



## Guide to Identifying Original 1969 and 1970 Front Turn Signal/Parking Housings

All 1969 and 1970 Ford Mustangs (Except Shelby) had front bumper mounted dual use parking lamp/turn signal housings. These housing assemblies use Ford basic part numbers 13201 (for driver's side) and 13200 (for passenger side) and are broken down as follows:

**1969:**

LH C9ZZ-13201-A  
RH C9ZZ-13200-A

**1970:**

LH DOZZ-13201-A  
RH DOZZ-13200-A

The housing assemblies themselves between the two years are completely different with the three main differences being the attaching bracket, the wire harness and the plating.

The only identifying marks on the housings themselves are actually not Ford part numbers or engineering numbers, but rather SAE (Society of Automotive Engineers) codes. SAE regulates the design, position and specifications of all lighting devices so you will normally find the SAE code on all the different housings and lenses on Mustangs and any other U.S. manufactured car and truck up to and including today. Both the housings and lenses have the exact same markings (with the addition of LH and RH for left and right side) and are broken down as follows:

**1969:**

SAE-PD-69MG  
P=Parking Lamp  
D= Turn Signal  
69=1969  
MG=Ford Mustang

**1970:**

SAE-PI-70MG  
P=Parking Lamp  
D= Turn Signal  
70=1970  
MG=Ford Mustang

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## 1969 Turn Signal/Parking Lamps Housings



These housings were originally plated with a zinc dichromate from the factory with the wire harness socket having the same finish. These housings are actually two stamped pieces that typically had 5 spot welds holding them together.

The inside of the 69 housings are painted a reflective silver paint after plating. There was a round area left with no paint, at the opening for the bulb holder to allow for good electrical grounding once assembled.



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## Date Stamp

Interesting note that some of these housings are actually date coded on the top side with a two digit month/year stamping which you can see on really clean original housings.



## 1970 Turn Signal/Parking Lamps Housings



These housings were originally plated with a silver zinc from the factory with the wire harness socket having a zinc dichromate finish. As with 69 housings, these are actually two pieces that typically had 5 spot welds holding them together.

The inside of the housings were painted just like the 69 housings with reflective silver paint. Unlike 69 housings I have found no evidence of any date coding on the 70 housings as of today.



### **NOTE:**

Some of the mid 70's and later service housings may have been plated in silver zinc finish instead of the zinc dichromate.



## 1969 Wire Harness Sub-Assembly

The wire harness assembly used in 1969 consisted of a three wire design with an extra wire being the ground wire (versus the 70 style). I have seen two styles of this wire harness with the main identifying difference being the way the three wires were held together - by either  $\frac{3}{4}$  inch electrical tape or a molded plastic retainer. In both cases the wires are held together about 4  $\frac{1}{2}$  inches from the pigtail end of the wire harness. Also, all wire sub-assemblies have a small red wire on the opposite end looped around the harness to keep the wires bound together. In the mid 70's Ford started selling the 69 turn signals with two wire plugs. It is hard to imagine Ford making such a mistake, but they do not plug into the existing wiring on a 69 Mustang. They are still found NOS, today sometimes on Ebay or at swap meets.



