Painless Wiring
Posted by kevo - 16 Oct 2010 07:46

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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 cbuzzetti - 18 Oct 2010 17:02

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Relays are nice but not required. Be sure to use HD switches like Cole Hersey. They are pricey but worth it. Use a HD push button for the starter. Do not skimp on this. You can get prewired panels from most stock car supply places.

Install a digital dash like Mychron (w/o data aq) to get all your gauges in one package. Way cheaper than buying all quality gauges and you get warning lights and programable shift lights too.

If someone has the info please post a wiring diagram of a simplified harness.

USE AUTOMATIC RESETING CIRCUIT BREAKERS!!!!! These are inexpensive and will let you start car once it has cooled down from an overload situation. A fuse or manual breaker will not let you do this. The auto ones will fit into a standard ATC fuse holder.

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Re: Painless Wiring
Posted by kevo - 18 Oct 2010 17:52

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Excellent info!! Thanks a lot!!

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Re: Painless Wiring
Posted by seafeye - 06 Oct 2011 15:45

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I tried the link for the wiring and it didn't work. Any chance on posting the wiring diagram again?

Thanks

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Re: Painless Wiring
Posted by Atteberry - 06 Oct 2011 16:00

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took all unneeded wiring out of car and cleaned out fuse box and droppend about 25 lbs of weight that tended to be up high. Included taking out steeringlock and key start and replacing with toggle switch. The simpler the better so as to reduce the poten tial electrical problem that kills a race weekend. So far my problems have been minimal outside of the starter was wired always on for awhile which would drain battery in about an hour. If wiring going out consider taking out dashboard if not done already. More high useless weight and fire hazzard. Replace with aluminium

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Re: Painless Wiring
Posted by 944Racer72 - 06 Oct 2011 19:31

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Here you go: