

How to add an “after market” brake switch to a WWII jeep

Background

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The pressure switch used in the MB/GPW is sometimes non-functional and only turns the brake light when the pressure is very high ... not when you “tap” the brake pedal or when the jeep is at rest with slight pressure on the brakes, say at a stop sign or a stop light.

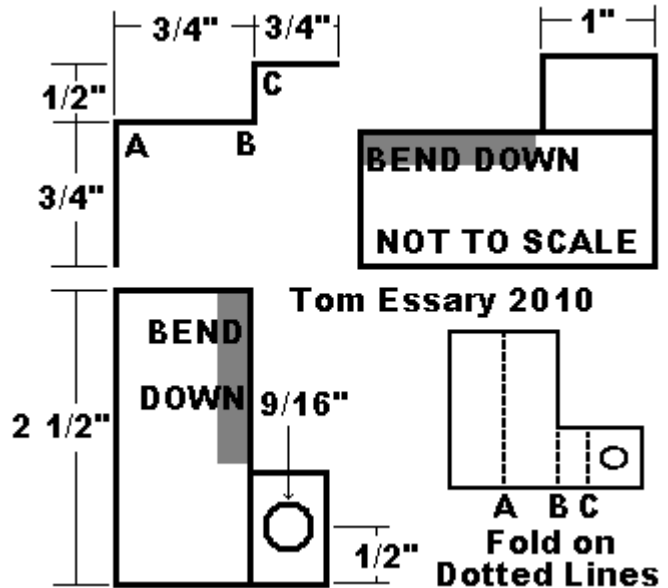
The switch used in this example was purchased from a North Dallas auto parts store. I asked for a push button type brake light switch ... this was what I received and it works great.

The box is marked: STANDARD Professional Quality Parts
1QTY/QTE/CANT M10013 SLS66
SKU 0 91769 02586 1

Bracket

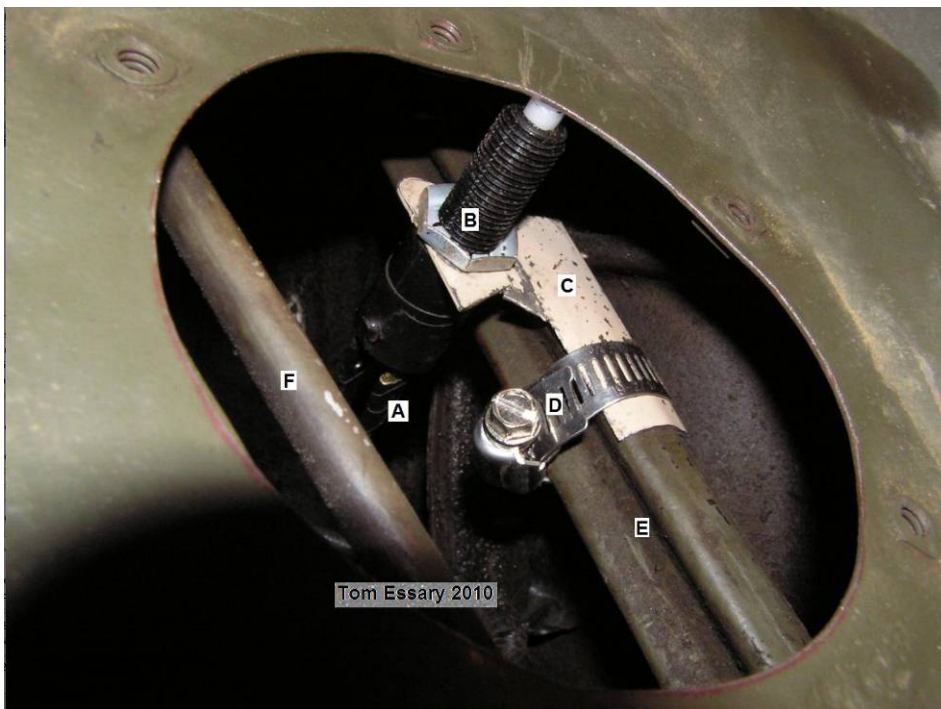
Light steel about 16-18 ga. formed into *angle iron* about $\frac{3}{4}$ " x $\frac{3}{4}$ " x $2\frac{1}{2}$ " with an offset section about $\frac{1}{2}$ " high $\frac{3}{4}$ " x 1". Drill a $\frac{9}{16}$ " hole in the center of the offset section. (See fold pattern)

Bend the edges of the bracket down slightly to make it easier to shape to the brake lever when secured using a small hose clamp (shaded in drawing). Measure from the floor to the brake lever and ensure that these dimensions work.



Switch Wires

While restoring my jeep I purchased about 2 dozen bullet connectors for the GPW from Vintage Wiring of Maine. Remove the male spade connectors from the switch wires and soldered on the bullet connectors. Add shrink tubing to make it more water tight and stronger. The bullet connectors will mate to the existing wiring on the GPW. You could extend the wires and attach them directly to the 6 post junction block.



← View through the master cylinder access.

- A Switch Wires
- B Switch
- C Bracket
- D Hose Clamp
- E Brake Lever

F Add on fuel line that runs directly from the tank along the frame to the fuel pump.

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