

Painless Wiring

Posted by kevo - 16 Oct 2010 07:46

Anybody ever ripped out most of the useless wiring and just wired the necessities (fan, fuel, power, brakes, etc.) using Painless Wiring's fuse block and/or switch panel?

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Re: Painless Wiring

Posted by mjensen - 14 Dec 2014 20:57

I am looking for the wiring diagram as well, can you send it to

This e-mail address is being protected from spambots. You need JavaScript enabled to view it

944SuperCup SP3

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Re: Painless Wiring

Posted by joeblow - 15 Dec 2014 09:35

Looks like this may need to be posted to the tech articles?

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Re: Painless Wiring

Posted by gnadenstoss - 25 Dec 2014 09:46

Plus 1 for the diagram cbuzzeti, I need all the help I can get. Please PM me a copy o' dat!

While on the dashboard topic, are there ANY requirements to keep ANY of the original dash? I can't find anything in the rulebooks saying we need to keep it.

Pretty cool how a post that started long ago can come right back to the present and be so helpful, cheers!

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Re: Painless Wiring

Posted by cbuzzetti - 25 Dec 2014 17:32

Send me an email to bajabuzz at yahoo dot com and I will get you the diagram.

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Re: Painless Wiring

Posted by Atteberry - 26 Dec 2014 09:15

NASA rules do not require a stock dashboard. It is great if you get it removed as it take significant weight out of the car that is located in a high place. However it is not easy to get out. You should remove the windshield first as that will make it easier. You will have to plug up several firewall holes as well. I put in five gauges all analog fuel pressure, oil temp, water temp, Tach, oil pressure. It is not that expensive. If I had to do it over again I would have added a fuel gauge as well. As it is I have added one in the back by the filler nozzle. Removing the dashboard will also expose lots of wiring that can be eliminated as well. In the end I think the weight of the wiring was 25 plus pounds. Expect to take a lot of time removing the dashboard as it is not easy.

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