

Install Shelby-style Taillights



Granted, Carroll Shelby never used the wider Cougar-style taillights on his '65-'66 GT350s. But as soon as the Cougar taillights found their way onto the '67 Shelbys, followed by '65 Thunderbird units on the '68 Shelbys, the wider taillights became known more for being on Shelbys than for being original equipment on Cougars and Thunderbirds. At some point during the mid-to late-'60s, an aftermarket company created versions of the '67-'68-style Shelby taillights for the earlier '65-'66 Mustangs.

With Mustang Project's Shelby Sequential Taillight Conversion Kit for '65-'66 Mustangs, you can capture the Shelby look for the rear panel of an early Mustang. Unlike the original

aftermarket units, the Mustang Project taillights take advantage of today's LED technology to provide sequential operation, meaning the taillights blink from inward to outward to indicate the direction of the

turn. Even better, the taillight assemblies are designed to bolt to the existing holes in the rear panel, so you don't have to drill more holes or modify the rear panel in any way.

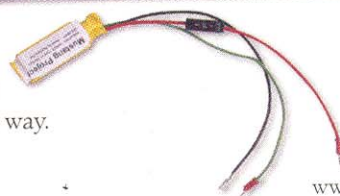
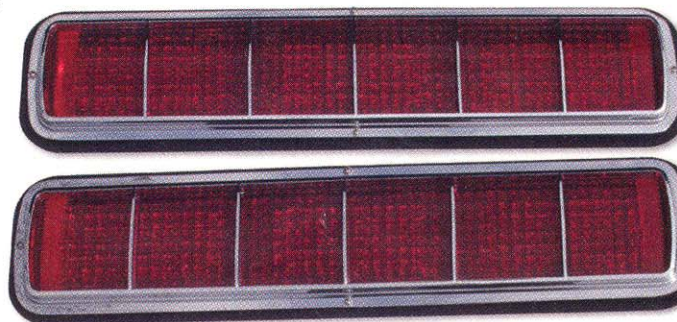
That makes it easy to revert to the factory taillights in the future, if desired.

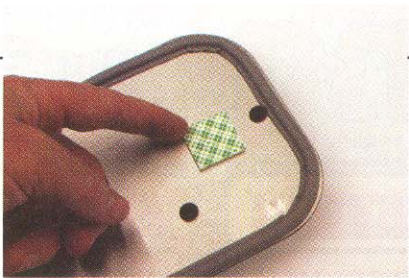
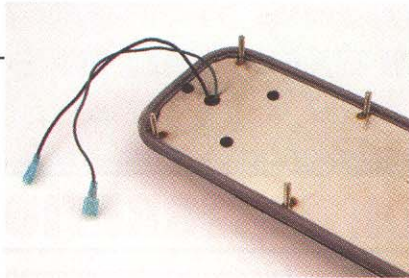
The Mustang project kit includes two pre-wired, die-cast taillight assemblies, a replacement flasher unit, and plastic connectors to splice the taillight wiring harnesses into the factory harness inside the trunk. If your taillight mounting holes are punched properly and the flasher isn't buried somewhere under the dash, the swap from stock taillights to the sporty Shelby versions should take less than an hour. The most difficult part of the job is crawling under the instrument panel to replace the flasher.

Mustang Project's Shelby Taillight Conversion Kit includes two taillight assemblies, a flasher module (that provides a slower flasher speed to allow time for the sequential operation), and wiring connectors.

