Hills California. Beautiful estate and the owner died and it just needed a few things, Right! The body was in nice shape, not hit, original fiberglass. The only real problem (or so I thought) was someone had cut the main wiring harness under the hood and the interior was missing, not just missing but MISSING. The previous owner was probably trying to improve the



interior sound noise by installing rubber mat everywhere and he made a real mess.

Number 1

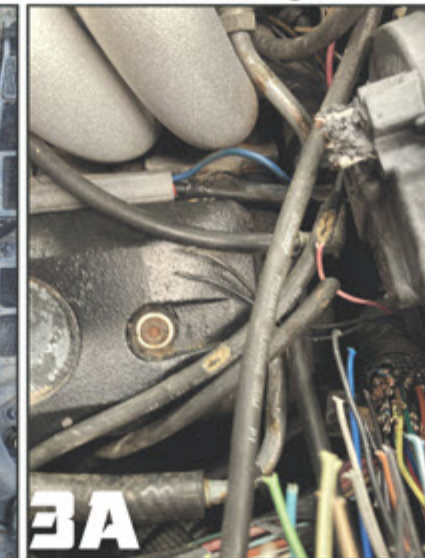
This where my story starts with of bringing our prize home. Beautiful setting in Eldorado Hills and it reminds me of Italy.



number 2

This is my "gang" getting me into trouble, wife Mary and grandson Nate. My grandson helps and he is looking forward to driving the car. That is yet to be seen.

So this is my story of my Corvette nightmare. I am on a learning curve as I know absolutely nothing about C4 Corvettes. My 1990 is what is referred to as a C4 which means it is a 4th generation Corvette, covering 1986 thru 1996 cars. I decided that early

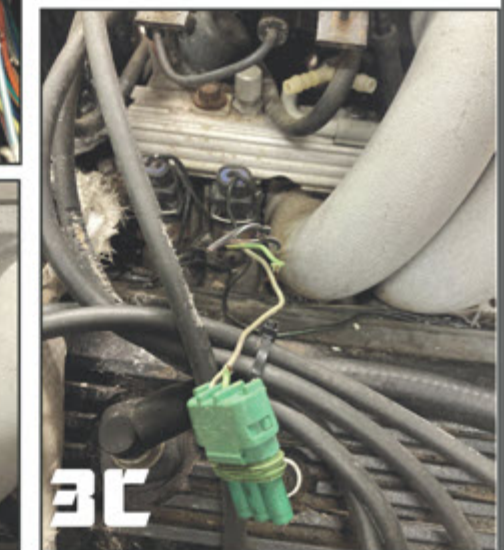
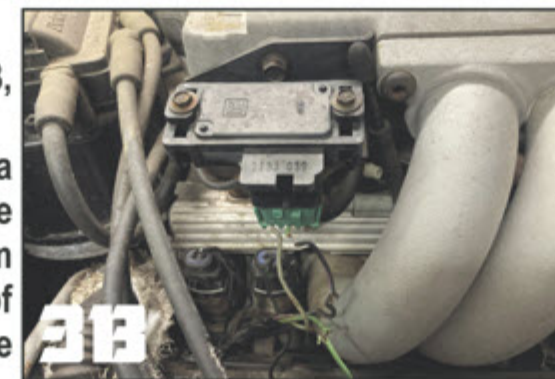


on I was going to give the car to my grandson, figuring out that since I could not even get into the car, much less get out of it, I would just give him the car...IF I GET IT RUNNING.

