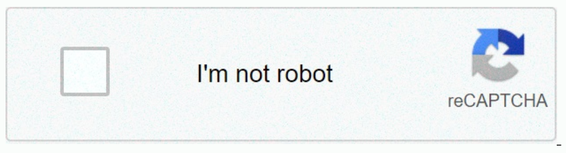
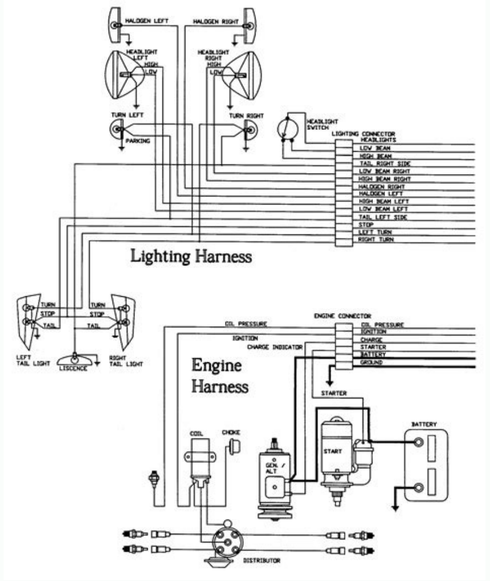



I am not robot!

# Vw dune buggy wiring diagram

## Vw dune buggy wiring harness diagram.  Simple wiring diagram vw dune buggy.  Vw bug wiring diagram for dune buggy.

Purchase this wiring diagram here: Empi 9466 Wiring Harness Empi 9466 Wire loom wiring diagram instructions page 1 Empi wire loom instructions for your dune buggy, sand rail, shortened pan or manx tub buggy. Can also work with Woods Buggies or similar. Have you ever wanted to give your Volkswagen Dune Buggy a new ignition switch? It’s an exciting project that could give your ride a much-needed upgrade. But how do you go about wiring the new ignition switch? That’s where a VW Dune Buggy Ignition Switch Wiring Diagram comes in handy.If you’re looking for the most comprehensive guide to wiring your VW Dune Buggy’s new ignition switch, then you’ve come to the right place! In this article we’ll take a look at how to use a VW Dune Buggy Ignition Switch Wiring Diagram to help you wire your switch correctly and safely. First things first, it’s important to choose the correct VW Dune Buggy Ignition Switch Wiring Diagram for your specific model. For example, if your model requires 12-volt power, you’ll need to find a 12-volt diagram that shows the correct connections. Then, you’ll need to identify each terminal and connector featured in the diagram.Next, you’ll need to make sure that your new switch is compatible with your vehicle. Many switches are available in different styles, depending on the make and model of your Dune Buggy. Last but not least, make sure to read through the installation instructions given with your switch, and double check the wiring in your new switch before connecting it to your vehicle. Now that you know all about VW Dune Buggy Ignition Switch Wiring Diagrams, you can get started with your own installation. With a bit of patience, you’ll soon have your new ignition switch up and running. Happy motoring! 1 Buy a Type 1 Volkswagen Beetle for a pre-made dune buggy.
The Type 1 is the perfect size and shape for a dune buggy. If you get a good car, most of the important parts are reusable, so you don’t have to purchase or assemble them yourself. In addition to the chassis, you could save the seats, brakes, engine, and other parts. These cars become tougher to find as time goes on.

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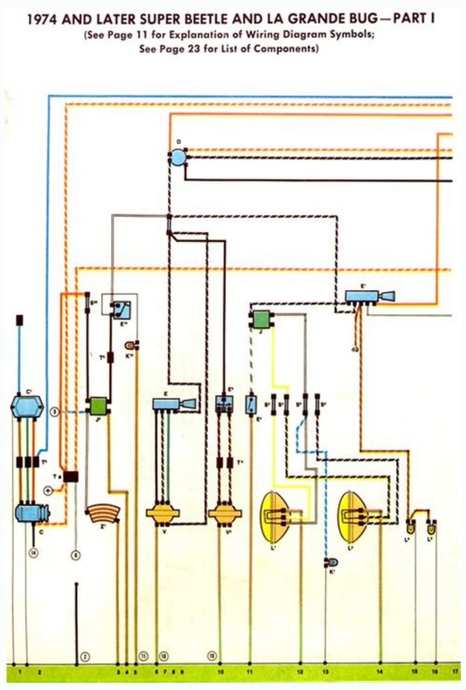


