TR250/TR6 WIRE COLOR CODES and SYMBOLS

Body	Tracer	Code	Usage
Black	None	B	Ground connections
	Blue	B/U	Grounding lead from LH seat sensor to seat belt interlock module (later models only)
	Brown	B/N	Grounding lead from LH seat belt switch to seat belt interlock module (later models only)
	Green	B/G	Connection between ignition key contact and ignition alarm switch (later models only)
	Orange	B/O	Grounding lead from ignition key alarm switch to seat belt interlock module (later models only)
	Purple	B/P	Grounding lead from the PDWA to warning lights (later models only)
	Red	B/R	Grounding lead from RH seat belt switch to seat belt interlock (later models only)
	Slate	B/S	Grounding lead from RH seat sensor to seat belt interlock (later models only)
Blue	None	U	Power from the headlight switch to the dimmer switch
	Lt Green	U/LG	High speed power feed from WSW switch to wiper motor
	Red	U/R	Low beam power from dimmer switch to headlights
	White	U/W	High beam power from dimmer switch to headlights
Brown	None	N	Primary power feed, connected directly to the battery. These wires are NOT fused
	Lt Green	N/LG	Power return from WSW parking switch to wiper switch. This wire IS fused
	Red	N/R	(1) Feed from main power junction to alternator sensing input ('69 - '71 models only). NOT fused (2) Ignition switch to anti run-on valve (Later models only). Hot when ignition is off. NOT fused
	White	N/W	Primary power feed, connected to the ammeter on earlier models. These wires are NOT fused
	Yellow	N/Y	Alternator failure warning lamp connection to the alternator. This wire is NOT fused
Green	Black	G/B	Fuel gauge to sending unit
	Blue	G/U	Temperature gauge to sending unit
	Brown	G/N	Power from back-up light switch to back-up lights; high speed lead from switch to heater fan
	None	G	Main power feed to loads that are operable only when the ignition key is on. These wires ARE fused
	Lt Green	G/LG	Power feed from transmission neutral safety switch to seat belt interlock module (Circa '74, '75 models)
	Purple	G/P	Power feed from brake light switch to brake lights
	Red	G/R	LH turn signal leads from TS flasher
	White	G/W	RH turn signal leads from TS flasher
	Yellow	G/Y	Oil pressure gauge to sender; Low speed lead from switch to heater fan
Lt Green	Black	LG/B	Power feed from switch to WS washer
	Brown	LG/N	Output of turn signal flasher to turn signal switch
	Green	LG/G	Output of hazard flasher from hazard flasher switch (later models only)
	Orange	LG/O	Grounding lead from seat belt interlock module to seat belt warning light (later models only)
	Pink	LG/K	Output from hazard flasher to hazard flasher switch (later models only)
	Purple	LG/P	Power feed from hazard flasher to hazard flasher warning light (early models only)
	Slate	LG/S	Power feed from hazard switch to turn signal flasher (later models only)
	White	LG/W	Bulb test relay to EGR switch and warning lamp ('76 model only)
Pink	White	K/W	Ballast resister wire
Purple	Black	P/B	Grounding lead from horn push button to horns or horn relay
	None	P	Power feed to loads that are hot all the time, key on or off. These wires are fused
	Red	P/R	Power feed from hazard flasher switch to hazard flasher/relay (early models only)
	Slate	P/S	Bulb test relay to oil and brake warning lamps ('76 model only)
	White	P/W	Grounding leads from door, trunk, and glove box switches
	Yellow	P/Y	Power feed from horn relay to horns
Red	Green	R/G	Power feed from headlight switch to fuse for parking, marker, tail, license plate, and gauge lamps
	None	R	Power to parking, marker, tail, license plate lamps, & dash light dimmer from fuse
	Red	R/W	Power to gauge illumination lamps from dimmer rheostat
White	Black	W/B	Grounding lead from the PDWA to warning light (early models only)
	Brown	W/N	Grounding lead from oil pressure switch to warning light
	Orange	W/O	Start signal return from seatbelt interlock to starter relay(Circa '74 only). Hard wired return on later models
	Purple	W/P	Grounding lead from oil pressure switch to gulp or anti run-0n valve (later models only)
	Red	W/R	Power feed from ignition switch to/from starter relay or solenoid. (to seat belt interlock for circa '74 models)
	None	W	Power feed from ignition switch. Hot only when key is in run or start position. These wires are NOT fused
	Yellow	W/Y	Ballast resister bypass lead from starter relay or solenoid to ignition coil(later models only)
Yellow	Green	Y/G	OD relay coil to OD switch (early models).OD switch to OD &transmission permissive switches (later models)
	Purple	Y/P	Power feed from OD relay (early models) or OD switch (later models) to OD solenoid

	Four-way power connector block, used only on the '69 - '71 TR6. Located on the driver's side inner fender panel, just in front of the fuse box.		Maintained position on-off switch.
			Momentary position, normally open, on-off switch.
	One pin of the multi-pin connector used to connect the rear wiring harness to the main harness in the TR250 thru the '71 TR6. Located near the floor on the drivers side footwell.		Momentary position, normally closed, on-off switch.
	One pin of the multi-pin connector used to connect the rear wiring harness to the main harness in the '72 thru '76 TR6. Located near the floor on the drivers side footwell.		Ground connection made by the use of a separate grounding wire. (The use of this symbol in documentation by Triumph is not consistent, so verification may be required.)
	One pin of the multi-pin connector from the hazard switch to the rest of the wiring harness in the '73 -'76 TR6 only.		Ground connection made by the body of the component in contact with the body or chassis metal. (The use of this symbol in documentation by Triumph is not consistent, so verification may be required.)
	One pin of a two-pin connector used in the seat belt circuits in the '72 -'76 TR6, for the seat belt switches, and the seat sensor switches.		Light bulb filament. May be in a single filament bulb, or one of two filaments in a dual filament bulb, such as the headlight or the combined tail/stop lamps.
	One pin of the multi-pin connector from the ignition switch to the rest of the wiring harness in the '73 -'76 TR6 only.		Wire connection made by splicing, usually inside the wire harness wrapping. (The use of this symbol in documentation by Triumph is not consistent, so verification may be required.)
	Bullet/sleeve connector: two wire or four wire		