

If you are a purist, read no further. I am not a purist. I gave up cross ply tyres and riveted brake shoes years ago. If it is going to make my TR more comfortable to drive, I will do it.

Now I have spent over 40 years dodging trucks and cars that change lanes without seeing me. It seemed to me that anything I could do to make a bright yellow sports car more visible was worthwhile. That was the reason I installed running lights at great expense. Cost me the best part of \$10.



I found them on eBay. \$9.29 delivered to my door.



To my surprise they fit neatly under the bumper bar. They come with a mounting plate which is very flimsy but what do you want for ten bucks. The plates have a screw each end that screws into the body of the light. In the picture above, the plates can be seen on top of the lights with a couple of holes in the plates to mount to the car.



The mounting plate sits on top of the light in the illustration but can be rotated. I twisted it ninety degrees and turned the light over so the plate protrudes below the light. I made up an inverted “J” or hook shaped bracket. Drilled a hole in the short leg for the outer bolt on the bumper bar mounting bracket. I used some scrap aluminum strip 50mm x 3m I had bought at Bunnings for reasons I have long forgotten.

Anyway, the long leg of the “J” hangs down and I attach the bracket (which is pointed down) on the light to the aluminum bracket. It took a bit of trial and error to get the position right but eventually it is positioned so it aligns with bumper.



At least it was a perfect alignment on one side and a bit different curve on the other. The bumper has taken a beating over the years.

One problem I had was with the wiring provided. The wires are super thin. One strand about 0.5mm. There is a enough length to join the two lights together when the lights were in-situ. I also joined a piece of normal thickness wire about six inches long to the joined wires. Sort of "Y" shaped join. All are soldered together. I got a length of heat-shrink from Jaycar and cut a length about three inches long. Shrank it over the join allowing plenty of overlap to take up the some of the strain. The wires run through the crank handle hole in the grill.

There is a positive and a negative wire so I put a bullet connector on the two wires and ran one to an earth and the other to the fuse on the ignition circuit. Whenever the ignition is turned on, the running lights turn on.

So, I can now tick off running lights. Maybe get back to the project for intermittent wipers.