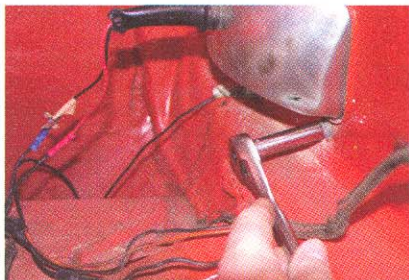
With Mustang Project's new Shelby Sequential Taillight Conversion Kit, it's easy to get the Shelby look for the rear of your '65-'66 Mustang.

text and photos by Donald Farr

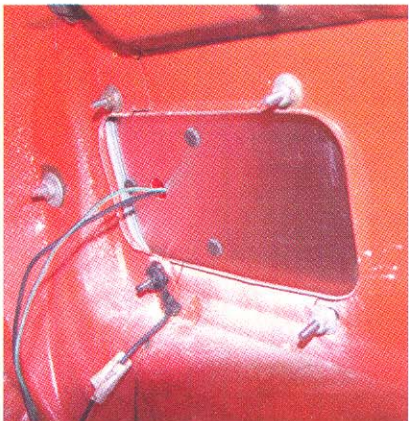




The back of the taillight assemblies includes four studs for mounting to the rear panel using the same holes as the original taillight housings. The Shelby-style taillights can be installed on either side of the car, so there's no concern about which panel is on which side. The wiring splices into the factory taillight harness inside the trunk. Because the opposite side of the taillights is secured with sticky tape, there's no need to drill additional holes in the rear panel.



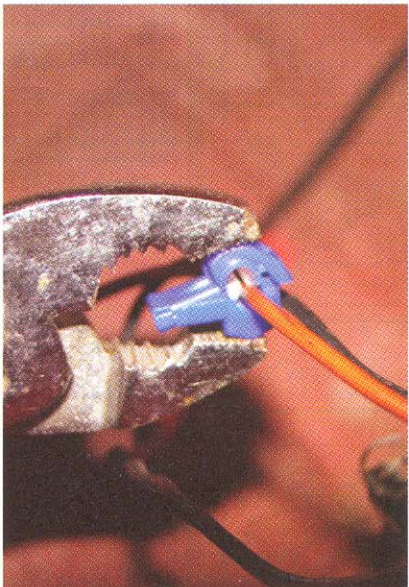
1 From inside the trunk, remove the four nuts that retain the taillight housings on each side. Hang on to the nuts because they will be used to retain the Shelby taillights.



4 From inside the trunk, the installed taillights will look like this.



2 After disconnecting the wiring inside the trunk (either by removing the connector boots, if equipped, or by cutting the wires close to the housings if the car doesn't utilize boots), pull the original taillight housings out of the car.



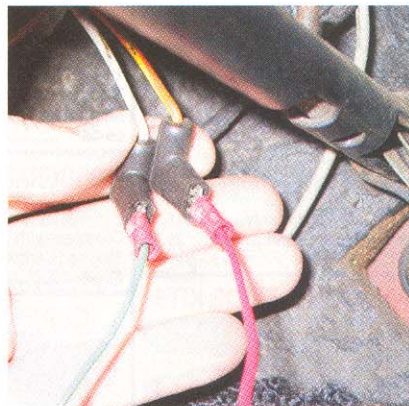
5 Use the supplied wiring connectors to splice the Shelby taillight wires to the two factory wires that originally entered the factory taillight housing. The black wire attaches to the black factory wire, and the green wire attaches to the factory green/orange wire. After checking for proper operation, the nuts can be tightened for the final time. Be sure to remove the backing from the double-stick tape on the non-secured end of the taillights so it can be pressed onto the panel once the nuts are tightened.




3 To install the Shelby taillights, slide the four studs into the original taillight-housing holes and retain with the original nuts. If for some reason the holes were not properly punched out during their manufacture, you may have to use a small file or a Dremel tool to open them slightly to get proper alignment and horizontal fit.



6 Under the instrument panel, locate the flasher unit, which is typically in the upper left corner on the driver side of '65-'66 Mustangs. To help find it, use the turn signals so the flasher will make its "click-click" sound.



7 The sequential flasher connects to the pair of original flasher wires; plug the new flasher's red wire into the car's orange or red wire, and connect the green flasher wire to the green wire. The flasher's black wire is ground, so it can be attached to any convenient chassis ground point. We used the interior courtesy-light screw. 

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