

When routing the wiring loom care must be taken not to route it in such a way as damage from sharp edges or heat may occur. The loom saddle positioning and spacing must be so the cabling is secure and not loosely fitting around the engine bay or tunnel area. Around the chassis, saddle spacing should be approximately 100mm-150mm. In the tunnel sections spacing should be 150mm but again as the loom exits the rear of the tunnel spacing distance must be reduced so the loom is fitted securely.

Tools Required

Pop Rivet gun
4.1mm Drill



Mounting The Wiring Loom

The method for fixing the wiring loom to the chassis is via loom saddles that are riveted to the chassis using 4.1mm rivets. The procedure for this is as follows.

1. Mark where the loom saddle is to be situated, drill the chassis using a 4.1mm drill
2. Place a 4.1mm rivet through the saddle and into the chassis. Pull up using a rivet gun
3. Slide a cable tie through the saddle, leave open until the loom is finally routed

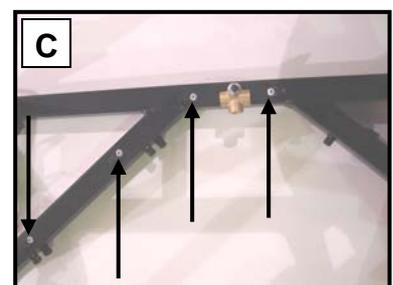
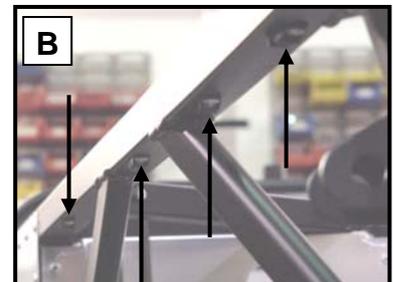
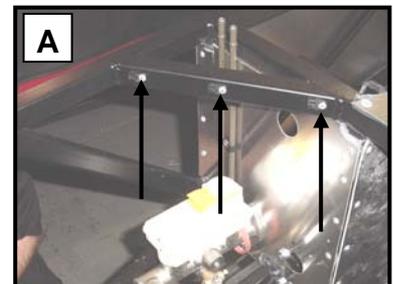
Positioning The loom saddles

Front Chassis Mounting Points

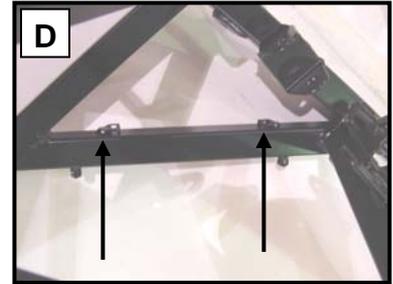
A – Three fixings along the front edge of the RHS chassis-strengthening bar

B – Four fixings on the underside of the RHS top chassis rail

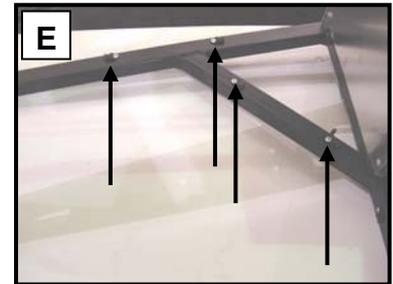
C – Two Fixings on the underside of the front RHS chassis strengthening bar, two fixings either side of the front 3-way brake connector



D – Two fixings on the forward face of the front LHS chassis-strengthening bar

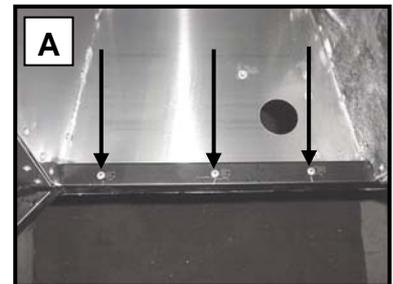


E – Two fixings along the underside of the LHS top chassis rail, two fixings on the underside of the LHS rear chassis strengthening bar

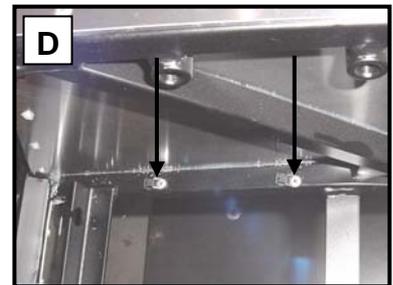
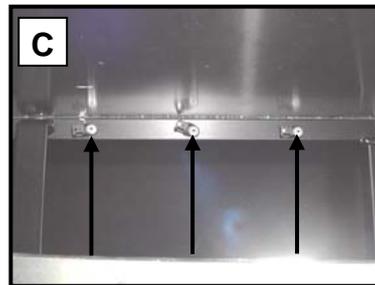
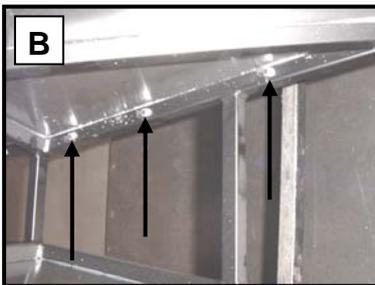


Bulkhead and Tunnel Mounting Points

A – Three fixings on the underside of the front bulkhead rail

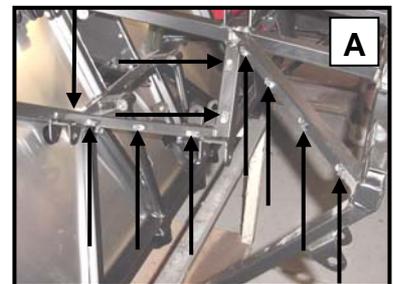


B, C & D – All loom fixings are mounted on the right hand side of the tunnel, underneath the top tunnel chassis rail

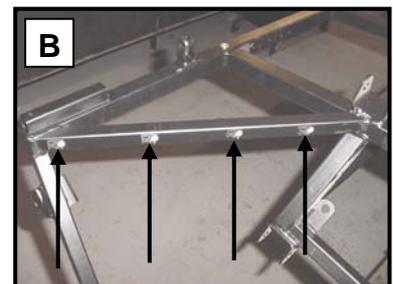


Rear Chassis Mounting Points

A – The photo shows the right hand side of the rear chassis section turned upside down. There are ten fixings spread over the three chassis bars



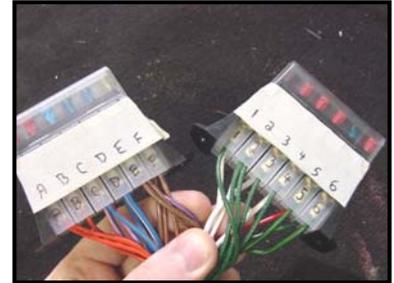
B – This photo shows the left hand side rear chassis section turned upside down



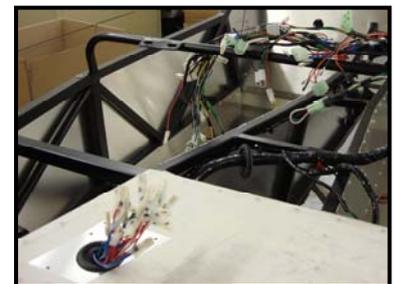
Routing The Loom

When attaching the loom to the chassis the easiest area to start is the fuse box, remove the loom from it's packaging (taking care not to loose the connectors supplied). The fuse box comes pre-wired, care should be taken not to disconnect any wires from the fuse box before marking their position. The best way to do this is mark the terminals using a permanent marker, then masking tape around the fuse box and mark the terminal positions.

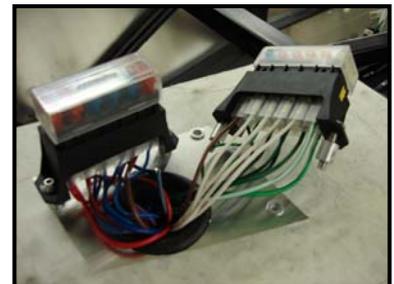
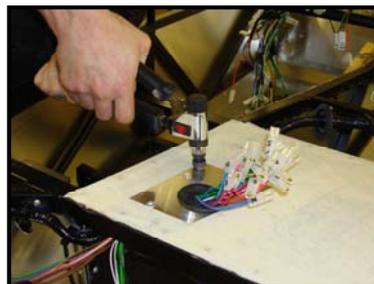
Alpha/Numerical labeling so things don't get mixed up



You will then be able to disconnect the fuse box from the loom and pass it through the hole in the top scuttle panel. The picture below shows rivserts fitted from the underside of the scuttle panel. When mounting the fuse box, remember to install the 10mm spacers underneath the fuseboxes.



