Wagonmeister High Voltage & Conversion Headlight Harnesses

Installation Tips and Suggestions

All harnesses are shipped ready to install. Little is required in terms of assembly. The plugs for the headlights, and the plug for the system control, will be considered intuitive. I do highly recommend that all rubber boots on headlights and housings be retained. Control plugs, that connect to your 240's original headlight plug, can be sealed or insulated to protect against moisture. I usually tuck the control connection under the battery tray support platform.

Power Supply:

All Wagonmeister harnesses come with two, water-tite fuse holders for blade style fuses. They are rated 25-30 amp. I've yet to find a setup that will blow a 20 amp fuse, so that's what I use. The wires on the fuse holders are sized to reach the main junction block when they are mounted near it. I like to put them on the coil bracket. Several options are shown here.

Picture on the left is very tidy, includes a relay for fog lamps. Picture on the right only for fuse holder location, as the relay pack is from an earlier version of the harness. Picture 3, below, from a customer's installation.
Routing of the power supply leads to the fuse holders is left to the installer's taste. For my own wagon, I ran right to the battery cable, as my electrical junction box is already “full”:

More common, the leads run to the junction box. When I do this I join the two and use a ½” female spade connector. There is a terminal in the junction box to accept that.
Relay Pack Installation:

Once again, the harness allows for considerable flexibility. We have found that most of the earlier cars have two holes in the side of the radiator core support that are, coincidentally, the correct spacing for this location:

When I mount here, I usually put a machine screw in from the front of the core support. Then a washer and a nut. Then another washer, and finally the relay and an acorn nut. This makes it easy to remove the relays for replacement.

The insulated harness at the top of this picture is not related to the headlights—that’s a condenser fan run.

The wiring to the far side of the car is designed to exit the engine bay via the various holes in the core support below the left headlight. Grommet or other protection is recommended, even though the harness is in plastic sheathing.

A dedicated ground for each side is wired into the harness. Right side grounds to the point behind the washer bottle bracket. Left side usually found on the metal rail where the headlight dimmer relay is mounted.