

Subject: Battery Cables – Over looked Details

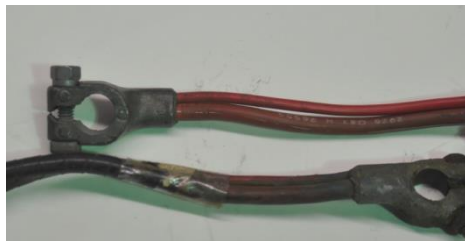
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There are many details that go into a top notch restoration. These details can easily get overlooked if not examined by the restorer, and a less than accurate restoration is the result. While it is never easy, or inexpensive to do an accurate job with the details, they truly separate the good cars from the great cars! One of the smallest details that often get overlooked is wiring. Supplies of NOS wiring harnesses are nearly impossible to find, however there are many original harnesses out there still if one is so inclined to look.

Paul Jacobs has been researching and restoring Mopars for over 20 years and his focus has been on the 67-72 performance models. Like MMC Detroit he does not claim to know everything there is to know because we are always learning. Paul does want to share his observations on original vs. reproduction wiring details, should you ever want to seek the ultimate level in Mopar restorations-OE level judging. Paul and his partner, Troy Angelly, have had the honor of earning the Mopar Nationals OE Gold 5 times. We have learned something every time and learn from others in the hobby, as well.



We will start with battery cables. Original battery cables are probably the easiest thing to spot as they are right in front, and they differ so much from originals to reproductions. Even though some of the reproductions are made here in the states and are of very good quality, they differ visually. To the left you will notice a comparison photo of an original (on the right) vs. a reproduction (on the left). The most noticeable difference is the colors of the lead wires. You will see the original cable uses two different colored wires. Also note the original cable has a bolt with a very thick head-almost twice as thick as the repo. As a side note, every original cable I have seen has the head shaped as shown. Some later NOS cables had a flat/squarish head that is not correct, even if it came from Chrysler! Another important detail is that early cables used an imprinted ink to identify the part number, whereas later models used paper wrapped wiring harness tags. This is true across the board in wiring sometime in 1969. A worker at Chrysler explained that the paper tags were much easier to read and didn't require specific wire to be used in a harness. In the next photo you can see an example of a 1968 cable with ink stamped part numbers vs. a 1969 cable with a paper part number tag. A side note is that sometimes the Chrysler part number did not coincide with the part number tag on the cable itself.



There is much more information on battery cables and many other components in the ICCA restoration reference manuals. If there are any questions that you have or article suggestions please feel free to contact us at www.mmcdetroit.com .