## 1970 Wire Harness Sub-Assembly

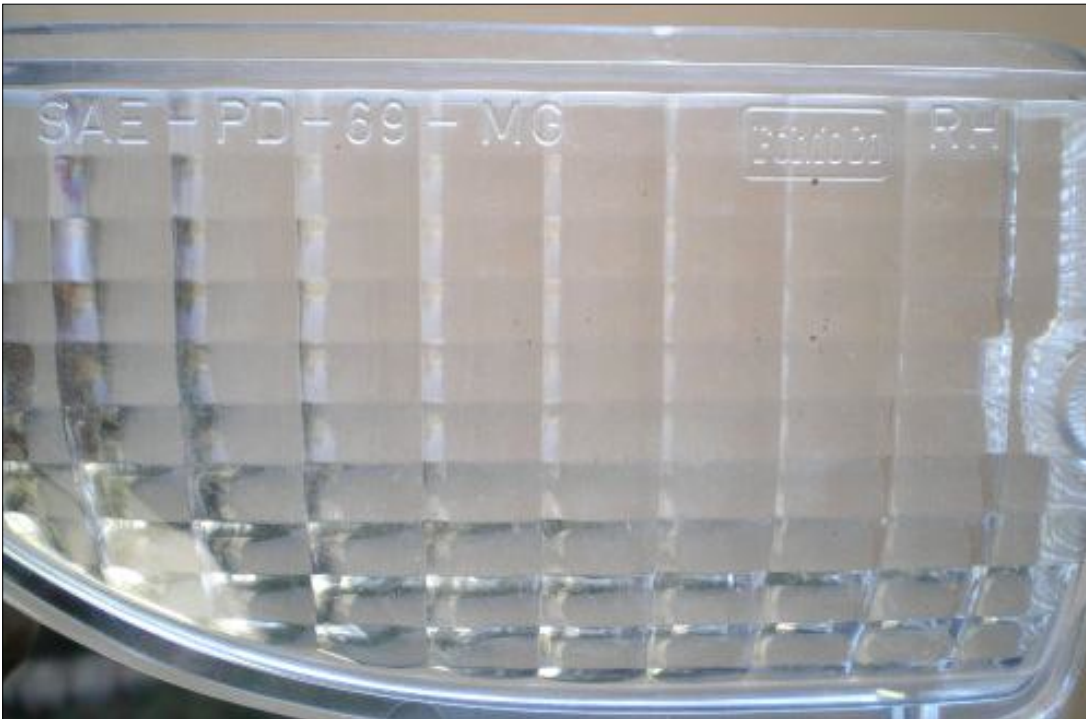


The wire harness assembly used in 1970 was slightly changed by removing the ground wire. This was most likely done because the entire lamp assembly is already grounded to the bumper and no need to run an extra wire. As with 1969 there is two versions of this wire harness I have found. One version of the wire harness is completely shielded from the pigtail connector up to the bulb socket and covering half of the bulb socket. The other version only has a 3 inch rubber shield roughly in the center of the harness.

The two versions of harnesses also have slightly different pigtail connectors with the one version having a much more visible blue molded rubber plus their overall dimensions between the two versions are slightly different. There is no evidence of any paper stickers ever being used on assembly line 70 harnesses. Probably the two version were sold to Ford by different suppliers, one of which would likely have been Yazaki.

## Lens

Original 1969 and 1970 Mustang lenses are clear and exactly the same except for the SAE codes for the two years. All 69 lenses have a square FoMoCo symbol and all 1970 lenses have a round FoMoCo symbol. Some of the reproductions I have seen have no SAE codes or FoMoCo markings on them at all. Ford part numbers:



**1969:**

RH C9ZZ-13208-A

LH C9ZZ-13209-A



**1970:**

RH DOZZ-13208-A

LH DOZZ-13209-A



## Label/Stickers

It's also common to find a paper sticker on original wire harnesses that is the engineering number of the wire and socket subassembly. This sticker is being reproduced (by ECS) today and is very close to the original stickers. This sticker would be wrapped around the ground wire with the most common location being close to the bulb socket.



## Housing to Bumper Mounting Hardware



All 1969 and 1970 housings are attached to the bumpers with two 8-32 x  $\frac{3}{4}$  screws that would have had a phosphate finish plating. Ford part number 57077-S. There are three different style head markings on original housings I have come across and AMK makes a copy of the most popular head marking with the SEMS stamping.

## Lens to Housing

Two of these screws were included with the original assemblies, and also packaged as “attaching hardware” when buying a new Ford lense it was included in the box. The original style has a set off in the threads so that it makes it difficult to overtighten the screws and break the lense.

Ford part number is 378179-S at 1 inch long. Also have seen a replacement style that is completely different than the original style as shown in the photo. They are currently available from AMK.



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\*\*\*Special thanks to Bruce Klier for helping on this project over the last 2 months with all of his years of experience. We collected about 100 housings to come up with everything written here and to get a good sample to base everything on.