Under the hood

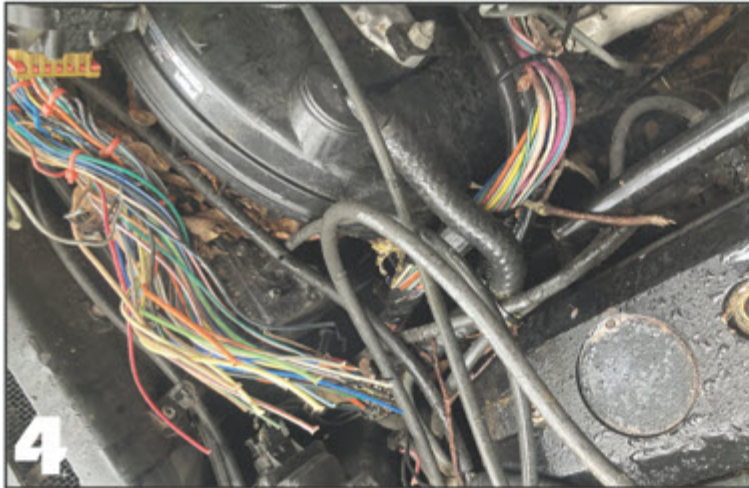
Number 3, 3A, 3B, 3C

These are just a couple of the pictures from under the hood of showing just some



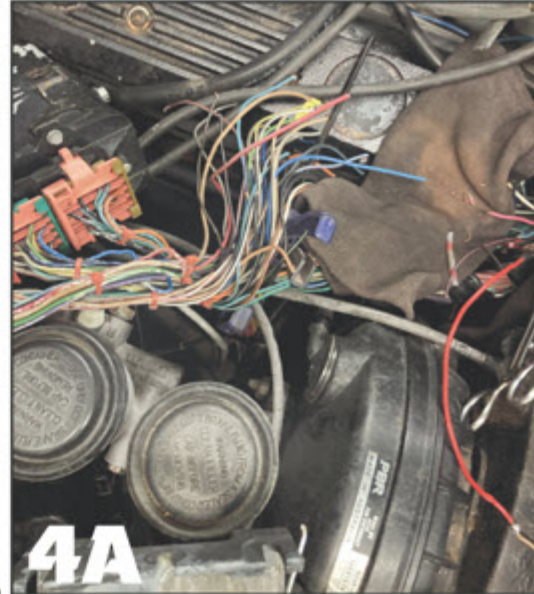
of the cut wires. I don't know what some of these wires are, by that I don't know what the nomenclatures for the items are, I really had no idea of what I was getting myself into. I had to learn terms like ECM, Engine Control Module. What in the world is that?

I start taking an inventory of what some of the problems are under the hood are..



Number 4, 4A

These are just just some of the wires that were cut.... no big deal, right. Not until I started to join the wires. It seems that a lot of them are very similar in color and I have a color deficiency. I can see red and green but shades of colors I can't really tell. SO, I figured out that I may get some of the wires together okay but not all of them right. I even brought in Mary to look at them but even she had a problem. The wires were 30 years old and the colors were fading.



Number 5

Just some of the wires cut, and they were everywhere.

Number 6

Who ever did this did not stop at just cutting the electrical wires they even cut the vacuum hoses. They even cut half the spark plug wires.



Number 7

I don't have a clue what vacuum line was attached here. Definitely need to find a car so I can look at the missing locations.



