Note:
1. Since details for an original Daytona Coupe wiring harness were not available, the electrical system shown on these drawings is not an exact copy of the electrical system used in the original cars. This work is based on the original components and a "best guess" as to their connections.
2. Each of the original six Daytons utilized different switch layouts on the dash and switch panel. In general, CSX2656/1 has been used as the basis for these drawings.
3. All electrical components used in this replica are the same as used on the original cars.
4. A steering column mounted turn signal/horn switch has been incorporated for ease of street driving. This switch was not utilized on the original cars. The column mounted switch is shown on the part used for the Cobra replications.
5. The original Johnstone (probably) did not incorporate wire number identification, but rather relied on wire colors and inherent simplicity of the electrical system. Wire numbers have been added to these drawings for clarity and ease of troubleshooting. Wire numbering was chosen based on the harness in which the wire is routed, along a logical progression through the electrical connection sequence where possible, and purposely to slow for ease of future additions and modifications.
6. Wire sizes considerations: RH A/C is typically the smallest wire used on this replica. However, as was based on wire colors and wire insulation availability at the time of construction. The correct method for wire gauge selection should be based on required circuit amp and voltage drop, although RH A/C is more than adequate for all circuits where it is used. Smaller wire, say 16 or 18 Gauge could successfully be used in many of the circuits on this car. Examples include: turn signals (front & rear), master headlight switch, tail lights, brake lights, license light, gauges light & power, etc.

Date: 9/7/2015

Introduction:
These drawings have been created to document the electrical system of the 1965 Daytona Coupe Cobras. A total of six of these cars were constructed between 1964 and 1965. Although the similarities between the six are obvious, there are also numerous and sometimes subtle differences between the cars. I have not had the opportunity to inspect a complete harness from an original coupe. Therefore, since these cars were relatively simple, I have made some educated guesses about how the various components are interconnected. These drawings represent a composite of several original cars and are not intended to duplicate any one particular design. These drawings have been prepared with the best information available, however they are provided with no written or implied guarantee of accuracy or suitability of purpose and they are intended to be used solely for entertainment purposes.