

Guide to 1969 and 1970 Front Turn Signal Housings

M A R C U S A N G H E L

All 1969 and 1970 Ford Mustangs (not Shelby's) had front bumper mounted dual use parking lamp/turn signal housings. "Dual use" indicates the housings had a dual filament bulb and was used as both a turn signal, and a parking lamp. These housing assemblies use the Ford basic part numbers 13201 (for left side) and 13200 (for right side) and are broken down as follows:

1969:

LH C9ZZ-13201-A

RH C9ZZ-13200-A

1970:

LH D0ZZ-13201-A

RH D0ZZ-13200-A

The only stamped identifying marks on the housings themselves are not Ford part numbers or engineering numbers at all, but rather SAE (Society of Automotive Engineers) codes. SAE regulates the design, position, and specifications of all lighting devices. You will normally find the SAE code on all the different housings and lenses on Mustangs and any other manufactured car and truck up to and including today. Each year the housings and lenses have the same SAE markings (with the addition of LH for the left and RH for the right side):

1969:

SAE-PD-69MG

P=Parking Lamp

D= Turn Signal

69=1969

MG=Ford Mustang

1970:

SAE-PI-70MG

P=Parking Lamp

I= Turn Signal

70=1970

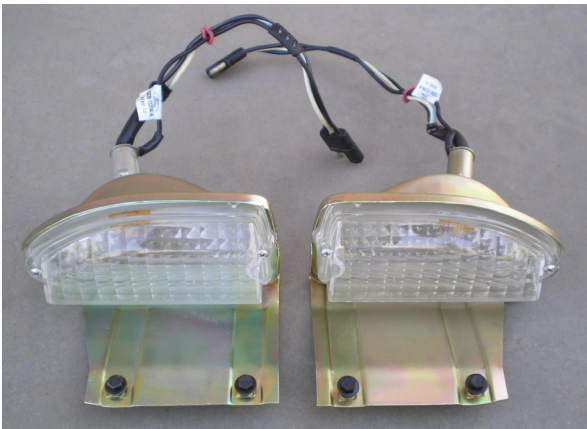
MG=Ford Mustang



Between the two years the metal housing assemblies are completely different, with the three main differences being the attaching bracket, the wire harness, and the finish.

1969:

These housings were originally plated with a zinc dichromate finish from the factory, with the wire harness socket having the same finish also. These housings are actually two stamped pieces that were spot welded together. Some of the the later Ford service housings may have been plated in silver zinc finish instead of the zinc dichromate which is not the factory original style finish.



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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.



The inside of the 69 housings are painted a reflective silver paint after plating.

1970:

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 were spot welded together. The inside of the housings were painted reflective silver paint just like the 69 housings. Unlike 69 housings it is very rare to have any date coding on the 70 housings.



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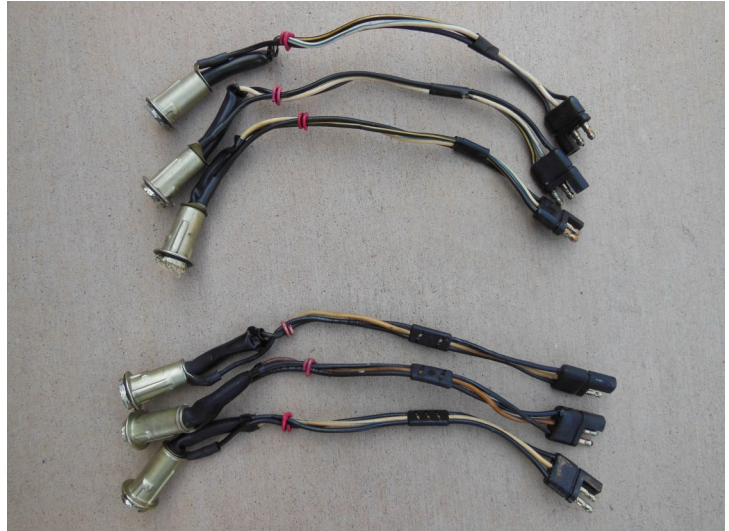
Sometimes you can still see the round area left with no paint at the opening for the bulb holder, which assured proper grounding.