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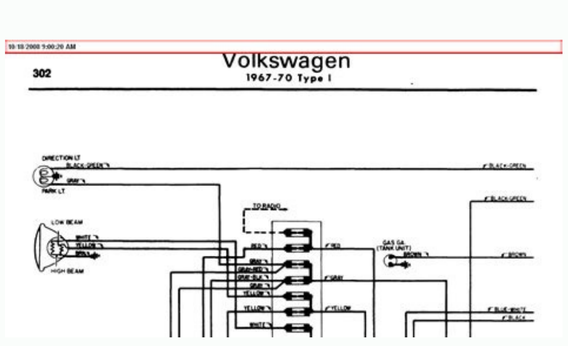


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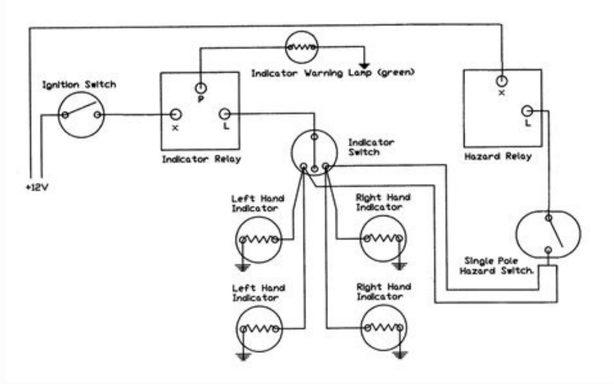


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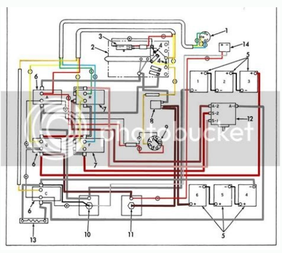
You could work one part at a time if you have the knowledge or take it to a mechanic. 2 Purchase a buggy kit to reduce the amount of assembly required. Some companies sell pre-made dune buggies. Pay for a chassis, then fit the fiberglass frame over it to prepare your buggy for the road. The only problem is you still need to hook up parts like the engine and transmission that you buy separately. Despite that, it saves you the hassle of stripping an old car or building a new frame.[1] Search online for dune buggy kits. rotumi There are a few companies that sell them. The finished dune buggies are considered street legal in most areas, which makes them much easier to transport. Kits are pretty expensive. You’re going to end up paying at least $2,000 USD apiece for the chassis and the body frame. You also have to consider the cost of shipping and your ability to trick the buggy out with the equipment it needs to run. Advertisement 3 Buy a construction plan if you intend on building a buggy from scratch. The plan is your blueprint showing you how to construct the buggy. However, you still get to devote plenty of time to creating the chassis, selecting and assembling the mechanical parts, and so on. It’s an option that could save you money and give you a sense of pride if you’re skilled at working with cars.[2] Plans will run you about $25 unless you stumble upon free ones. Search online for dune buggy plans or blueprints. To build a custom chassis, you will need to know how to weld. Most builders use MIG welding with a MIG electrical torch, a shielding gas, and a metal wire used to solder steel pipes together.



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2 Detach the battery and other electrical wires by hand. Start with the car’s engine compartment, which is in the back on a classic Beetle. The battery is underneath the back seat and held down by a bracket you can turn counterclockwise with a socket wrench. Do the same thing with the nuts on the battery terminals to remove the red and black wires connected to them.

Also, squeeze the plastic connectors on any additional wires you are able to reach nearby in order to detach them..[3] Every electrical component needs to be detached. That includes the brake lights, the oil pressure switch, and the motor. Some of them are hard to spot at first, but you will get another chance at them as you remove each component. You could cut the wires to remove the parts from the car, but you will then need to replace them if you plan on using the parts again. 3 Remove the bolts holding the body panels to the chassis. Crawl under the car with a box-end wrench in hand. A classic Beetle has about 22 bolts with 17 mm (0.67 in) and 13 mm (0.51 in) heads around its edges. Twist these counterclockwise with wrenches of the same size until you are able to pull them off.[4] There are also bolts on the axles near the wheel, so make sure you get those as well if they are there. Sometimes bolts are missing in older cars. If someone removed them without replacing them, that makes your job a little easier. Be sure to get new bolts if you need them when you begin putting the dune buggy back together. 4 Unscrew the fuel tank and any other bolts under the hood.