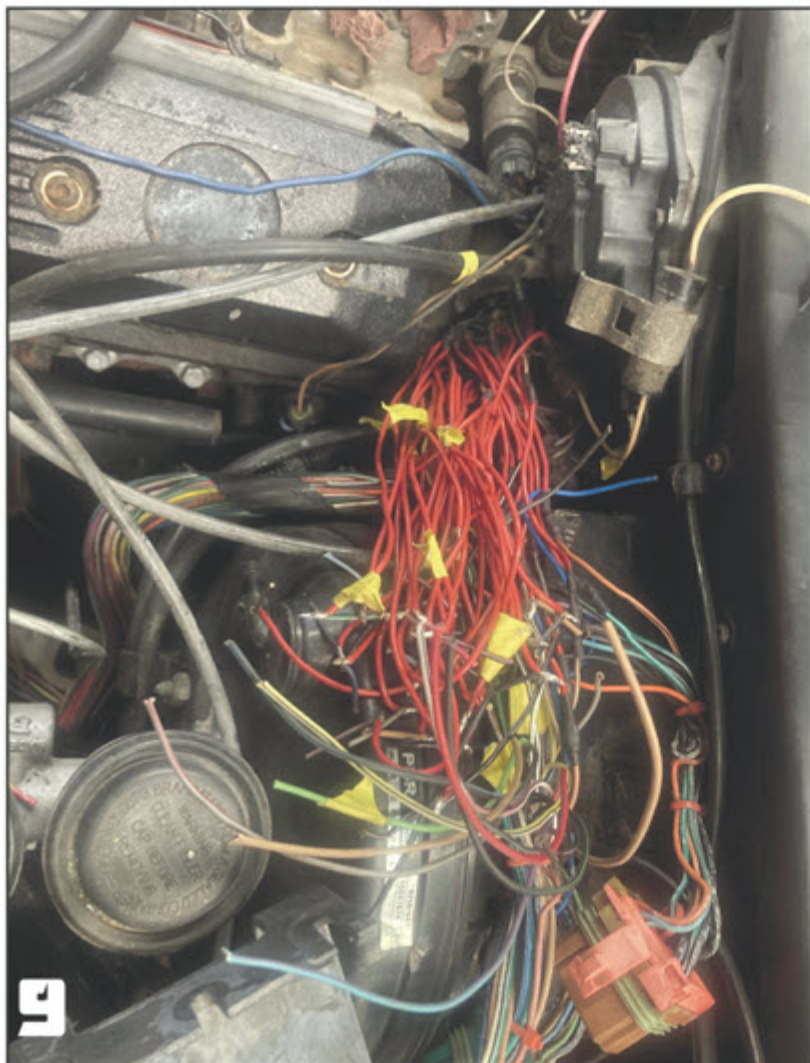
Number 8, 8A

I am taking the harness loose at the firewall and this is the drivers side. It drives me crazy how everything is supposed to be metric using the 7 and 10 millimeter sockets BUT you start taking the plug off the firewall and a 7 millimeter doesn't fit won't loosen the screw to take it out. I found out that they use standard in a lot of places so it was a 1/4 socket that get the electrical plug out.

Just a side note here the engine has metric and Tork head bolts on it and then I found that they use standard threads on the nut and bolts. So, it take a 15 millimeter socket to



take the bellhousing but the bolts are 3/8 standard course threads. SO, the US converted over to the metric system and continued to use standard American threads, go figure.



I am ready to start attaching (I thought) the cut wires but with 50 or more different color wires no way I was going to find different colors to reattach the cut wires. So I just bought a roll of red wire and started using that.

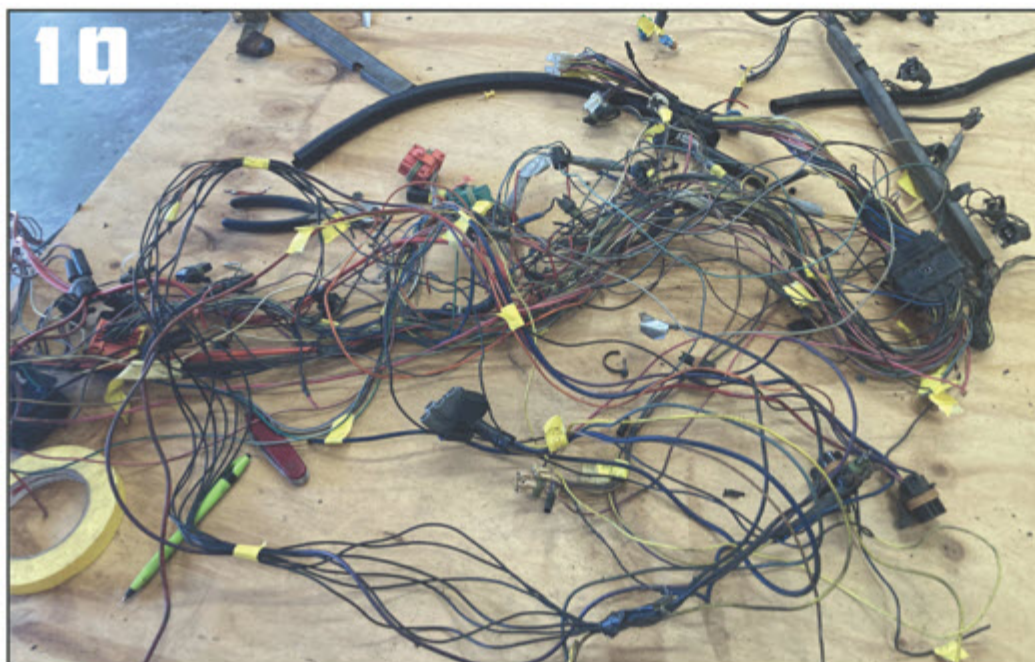
Number 9

After several hours of attaching wires to both ends this is what it looks like. A LOT OF RED WIRES here. This looks terrible. I have wires on one end and can't find the matching wires on the other side. Even with Mary helping me. I was stating to have wires on one side and can't find the matching wire.

Number 10

At this point I started looking on Ebay and found a harness for the car. I received the new to me

harness and I laid it out to see what I had and it was falling apart. So the first thing I had to do was start repairing the ends on the harness as most were broken.



