



RALLY PAC

INSTALLATION INSTRUCTIONS

Thank you for purchasing the Scott Drake reproduction of the 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 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.

Installation of the Rally Pac requires only simple tools. You will need a Phillips screwdriver, 5/16 and 3/8 sockets and a drill. 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.

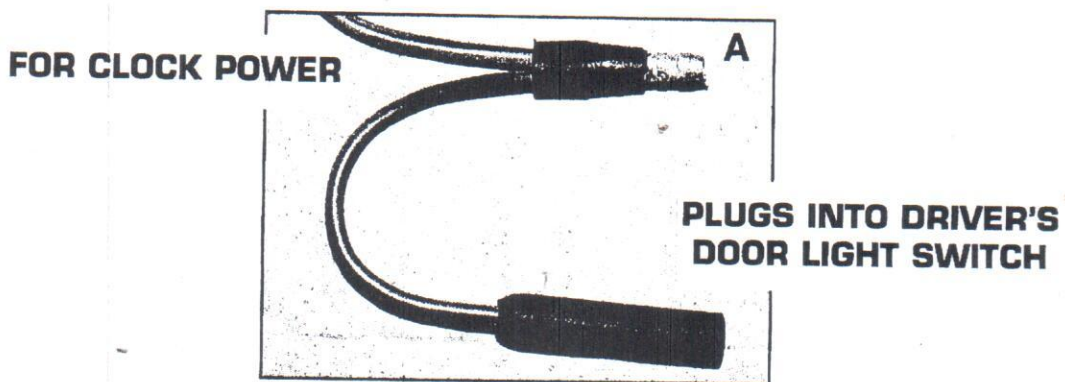
As with any projects involving the electrical system, disconnecting the car's battery before starting this installation is always recommended. Park and secure the car in an area that will allow the driver's door to be fully opened. The instrument panel, kick panel and sill plate will need to be removed. 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 Enterprises, Inc. hope you enjoy your new Rally Pac. You can rest assured that you have the finest Rally Pac on the market today.

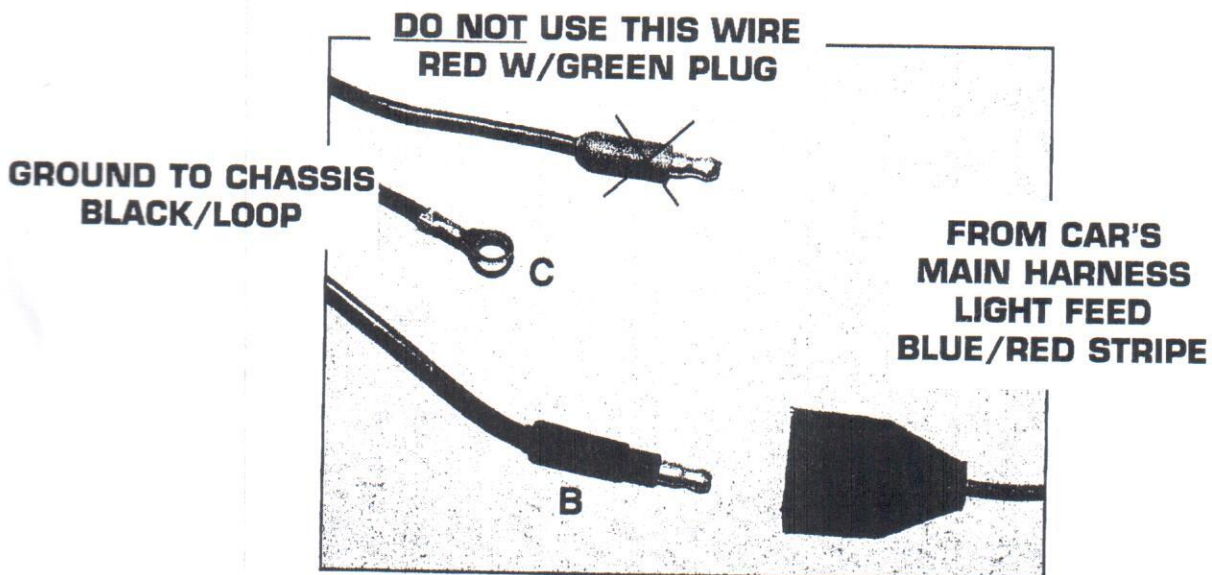
A. NEW UNDER DASH HARNESS

Consider the under dash 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. 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.