Check back inside the car for any bolts holding the components in place. There are usually 4 of them around the fuel tank in the front end, but you may find other ones to take care of. Use your box-end wrench again to remove them. If you’re able to move the fuel tank, you’re on the right track.[5] Moving the fuel tank will help you access some of the wires, including the steering column and brake lights.

5 Detach the fuel and brake fluid lines with pliers. This part gets a little messy, so have some clean storage containers available. Find the fuel line first as it runs from the fuel tank to the chassis. Using a pair of locking pliers, pull the hose free and catch the draining fuel in a container. Then, do the same thing for the brake fluid chamber near the engine and brake lights.[6] Keep the fuel and brake fluid separate. If you can’t reuse it, take it up to a car repair shop and ask them if they can recycle it for you. 6 Remove as many components out of the car as you can.

Now you get to start the fun part of pulling all the guts out of the car. Try to remove the engine, the fuel tank, and other parts sitting inside the trunk and hood. Lift them up slowly in case you missed any wires that need to be disconnected first. Set them all aside, since most of them can be reused in your buggy.

Leave the frame in place for now. It’s usually too heavy to move right away, although you could try taking off the doors and hoods by unscrewing them with a Phillips-head screwdriver. If you plan on reusing the wires and hoses still in the car, consider labeling them so you know what parts they attach to. 7 Lift the top part of the frame off of the chassis. Once you have all the internal parts out, detach any remaining body panels. The frame is like the car’s metal skeleton that all the parts attach to, while the chassis is the base part that rests over the wheels. The framework is too heavy for a single person to lift, so gather 4 of your strongest friends. Have everyone lift the frame up, and if you have an extra set of hands, have them push the chassis out from under it.[7] Try to remove the body panels by using a socket wrench on the bolts connecting them to the frame. Many times, you can save both the frame and chassis to form the base structure of the buggy. If the panels won’t come off, lift the frame off the chassis.

If the chassis is intact, you can easily reinstall the engine and other components needed to cruise around in your new buggy. Sell the leftover parts if you’re looking for a little extra spending money. Otherwise, repurpose the scrap metal for another project. Advertisement 1 Inspect the parts for any sign of damage. If you’re using an old VW, you’re probably working with a lot of rusted parts. Replace anything in bad condition so you can enjoy plenty of safe rides later. Try to get parts that are as similar as possible to the old ones to make the building process simpler. Shop online or take the old parts with you when you go shopping at an auto parts store. Some parts may be stuck. Soak them in a penetrating oil like WD-40 to loosen them for removal. The replacement part doesn’t have to be exact, and you’re free to get shiny new parts or repurposed parts from other vehicles. Freestyle customizing is possible if you know how to build cars. 2 Place the engine on the back part of the frame behind the seats. The VW Beetle 4-cylinder, air-cooled engine works well in a dune buggy. It is relatively light, inexpensive, and easy to maintain. Secure it to the frame using a box-end wrench and some bolts, then begin twisting the air hoses onto the ventilation spouts with the wrench.[8] Air-cooled engines are much easier to set up than water-cooled engines. You don’t need to worry about cooling fluid or much of anything else that complicates things. The engine stays cool by taking in air as you drive. 3 Install a new battery in the car. Find some space in the battery bracket near the engine. Generally, a dune buggy does well with a 12 or 24-volt battery. Use the old battery in the vehicle for comparison if you still have it. Once you have the new battery, cover it with the battery bracket and hold them together using 4 mm (0.16 in) hex bolts and Phillips screws as needed.[9] The battery powers the buggy's starter along with any other electrical parts. Dune buggies don’t require the strongest batteries, but if you have a choice, get a larger battery to ensure your vehicle has enough power. 4 Install shocks so the buggy doesn’t bounce as much on the road.

A good suspension system gives you that smooth, relaxing ride even when you’re driving over some bumpy hills. The old shocks are the coiled spring-like pieces underneath your buggy. Use a socket wrench set and penetrating oil to remove them. Replace them with similar shock absorbers to keep your buggy stable as it moves.[10] A good suspension system keeps a buggy stable and off the pavement.

Consider using a basic system from a VW Beetle and then replacing the individual components as they wear out.