Number 11

I laid out the harness and started repairing the ends on the harness. I found some thing to insulate the wires going by the exhaust and tried to mark everything and compare both harnesses and I found that there are some major differences. I found some of the plugs that the wires plugged into had different wires colors where they matched up. I eventually figured out that there were two heaters available for the cars. There was a manual temperature control and an automatic temperature control. Basically you could set the car at 68 degrees and it will maintain that temperature. SO, I thought I could separate the wires from my original harness and put them in the replacement harness.



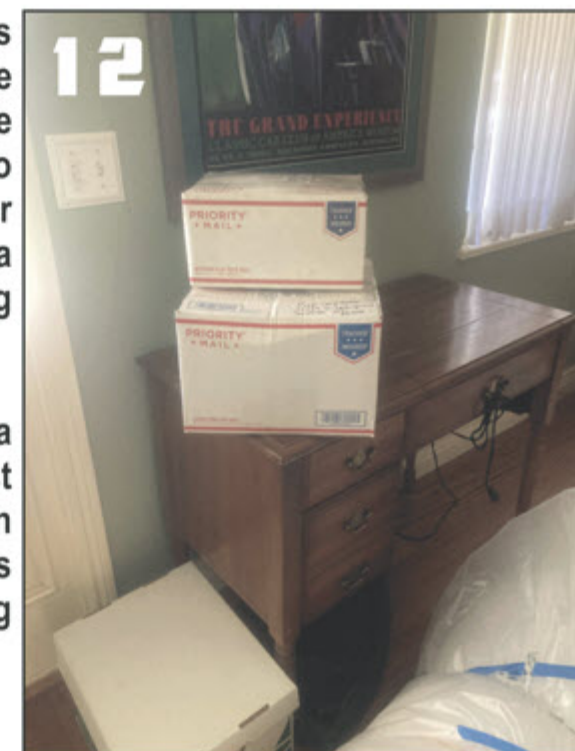
Number 12

At this point I am going totally crazy looking at wires and trying to figure out what goes where and how do I put the new harness in the car. I was discussing this with my son, who is a Ford Senior Master Tech, so he knows how to read modern wiring harness schematics and he said just send it to me and he would take a look at every thing.

My son has access to online Mitchell Catalogues and schematics so sent me copies of the schematics to work with but they are no where near what I am used to using. There is no following the dotted lines like our old car schematics. It seems like the wires go into a "black" box and I have no experience in using these.

I did come up with a good solution to providing a heat shield for the wires going by the exhaust headers. Apparently spark plugs need protection and they have a long tube of insulation, that works perfectly to protect the wire. That is what the long silver tube on the picture is.

More on the interior next time—a story in itself.



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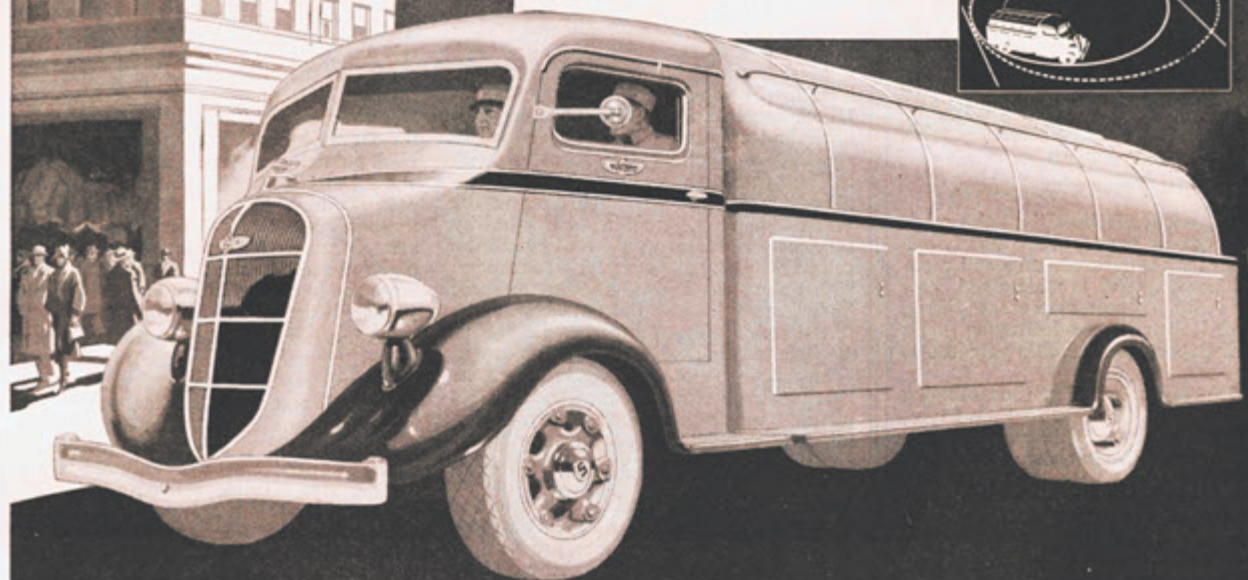
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and up, chassis at the factory

