

Is your 1963-1973 Avanti brake light switch reliable?  
The failure rate might be higher, than you think !

If you own a 1963-64 Studebaker Avanti, or an Avanti from 1965-1973 (about) this New Original Stock Avanti updated brake light switch kit Part # 1701226 Just may be the greatest thing since sliced bread.

The Studebaker Avanti 1963-1964 and the Avanti from 1965-1973 (about) used a brake light switch Part # 666858, which is activated by hydraulic pressure from the brake system. On the 63-64 Studebaker Avantis and early Avantis. This pressure switch was located on the master cylinder. In the late 1960's Avanti Motors moved the brake light switch down to the brass brake line junction block. Illustration # 1107-38, part number 1554976 on the top of the left front frame rail.

I am sure one of the reasons it was relocated was heat. Since heat rises, the original location, by Studebaker, was probably not the best location for longevity of that pressure activated switch. For whatever reason, these pressure switches have a very short life expectancy and simply put; they are just not reliable. and should not be trusted. Since they are probably made out side of the U.S. may also be a factor.

Avanti Motors was aware of the inadequacies of this switch and it's location. The 1974 (about) Avantis had a new electrical circuit interrupter brake light switch part #1701226 which replaced and superseded #666858

This simple upgrade brake light switch kit was Avanti Motors engineering at it's best. When I explain how to install it, you will understand why I made that statement.



N.O.S. 1701226

**By Dan Booth**  
Nostalgic Motor Cars

Dan Booth has over 45 years of exclusive, hands on Avanti sales, service, collision and parts, not Studebaker cars or trucks, just 1963-1985 Avantis.



P# 666868 Hydraulic Activated Brake Light Switch



P#1701226 Installed on 1963-1974 Avantis

*How to upgrade & Install a New Brake Light Switch on Your 1963-1973 Avanti  
It will also fit Studebaker Larks*

No special tools or skills are needed, not holes to drill it's unbelievably simple to install and as reliable as it gets.

**Tools needed:**

- 2 - 1/2' wrenches
- Wire cutters
- Wire crimp pliers
- Wire stripping pliers
- Zip Ties

Bolt the flat plate to the 2 existing 5/16' holes in the brake pedal support bracket Illust# 1108-27 Part #1556085 with the 2 - 5/16 x 18 nuts, bolts & washer (included in the kit). The tear drop side of the plate will be on the right side, which will allow the switch and tear drop to be in line with the brake pedal. Notice that the right side hole is

bigger than the left hole. This is for final adjustments. Once the plate is bolted down, you can now install the switch. You want the push button to be in the center of the brake pedal. Install a nut on the switch. Install the switch (push button facing the brake pedal) through the large hole in the plate and install the 2nd nuts.

The switch lights up the brake lights when the button is being released.

Now is the time to adjust your brake pedal to the highest distance off the floor, as possible. This is a very simple operation and most likely is way out of adjustment.

The brake pedal on all Avantis, 1963-1985 with standard shift or automatic transmissions will have a Eccentric special bolt Illustration # 1109-16 that allows the brake pedal illustration # 1108-1 to be raised, or lowered when you rotate the 3/4" head. The bolt will raise or lower the pedal. It has a standard nut (9/16" head) installed. The bolt also has a hole drilled through it, for a cotter pin, so the nut and or bolt can't fall out. Turn the 3/4" head until the braked pedal reaches the highest point possible. The bolt attaches to the rod Illustration # 1109-7 Part # 1557907 (diagram next column) That goes out to the power brake booster. After you adjust the brake pedal to the highest point possible. You must slightly snug up the nut. If the nut is too loose, the pedal will eventually work it's way down, and you will lose your adjustment.