5 Replace worn-out tires with new ones. Keep your car jacked up and start removing the lug nuts with an appropriately-sized socket wrench. Hang onto the lug nuts unless they’re in bad condition. Then, get some VW Beetle tires as replacements. Look for tires that are the same size and use the same number of lug nuts as the old ones. If your tires are really worn out, you could remove the entire wheel and either clean it or replace it. 6 Fit a new fiberglass body to fit over the buggy’s frame. The easiest way to do this is by purchasing a pre-made fiberglass frame. The underside of the body attaches to the chassis through metal bolts. That allows you to snap the fiberglass panels together and then add any extra bolts needed to secure them.[11] Pre-made frames and kits come with all the bolts you need. This is handy since the bolt size you need to use could vary depending on the manufacturer. Once you finish installing the body, you can give your buggy a fresh coat of paint before taking it out for a drive. Advertisement Add New Question Question If a dune buggy is built from scratch, can it be street legal? It must have a special mot inspection first to ensure it complies to construction and safety regulations.

Question I built one buggy car from scratch. Can it be sold? The dune buggy may be sold, just let them know that it is home made but good, and should be inspected. Question How do I build one without a VW Beetle? If you're looking for a quality buggy that's street legal, the Beetle is the best choice. Ask a Question Advertisement Thanks Thanks Thanks Advertisement Thanks Thanks Thanks Advertisement Car jack Jack stands Box-end wrench Socket wrench Storage container New battery New tires Pre-built dune buggy body Type 1 Volkswagen Beetle (optional) Building kit (optional) Building plans (optional) This article was co-authored by wikiHow Staff. Our trained team of editors and researchers validate articles for accuracy and comprehensiveness. wikiHow's Content Management Team carefully monitors the work from our editorial staff to ensure that each article is backed by trusted research and meets our high quality standards. This article has been viewed 355,367 times. Co-authors: 22 Updated: September 27, 2023 Views: 355,367 Categories: Cars & Other Vehicles Article SummaryXTo build a dune buggy from scratch, purchase a type 1 Volkswagen Beetle, and buy the parts you will need to create the dune buggy, like the tires, exhaust, suspension, shocks, and springs.

Place the Beetle on jacks in a garage so you can work on it, and remove all of the parts from the car besides the frame, engine, suspension, steering wheel, tires, brakes, and driver's seat. Then, start working on replacing the old parts with the new parts that you bought. When you're finished replacing parts, paint the frame and add extras like lights or a modified engine. For tips on building a dune buggy from a kit, read on! Print Send fan mail to authors Thanks to all authors for creating a page that has been read 355,367 times. I'm good with mechanical stuff, bad with wiring. I have a basic understanding of wiring... I can wire stuff after reviewing it 100 times, but as far as wiring a whole car I'm kinda at a loss. Here's the wiring I got with the dune buggy. 5 fused circuits, and 1 ground bus bar with 8 posts... I found a lot of blown glass fuses in the car, and a package of 30a fuses used to replace the 15 & 20 amp ones that blew. I'm guessing 5 fused circuits ain't cutting it, and a few more wouldn't hurt. I don't wanna spend $150 on a box & harness if I don't have to.. I'd like to build my own circuits, and wire this thing up with an ATC/ATO blade style fuse box.

I found a wiring diagram for a 65 beetle that has 8 circuits. It very closely matches what's already in the buggy sans the dome light which I want to add back in since it has a roof. Here's the diagram I've using... The buggy has an aftermarket ignition switch, a stock VW turn signal lever, flip switches for the lights, and a dimmer switch for the headlights. It still has a stock VW generator, I think the output is somewhere around 35-40 amps. I may upgrade to an alternator at some point, but not now.. I was eying up universal fuse blocks and grounding bus bars and found these. I can't seem to find a USA seller for the fuse box though... ATC/ATO 8 way fuse block.. This one looks OK, I wanted something with 8 circuits and screw on terminals.. China though uhhhgggg...

Brass terminal ground bus bar... Am I on the right track? Last edited by tardis454; June 7, 2015, 09:06 PM. Looks good - but if you can find a fuse box with extra slots/ circuits, it wouldn't hurt to have some spares for future additions that may be added. Sounds like a plan. The last chevy van I junked I saved the fuse block and substantial lengths of the harness coming out of it. already labeled too. Using the factory turn switch and tail lights will make things much easier, converting to American style combined brakes and turns is an excercise in futility. Of all the paths you take in life - make sure a few of them are dirt.

your biggest thing is running the wiring more like a new car since I am suspecting the body is fiberglass, so the old cars would just have their own ground at the light or horn, where a non metal body will have grounds with everything. As far as fuses and circuit sizes, all you need to get the car to run is the ignition switch to coil, ignition switch to starter. The generator will have a regulator of some sort, I think that might be the problem with the fuses though. If its not putting out the full voltage, the circuits are going to draw more amps, so a 79.00 one wire alternator might actually save you some headaches if you are thinking of doing it down the road anyway..