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** to door light switch.



Secure ground wire **C** 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. **NOTE:** Red wire with green male and female connectors is NOT used in this application. Tuck it out of the way.

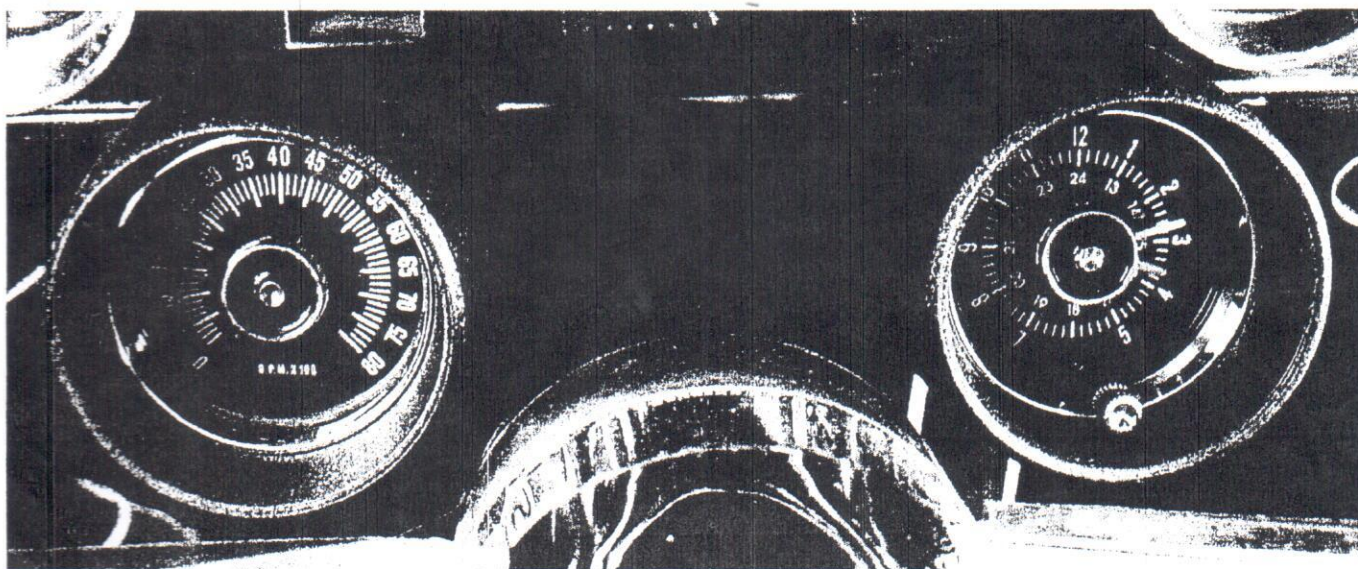


Position the end of the new under dash harness with all female connectors near the steering column. Secure the short black wire with loop connector and male connector **E** to the post on the back of the ignition switch. Position male end near the new under dash harness and steering column. Run the long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

