

Thank you for purchasing the Scott Drake reproduction of the 1965-1966 Ford Rally Pac. Our Rally Pac features a modern air core movement tachometer and a Quartz digital movement clock. Both are "run tested" for accuracy. The tach and clock faces are copies of the original but are now back lit for improved visibility.

The zinc die-cast housing is made from our own tooling and coated with a tough, crinkle texture paint for years of service. The Rally Pac mounting bracket and wire harness shield as well as mounting hardware are included. You may wish to purchase our anti-theft mounting hardware kit part #379773-S that features special button head socket screws with a dedicated tool. This kit prevents removal of the Rally Pac without the proper tool.

We provide all wiring needed to install the Rally Pac. Our harnesses are color coded for easy identification.

Our Rally Pac tach connects directly to the negative side of the ignition coil (whereas the original Rally Pac Tach connected to the ignition system).



These instructions are to help installation with the following Rally Pac part numbers

- | | |
|-----------------|----------------|
| C5ZZ-10B960CBK | C6ZZ-10B960CBK |
| C5ZZ-10B960CBKC | C6ZZ-10B960CLB |
| C5ZZ-10B960CBKS | C6ZZ-10B960CDR |
| C5ZZ-10B960KBK | C6ZZ-10B960CPA |
| C5ZZ-10B960KBKC | C6ZZ-10B960CWT |
| C5ZZ-10B960KBKS | C6ZZ-10B960CAQ |
| | C6ZZ-10B960CSO |
| | C6ZZ-10B960CSN |
| C6ZZ-10B960TBK | |
| C6ZZ-10B960TLB | |
| C6ZZ-10B960TDR | C6ZZ-10B960KBK |
| C6ZZ-10B960TWT | C6ZZ-10B960KLB |
| C6ZZ-10B960TPA | C6ZZ-10B960KDR |
| C6ZZ-10B960TAQ | C6ZZ-10B960KPA |
| C6ZZ-10B960TSO | C6ZZ-10B960KWT |
| C6ZZ-10B960TSN | C6ZZ-10B960KAQ |
| | C6ZZ-10B960KSO |
| | C6ZZ-10B960KSN |

TOOLS REQUIRED:

- Phillips Screwdriver
- Drill
- 5/16, 3/8 sockets

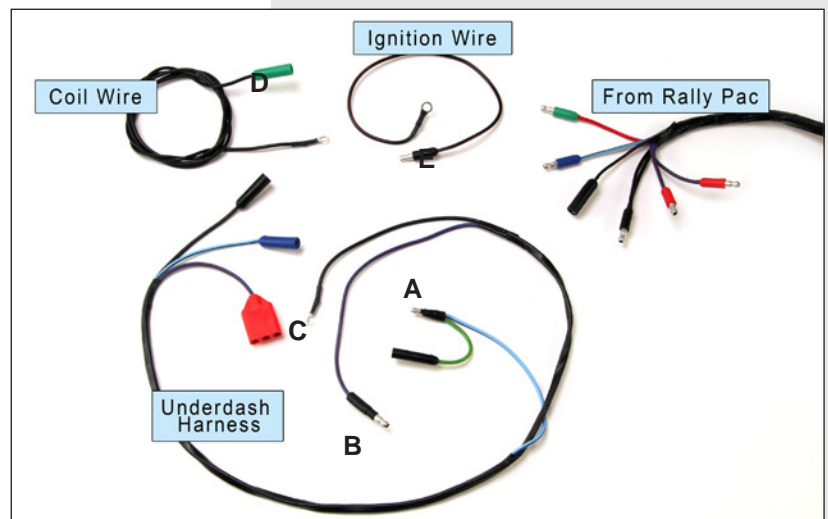
PREPARATION:

An understanding of the wiring under the dash of the 1965-6 Mustang is helpful. Although our installation instructions are very straight forward, you may wish to also use the 1966 Electrical Assembly Manual #AM-13. It has an excellent drawing of the Rally Pac electrical system. The only change with our Rally Pac is how the tachometer is connected.

As with any projects involving the electrical system, disconnecting the car's battery before starting this installation is always recommended.

Park and secure the car in an area that will allow the driver's door to be fully opened. The instrument panel, kick panel and sill plate will need to be removed. This is an excellent time to consider replacement of blown instrument panel bulbs, scratched instrument lens and bezel or other worn parts. Scott Drake has everything you need.

All of us at Scott Drake hope you enjoy your new Rally Pac. You can rest assured that you have the finest Rally Pac on the market today.



Wiring included with your Rally Pac

INSTALLATION INSTRUCTIONS:

Consider the **underdash harness** we provide as an extension harness. Power for the clock and lights in the clock and tach need to be brought to the steering column area. Ford used the door light circuit for constant power for the clock (**you can refer to the 1966 Electrical Assembly Manual #AM-13 to familiarize yourself with the wiring behind the instrument panel**). All Mustangs have an instrument panel light circuit lead under the dash that is controlled by the headlamp switch. This is a large red plug with blue/red wire located near the ignition. **Note:** our **underdash harness** has a connector that looks the same.

Step 1-A: Remove Sill Plate and Kick Panel

Remove driver's side sill plate & kick panel to access door light switch. Pull instrument panel away from dash for easier installation. Protect the top of the steering column with a soft towel. Connect the small male connector with blue/black stripe & female connector with green/yellow stripe **A** on the **underdash harness** to door light switch. (Figure 1-A)

Step 1-B: Secure Ground Wire

Secure ground wire **C** on the **underdash harness** to the chassis. There are numerous groundpoints under the dash. Connect black male connector with blue/red stripe **B** to instrument panel light circuit lead located near the ignition.