Run a big enough wire from the ignition switch on to the fuse block to keep the heat down. I mean everything is run off that wire that you want to be off when you turn the key off and undersizing that wire builds heat thru everything. I would think the only 30 amp fuse you might be using is on the headlights, but the difference between running everything 16 gauge or 12 gauge is not that much.

Also keeping the power lines protected a bit more than it looks they are now will help with corrosion which also causes more amp draw. Some dielectric grease on the terminals of the box might be a good idea because its probably gonna get wet sometime.. Originally posted by yellomalibu View Post Looks good - but if you can find a fuse box with extra slots/ circuits, it wouldn't hurt to have some spares for future additions that may be added. There are 10 way and 12 way fuse boxes available.. I don't know what else I would add, everything the buggy needs is already there. I suppose a 10 way box wouldn't hurt though? 10 way.. 12 way.. Originally posted by STINEY View Post Sounds like a plan. The last chevy van I junked I saved the fuse block and substantial lengths of the harness coming out of it. already labeled too. Using the factory turn switch and tail lights will make things much easier, converting to American style combined brakes and turns is an excercise in futility. I robbed a bunch of wire from cars at the junkyard and bought spools of new wire, I'm covered on that. I think the buggy has the small round blinker relays, I have to check though. By the way, how did you wire up your buggys and sand rails?

What did you use? Originally posted by anotheridiot View Post your biggest thing is running the wiring more like a new car since I am suspecting the body is fiberglass, so the old cars would just have their own ground at the light or horn, where a non metal body will have grounds with everything. As far as fuses and circuit sizes, all you need to get the car to run is the ignition switch to coil, ignition switch to starter. The generator will have a regulator of some sort, I think that might be the problem with the fuses though. If its not putting out the full voltage, the circuits are going to draw more amps, so a 79.00 one wire alternator might actually save you some headaches if you are thinking of doing it down the road anyway.. Yep, it's fiberglass, that's why is has a grounding bus bar. I don't think Dad in law grounded this thing correctly. Upon further inspection the ground bar doesn't appear to be hooked up right, aka " not being used for proper grounding". The front lights are grounded to the pan. The rear lights have individual wires going from them to the pan. It doesn't appear that the grounding bar is grounded to the pan properly. Maybe that's causing the fuses to pop?

As for the $79.00 1 wire alternator.. I wish! It's aircooled and the fan runs off the alternator/generator. Alternator conversion kits start around $135.. Originally posted by anotheridiot View Post Run a big enough wire from the ignition switch on to the fuse block to keep the heat down. I mean everything is run off that wire that you want to be off when you turn the key off and undersizing that wire builds heat thru everything. I would think the only 30 amp fuse you might be using is on the headlights, but the difference between running everything 16 gauge or 12 gauge is not that much. Also keeping the power lines protected a bit more than it looks they are now will help with corrosion which also causes more amp draw. Some dielectric grease on the terminals of the box might be a good idea because its probably gonna get wet sometime.. I don't think the wire sizes used are 100% correct. I found a lot of thin wire where thicker wires should've been. Parts like the starter, generator, coil etc were wired correctly though. It looked like the ignition switch had a fairly thick set of wires on it too. What do you guys think about the Chinese fuse block? It looks ok to me I guess. I would imagine it's better than the 5 circuit glass fuse block that's in there now? And another thing.. relays. The VW crowd talks about installing a hard start relay and a headlight relay. They claim it creates less load on those circuits. I need to look into that further. It doesn't look like it's that hard to wire in a few extra relays.. Last edited by tardis454; June 8, 2015, 08:02 AM. On my first rail, I used one of those (At the time) $40 buggy universal wiring harness kits from Bugpack. It wasn't a bad price, as it was all wire-tied into lengths and wire sizes.....but those lengths are based on a stock seating arrangement. Since my driver seat is farther back than the factory rear seat I had to modify it for length. And NONE of the wires were labeled or stamped as to their purpose. Had to spend a couple of nights sitting on the living room floor with a factory diagram and label them by hand. There are better ones out there. The rest I have just made my own harness's. In addition to my boat factory days, I also did a stint in a wiring harness factory. I have a fairly decent supply of different colored and gauge wires on hand. Solder your terminals if you can. Will make it trouble free for many miles in the future. Too much resistance builds up on the crimp on terminals to satisfy me, they always end up causing trouble. And running a Ford style starter relay at the rear close to the starter is an excellent cure for an old harness with too much resistance to fire the factory solenoid on the starter. The deal is that the factory wire (18g iirc) has to run all the way to the front of the car to the ignition switch, then all the way back again to the solenoid. It is simply too small and with age the resistance becomes too much to fire the solenoid. The solenoid get the blame when it is actually fine.