Alternately the fuse box can be mounted using m5 x 25mm dome head allen pins and m5 nyloc nuts. The spacers are 10mm aluminum tube sections. Once you have fitted the fuse box in position you may now route the main harness around the chassis.



Rear Chassis Loom Routing

With the fusebox wires in place, the loom can be oriented in its correct position, use the wiring diagram as a guide to locate relevant plug position e.g. Headlamp n/side, rear lamp etc. The longest section of the loom is the rear part and this should be routed along the tunnel.



A – The photo (chassis upside down on stands) shows the rear part of the loom being routing along the underside of the tunnel chassis rail.

B – When the loom exits from the rear of the tunnel, it has to bend around the chassis. Extra saddles may be required to keep the loom secure. Note how it runs by the brake pipe.



C – After the loom has exited the tunnel, it runs along the right hand side upper chassis rail (chassis upside down in photo), down to the lower part of the chassis and out to the right hand corner,

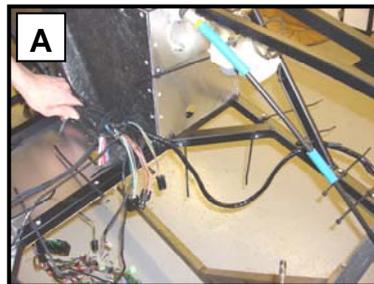


D – From the far right hand corner the loom doubles back and runs to the far left hand corner.

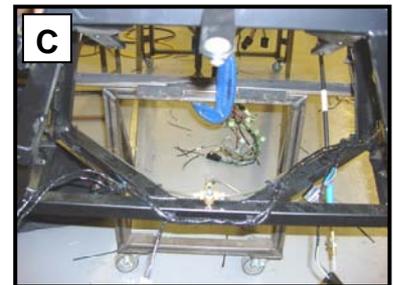


Front Chassis Loom Routing

A & B – At the front of the chassis, the loom is routed along the underside of the top right hand side chassis rail.



C – From the outer chassis rail the loom follows the chassis support to the front 3-way connector.

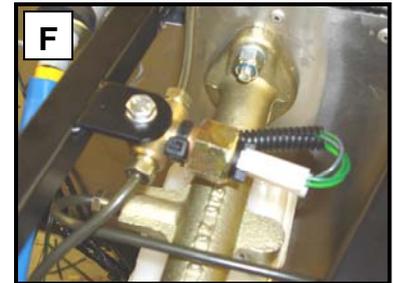


D – The loom then extends along the underside of the top left hand side chassis rail, back towards the bulkhead.





E & F – Locate the connector that is for the brake pressure switch. Route it down the bulkhead side, using saddles where necessary, to the pressure switch. A cable tie can be placed around the pressure switch to hold the cable secure.



Once happy with the positioning cable tie in position making sure that any areas close to edges of aluminum panels e.g. Sharp edges are protected by convoluted tubing or foam tape.

The main loom (2921170) is a std chassis loom which covers all models. It will be necessary to purchase a mating engine harness to suit the model of vehicle being built. Listed below are the relevant engine harnesses to suit engine options. If bumping a non specified engine below it will be necessary to modify the most suitable harness to suit. This must be undertaken by an experienced auto electrician. Please note modifications undertaken by customers or third party's Westfield Sportscars accept no responsibility of damage or damage caused by modification to supplied std looms. Modifications to wiring looms are done at the customer's discretion and alteration of supplied Westfield parts voids any warranty associated with the product.

Engine Harnesses:

Duratec I4 – 2921088
Zetec EFI – 2921139
V8 Carb – 2921189
OHV Ford – 2921201

Zetec Speed Sport – 2921127
V8 EFI – 2921155.
SOHC Pinto – 2921197
CVH Ford – 2921218