Original 70 housings where you can see the contrast between the two different finishes of the socket and housing.

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). There are two variations of this wire harness, with the main identifying difference being the way the three wires were held together - by either 3/4 inch electrical tape or a over-molded retainer. In both cases the wires are held together about 4 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 pin wire plugs. It is hard to imagine Ford making that mistake, but they are incorrect. They do not fit/mate with the existing wiring on a 69 Mustang. They are still sometimes found NOS today—**Buyer Beware.***

**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 there is no need to run an extra wire. As with 1969 there are two versions of this wire harness. One version of the wire harness is completely covered 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.

Lenses:

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 70 lenses have an oval Ford symbol. Most of the reproductions today have no SAE codes or FoMoCo markings on them at all.

**1969 Lense part numbers:**

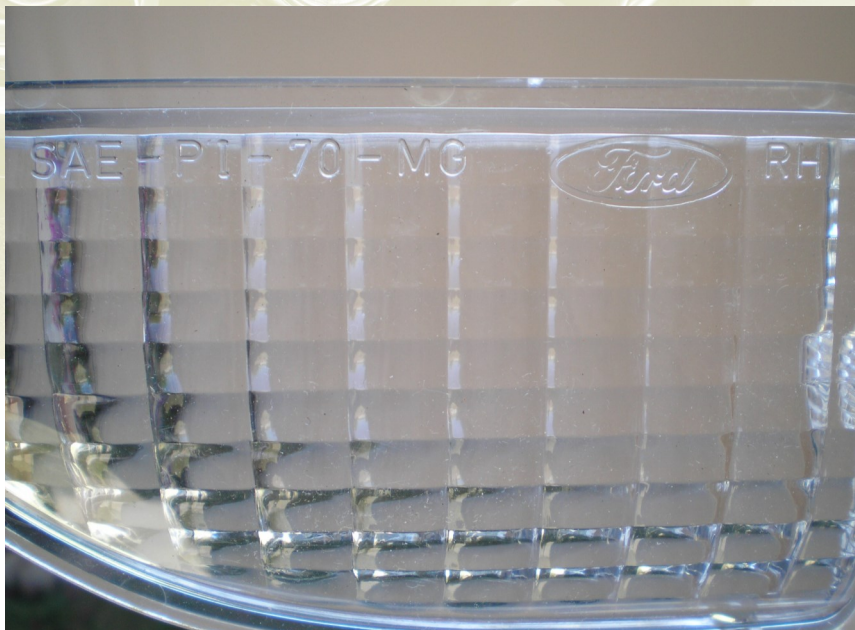
RH C9ZZ-13208-A

LH C9ZZ-13209-A

**1970 Lense part numbers:**

RH DOZZ-13208-A

LH DOZZ-13209-A



Label/Stickers

It's common to find a paper sticker on original wire harnesses that have the engineering number of the wire and socket subassembly. This sticker is being reproduced today and is very close in appearance to the original stickers. It normally would be wrapped around the ground wire only, with the most common location being close to the bulb socket.



Click to enlarge

Housing to bumper screws:

All 1969 and 1970 housings are attached to the bumpers with two 8-32 x 3/4 screws that would have had a phosphate finish plating. Ford part number 57077-S. There were typically three suppliers (see picture), and AMK makes a copy of the most popular head marking with the SEMS stamping.

Lense to Housing Screws:

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. There is a replacement style screw that is completely different than the original



Bulbs:

Ford part number C9MY-13466-A, these were amber 1157A dual filament bulbs. The original bulbs that were used in 1969 and 1970 were actually clear bulbs with amber paint on the outside (or inside) of the bulb - that would eventually flake off. If you look closely you can see some of the paint overage on the metal housing. Later bulbs eventually were colored glass or plastic. And as with so many other things the bulbs are actually date coded (ink stamp).

**Lenze Gasket:**

Ford part number C9ZZ-13211-A these gaskets are used in both 1969 and 1970 and interchangeable from side to side.

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Special thanks to Bruce Klier for helping on this project. We collected about 100 housings to come up with everything written here and to get a good sample.