So use the Ford solenoid like a cheap heavy duty relay to send more current to the factory solenoid, and activate the Ford relay with the factory 18g wire. Works like a champ. With a new harness and heavier starter wire you should not need to do this though. Can't hurt either for that matter. Your call.

Of all the paths you take in life - make sure a few of them are dirt. Originally posted by STINEY View Post Solder your terminals if you can. Will make it trouble free for many miles in the future. Too much resistance builds up on the crimp on terminals to satisfy me, they always end up causing trouble. And running a Ford style starter relay at the rear close to the starter is an excellent cure for an old harness with too much resistance to fire the factory solenoid on the starter. The deal is that the factory wire (18g iirc) has to run all the way to the front of the car to the ignition switch, then all the way back again to the solenoid. It is simply too small and with age the resistance becomes too much to fire the solenoid. The solenoid get the blame when it is actually fine. So use the Ford solenoid like a cheap heavy duty relay to send more current to the factory solenoid, and activate the Ford relay with the factory 18g wire. Works like a champ. With a new harness and heavier starter wire you should not need to do this though. Can't hurt either for that matter. Your call. You must be talking about one of these guys... I definitely want to add something for hard starting. When we tried to start the buggy years ago we smoked the solenoid damn quick.. I also want to add a battery kill switch for security and safety reasons.. I got this one for free, it looks like it'll do the job nicely. When you speak of soldering the connector you're talking about crimp connectors right? Does that China fuse box looks ok to you, or should I buy something better? I looked, and the buggy has been converted over to the round flasher relay if that matters.. That's the one.....its even wired correctly. Keyed kill switch is a great idea. Don't need to play "find the buggy"! Yeah, soldering the crimps. I have no love for the chinese stuff, but try to find something NOT sourced from there. Use it, but also use protecting grease on the terminals so the cheap coating will stay in place? Of all the paths you take in life - make sure a few of them are dirt. on the crimp connectors, I think Gardner Bender (GB) are still made in the USA. I have gotten good service from them in the past. The collars don't tend to crack if you do crimp it, although I'm also inclined to solder a crimp type connector in a permanent installation like you're doing. Flying south, with a flock of bird dogs. missing relays. the 5 main fuses you got there are 5 relays in an 87 subaru...then the fuse box goes complicated afterwards. that will alleviate the random popping fuses, pair up things to go together. being as simple as this one is, just choose headlights and parking for relays as a start. wipers and heater can use one too.. another thing to do is a heatsinked main power feed near alternator. 4 or five fuses, maybe to power side of relays. let the key do the little side (on/off). I had to run alt to battery, battery to underhood fuse bus (big ones, like 40 amp 50 amp) and to be sure car keeps running at nearly all fuse errors, the ignition gets a seprate wire to battery, relay powered by key. I had the dumbest factory setup ever to need to start over..now that it is memorized, works for anything. The gmc truck is my favorite however, as the most robust and simply by factory.

They use more underhood stuff. Previously boxer3main the death rate and fairy tales cannot kill the nature left behind. If it doesn't already have one , one addition I could think of would be a cigarette lighter/ power receptacle ... for charging cell phones or perhaps running hand held spot lights or tire pumps. You guys have some very good suggestions, thanks for that. This is why BS rules. I have a 2 port power receptacle I can use. That's a great idea that I totally overlooked yellowmalibu. I want to get a waterproof lighter socket for boats to put on my truck for pumps and lights outside the cab.

I made portable lights by using a speaker magnet for a base and a tractor light, using an old extension cord and small battery charger clips.. The 35 watt ones will stay lit all night on one charge with 900 CCA battery. Originally posted by Deaf Bob View Post I want to get a waterproof lighter socket for boats to put on my truck for pumps and lights outside the cab. I made portable lights by using a speaker magnet for a base and a tractor light, using an old extension cord and small battery charger clips.. The 35 watt ones will stay lit all night on one charge with 900 CCA battery. ...ask me how I know? ;)