B. MOUNTING RALLY PAC TO STEERING COLUMN

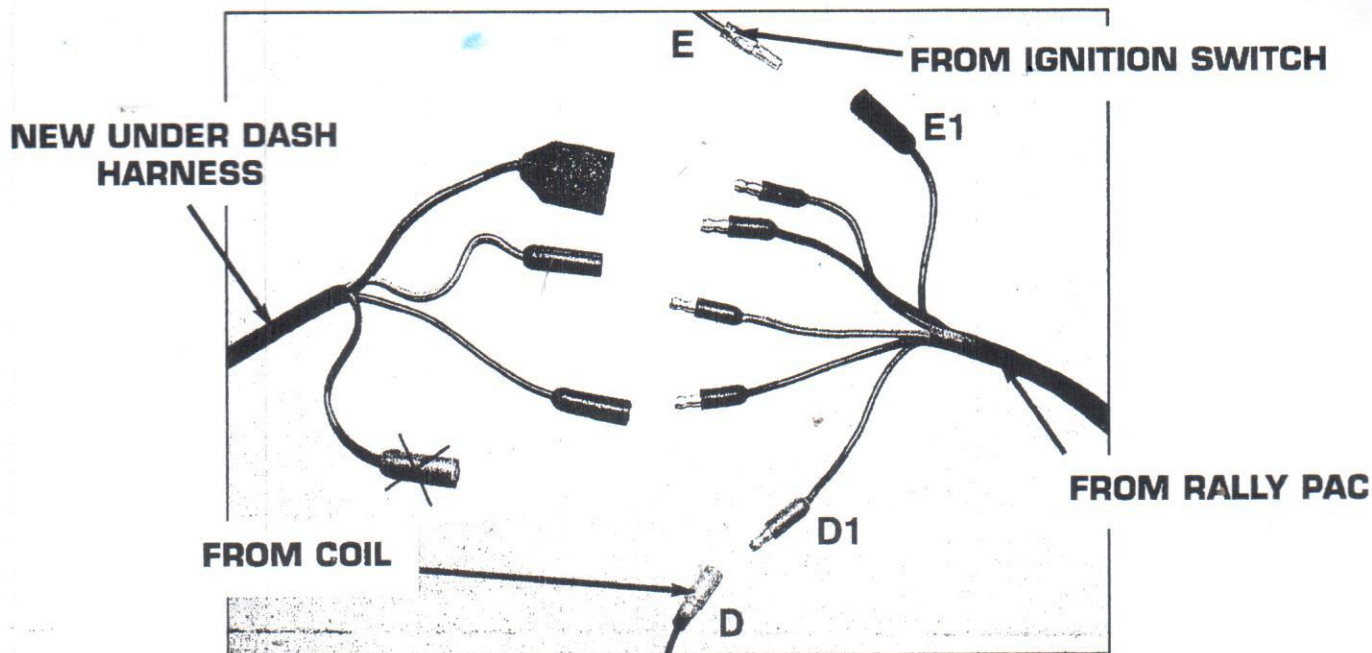
Position the Rally Pac assembly on the steering column. Secure with the lower column bracket and hardware included. Before tightening the mounting screws, check position and level. The faces of the tach and clock should be clearly seen behind the steering wheel. The Rally Pac housing should not touch the instrument panel.

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



C. CONNECTING RALLY PAC HARNESS TO UNDER DASH HARNESS

Plug in all connectors as shown in photo below. Check color codes **NOTE:** The red wire with green male connector **D1** is connected to the wire run from the ignition coil **D** NOT to the red wire with green female connector on the new under dash harness. The black wire with the black female connector **E1** is connected to the wire added from the back of the ignition **E**.



Reconnect the battery and start the car to check the tach operation. To set the time on the clock, pull out chrome stem

REPLACING THE 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 cause part of the unit to separate.

Scott Drake Enterprises, Inc. warrants this product to the original purchaser from the date of purchase for 1 year. Products found to be defective in manufacturing may be returned, post paid for repair or replacement within the warranty period. Proof of purchase, a dated receipt, and Return Authorization number must accompany any returned product. All returned products are inspected and tested. If found to be damaged by the installer or returned after warranty has expired we will contact you with estimate of repair costs.

Contact our Customer Service Department at 1-805-988-9992