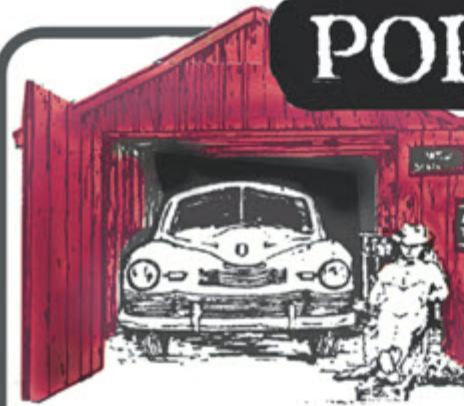
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POP'S GARAGE



The doors went up and the cars came out so Pop and the guys could straighten the shop. Pop discovered overspray on the front of Bill's '51 Packard Mayfair, in Corona Cream, so it really stood out.

"How did this happen?" Pop asked.

"Probably when we were detailing the engine compartment and we sprayed the semi-flat on the fender wells, and we forgot to cover the car with plastic," Woody answered, shaking his head.

"Well, now you get to clay bar the whole car," Pop replied.

"Why not just buff it off?" Matt asked.

"Think of a car's finish like your skin. The paint has pores, and the overspray and grit is driven down into the paint when you buff. When you clay bar it, the clay pulls out the contaminants from the paint."

"How do you use the clay bar?" Matt asked.

"First, wash the car, then lay out a clay bar. Tear it into two or three pieces, knead it with your hands until it's about ¼ inch thick and the size of your palm. You have to use a lubricant. Some clay bar suppliers include it in the kit, but I have always just used spray detailer. Spray the paint and work an area about two square feet at a time. (Don't be tempted to use soapy water as a lubricant. It doesn't work well with the clay,)" Pop said.

"Work the clay bar back and forth and the particles will stick to it, so you will have to knead it from time to time to keep the clay fresh."

"How can you tell if a car needs to be clay barred?" Woody asked.

"If you can't see it, you can feel the grit on the paint. I just lightly move my hand along the painted surface. Some people put their hand into a plastic sandwich bag and move it on the surface. Try it," Pop told him.

Woody felt the grit, then worked a small area. "I can see the solid color come back, and it feels so smooth!" Woody said.

"It also works on chrome and glass. Remember to wax the car after you've finished," Pop told him as he walked out into the alley just in time to see and hear Jack's '51 Chevy Tin Woody singing in second gear as the old Chevy neared the shop. As it pulled into Bay One, Pop reminded Woody to store the clay in a sandwich bag so that it wouldn't dry out.

Pop had always loved Chevy's and had bought a '56 new. As the guys gathered, Pop started talking about America in 1951.

"The car industry had introduced its new postwar models by 1949 and there was a feeling of hope and confidence after having won WWII. Chevy led the way in the low-priced three, selling 1.25 million in 1951. Those were the days!"

When Jack got out of the Chevy Pop asked him to tell about his car.

"It's an 8-passenger, 3 seat Tin Woody—a revamp of the "A" body of 1949, receiving a major face lift with a new grill that featured front park lights in a semi-oval shape, pointed at each end, left to right; at the

(Continued on Page 23)



EVENTS

TN: Pigeon Forge, Sep-tember 17, 18, 19, at LeConte Center, pre-sented by Atomic Speed Shop. Registra-tion info can be found by visiting rodrun-pigeonforge.com. Huge Swap Meet, Hun-dreds of Show Cars and Car Corral. Awards and Cash Giveaway. INFO: 865-687-3976.