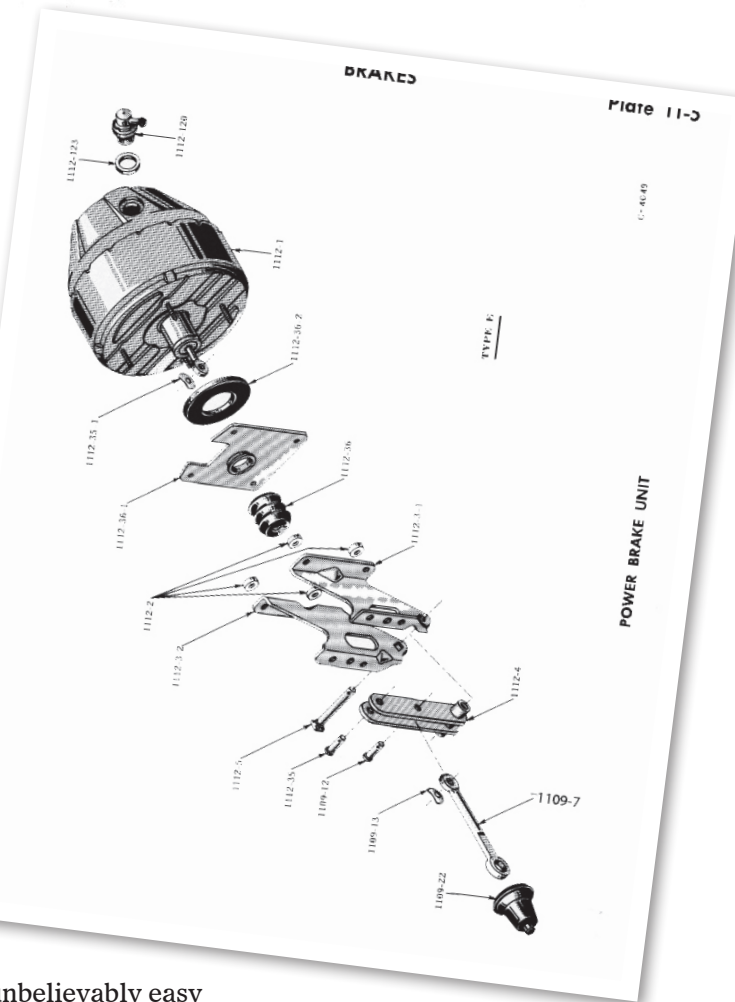
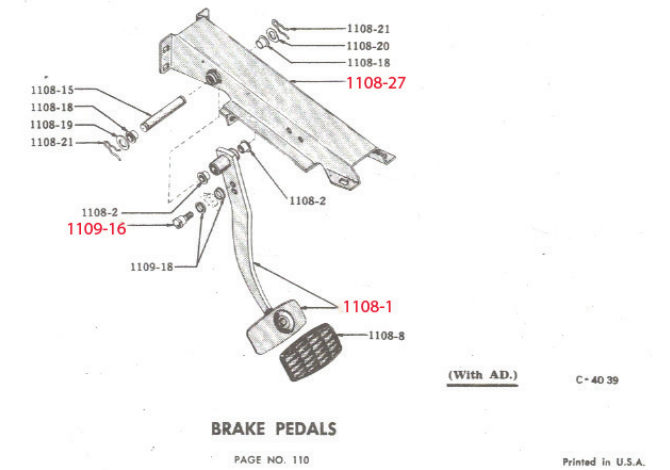
If the nut is too tight, the pedal will stick and your brake light may stay on. You will find the proper adjustment, by trial and error.

Disconnect your battery. You will find an 18 gauge red wire (stop light switch & dome light fuse) wire #7 on the original wiring diagram and a 18 gauge red/with a white tracer (stop light switch to stop lamp circuit of turn signal switch) wire #15 on the original wiring diagram. Going through the fire wall to the brake switch.

You can either pull the wires back through the fire wall, crimp on the new wire closed end connectors. Plug the wires into the spades on the switch (you can plug either wire into either spade as the switch is a circuit interrupter). Connect your battery and adjust your switch so when the brake pedal is at the top of it's travel. The brake lights will not be on. You can leave the old switch in place or purchase a plug and install in it's place...OR

Disconnect your battery, cut the 2 wires going through the fire wall. Splice 2 new wires on them. Install your new closed end connectors the plug them into 2 spades on the switch and adjust. By leaving the two cut off wires going through the fire wall and still connected to the old pressure switch it will fool even the best critics, unless they look under your dash., to see the N.O.S. Switch kit #1701226

I have literally sold and/ or installed hundreds of these brake light switch kits #1701226 since 1974. They are



unbelievably easy to install and are very reliable. Best of all, they are inexpensive.

If you ever have a question on how to install any parts purchased from Nostalgic Motor Cars, just call me, Dan Booth, 248-349-4884

If you have cruise control it takes a different switch with 2 plug that have 2 spades each I have them in stock as well it's about \$10.00 more for the cruise switch in place of the standard switch.