Step 1-C: Position the Under Dash Harness

Position the end of the new **underdash harness** with all female connectors near the steering column. Secure the short black **ignition wire** with red stripe and loop connector and male bullet connector **E** to the post on the back of the ignition switch, and position male end near the new **underdash harness** and steering column. Run the long black **coil wire** with loop connector and green female connector **D** to ignition coil under the hood, and secure the loop connector to the negative (-) post of the coil. **Note: This wire may be wrapped with the engine gauge harness for a more discreet installation. A small hole in the firewall may be required. This wire may also be passed through a rubber grommet or seal at the accelerator linkage or similar area.**

Check all connections and wire harness routing. Secure the instrument panel back into the dash.

Step 2: Mount Rally Pac onto Steering Column

Position the Rally Pac assembly on the steering column (you may wish to add a small piece of rubber or similar material to prevent scratching the top surface of the column). Secure with the lower column bracket hardware included. Before tightening the mounting screws, check position of the Rally Pac. The faces of the tach and clock should be clearly seen behind the steering wheel. The Rally Pac housing should not touch the instrument panel. Position the Rally Pac Harness down the lower-side of the steering column.

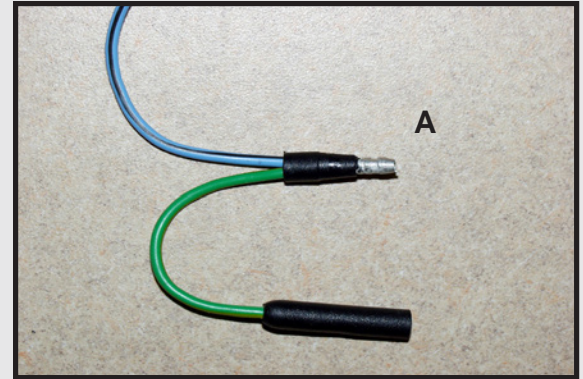


Figure 1-A: Blue wire for Clock Power, Green wire for driver's side door light switch.

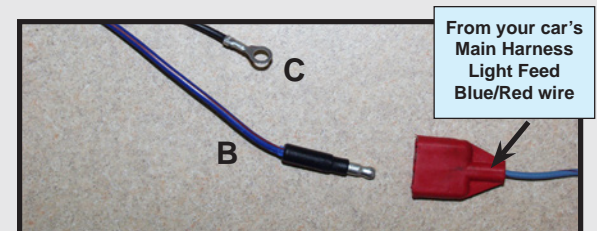


Figure 1-B: Black wire ground to chassis (C) Blue wire with red stripe connects to instrument panel light circuit lead. (B)



Figure 2: Rally Pac positioned and mounted

The harness shield is secured to the lower dash to hide and protect the Rally Pac harness (1966 Rally Pac only). The mounting tab must be bent to fit the dash. Drill a small hole and secure with the small black screw provided.

Step 3: Connecting Rally Pac Harness

Plug in all connectors as shown. (Figure 3) Check color codes. NOTE: The red wire with green male connector (**D1**) is connected to the **coil wire** run from the ignition coil (**D**). The black wire with red stripe and black female connector (**E1**) is connected to the **ignition wire** run from the back of the ignition switch (**E**.)

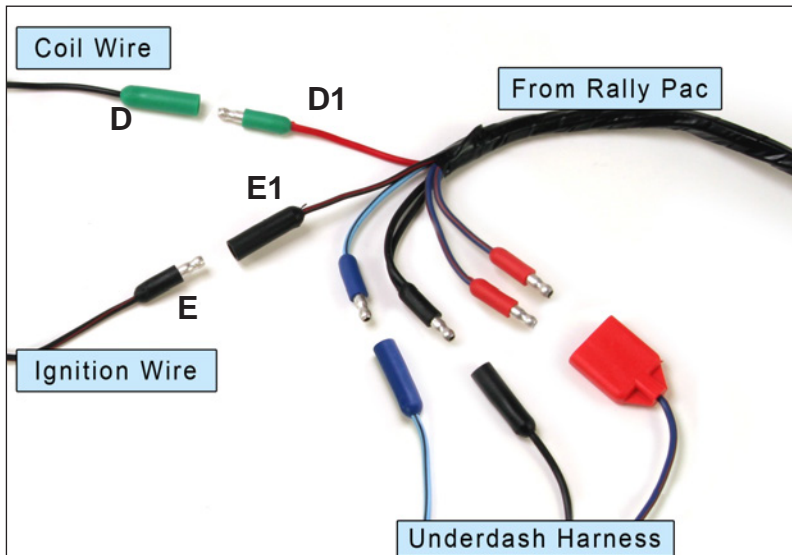


Figure 3: Wiring Diagram

Reconnect the battery and start the car to check the tach operation. Turn on the headlights to check the lights in the Rally Pac. The brightness is controlled by the headlight switch as well. To set the time on the clock, pull out the chrome stem to adjust. The clock should still run when the car is off and the doors are closed. Check before reinstalling the kick panel and sill plates. If the clock stops when the door is closed, connector **A** must be changed at the door switch.

REPLACING THE BULB:

Under normal use, the bulbs in your Rally Pac should last for years. If you need to replace a bulb in your Rally Pac, check with your authorized Scott Drake dealer for the correct replacement bulb. Replacing burned out bulbs in the Rally Pac tach or clock requires removal of the units from the housing. Carefully remove the Rally Pac from the steering column. Remove the screws from the back of the housing to remove the tach or clock. Carefully pull apart only until light bulb socket is accessible. Pull out bulb socket and burned bulb. After replacing bulb, position the unit back into housing. Be careful not to pinch wiring between unit and housing. Use a liquid lock on the screws. **Do not** over-tighten screws as this may damage the gauges.