IA: Monticello, Oct.11, 7:30 AM to 1:00 PM, 42nd Annual Fall Auto Parts Swap Meet and Cars for Sale Corral, 7:30 AM to 1:00 PM. Fairgrounds Parking Lot, 700 North Maple St. Open to High Performance, Custom, Stock and Antique, (Domestic & Foreign parts, cars, truck & motorcycles) INFO:319-465-5119.

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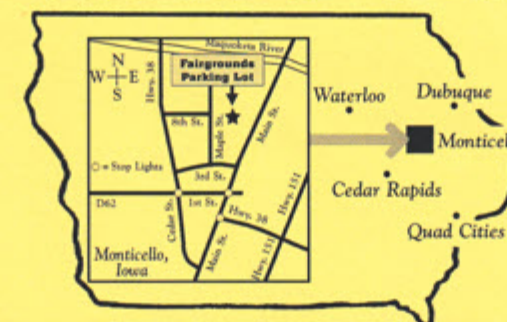
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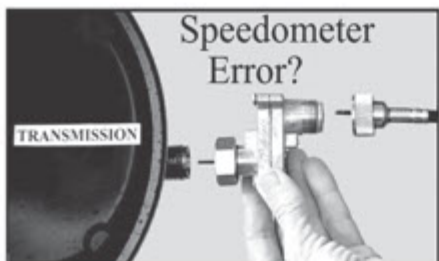
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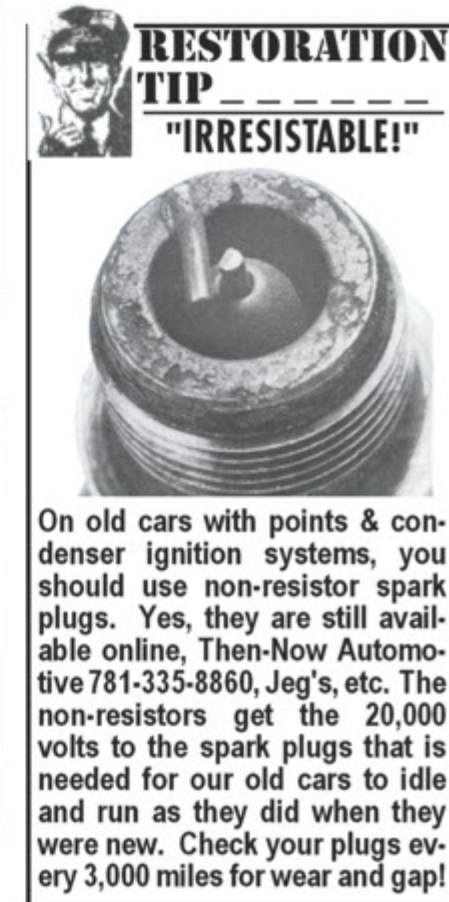
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CAR QUIZ

True or False:

1. In 1958, T-Birds were unibodies.
2. For 1958, Chevy's One-Fifty became the DelRay and the Two-Ten became the Biscayne.
3. Buick introduced its nail head 401 CID V-8 with 325 BHP in 1958
4. Pontiac built its Nomad-like "Safari" wagon from 1955-1957.
5. Packard introduced "Torsion-Level Suspension" in its new V-8 cars for 1955.
6. In 1954, Ford and Mercury introduced five new Y-block V-8's.
7. Ford debuted its infamous "Edsel" in 1959.
8. Chrysler's industry-leading 3-speed Torque-Flite automatics were introduced in 1955.
9. 1957 was the first year Corvette offered a 4-speed manual transmission.

In 1957, Olds introduced its "Fiesta" wagon as a close cousin to Chevy's Nomad and Pontiac's Safari.

(Answers on Page 1)

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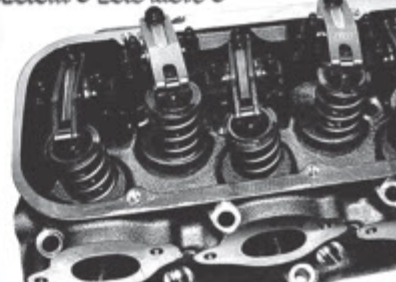
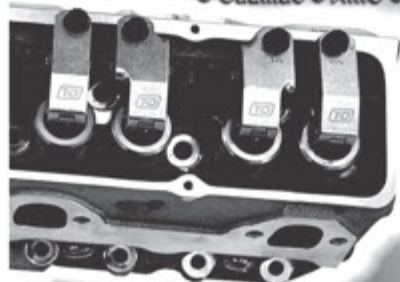
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