

bracket and the bulb replaced (fig. 11). Be sure that the socket is firmly clipped to the mounting bracket when reassembling. Replace the cover and leads. In some instances it may be easier to remove the tuner unit from the instrument panel to replace the pilot light.

(3) TUBE AND VIBRATOR REPLACEMENT. All

3. HEATER

Three heater models are used on trucks. A fresh air heater and a recirculating type heater are available for all models except the Parcel Delivery. The Parcel Delivery model uses a recirculating type only.

A circuit diagram is shown in fig. 12 to aid in tracing the heater electrical circuit.

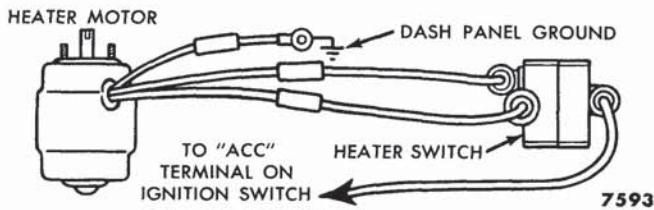


Fig. 12—Heater Circuit

a. Operating Principles.

Two heater types are used. The fresh air type heater installation is shown in fig. 13. A disassembled view of the recirculating type heater is shown in fig. 17.

(1) **FRESH AIR HEATER.** The heater blower in the fresh air type heater couples to an air inlet provided in the right-hand side cowl. A valve in the heater housing is operated by a control located on the dash panel, allowing the selection of outside air for ventilation or heating, or for recirculating the air within the cab.

The temperature of the heated air is controlled by a

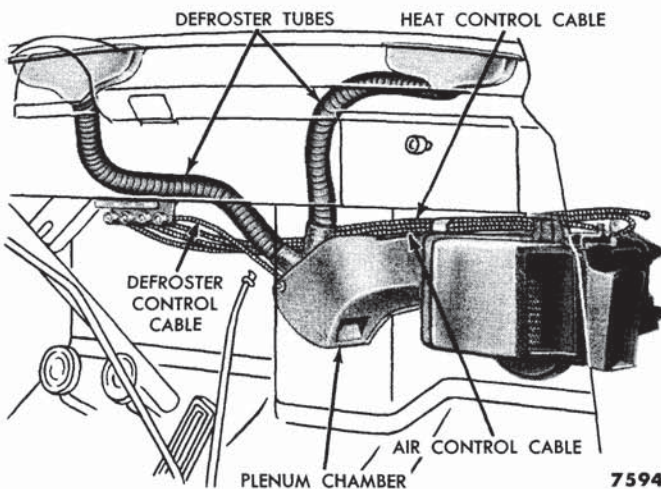


Fig. 13—Fresh Air Heater Installation

tubes and the vibrator are accessible if the covers have been removed from the power unit and the tuner unit. Figure 9 shows the location of the tubes and vibrator. When a new vibrator is installed, be sure it is firmly seated in the vibrator socket. The vibrator can be plugged in only when the prongs are correctly aligned with the socket.

valve that regulates the flow of water from the cylinder block to the heater. This valve is operated and adjusted for temperature by the temperature control knob on the heater control panel. When no heat is desired, the temperature control knob is pushed in all the way. This closes the heat control valve, and stops the circulation of water through the heater core.

The defroster control operates a valve in the heater plenum chamber.

Two speed ranges are provided for the blower fan by means of a three-position switch and a two-speed motor.

(2) **RECIRCULATING HEATER.** The recirculating type heater heats and recirculates the air in the cab. The defroster control operates a valve in the plenum chamber to deflect the air through the defroster outlets to the windshield. A three-position switch controls the speed of the two-speed blower motor.

b. Accessibility.

The fresh air heater consists of a heater unit, motor and blower assembly, heat control unit, plenum chamber, defroster tubes, nozzles, side cowl air duct, and controls located on the heater control panel. Individual units of the heating system can be removed if service is required. The heater installation is illustrated in fig.

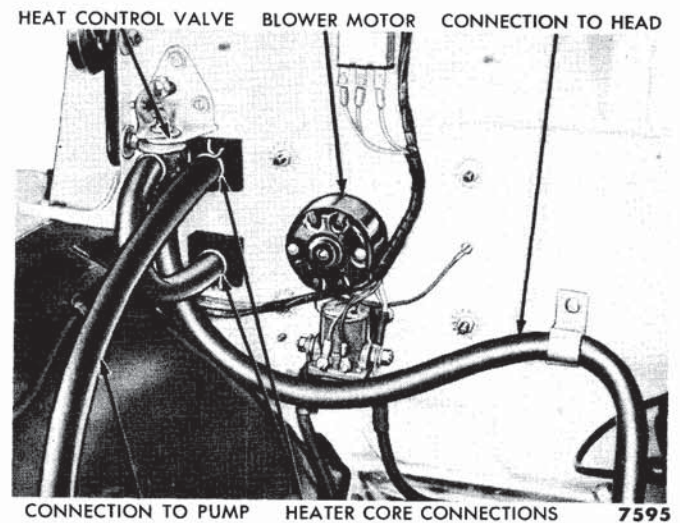


Fig. 14—Heater Hose Connections

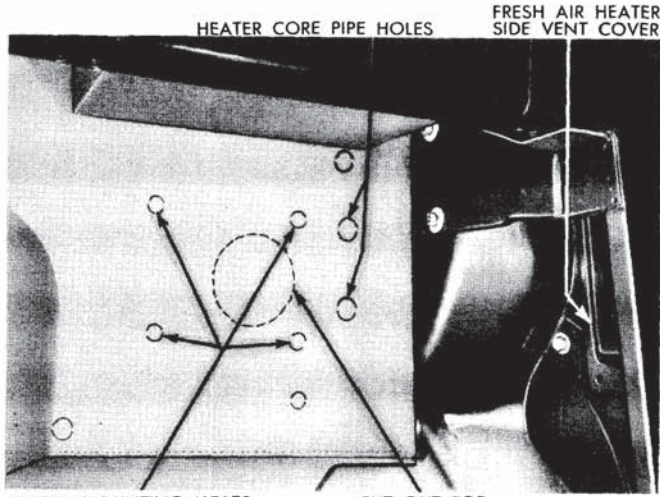


Fig. 15—Heater Mounting Holes

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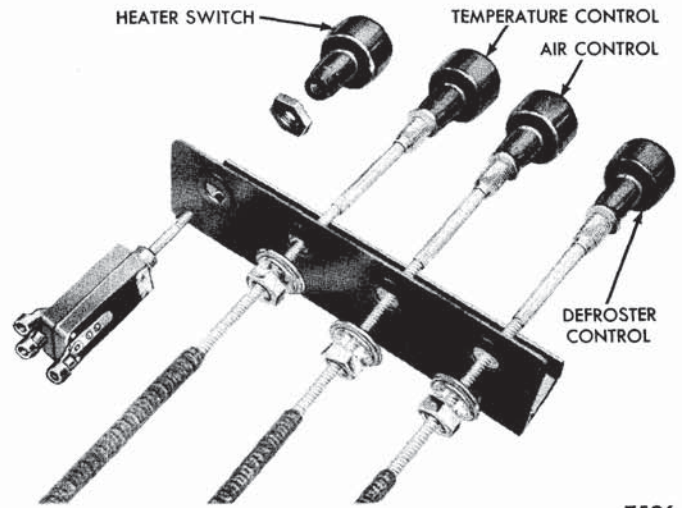


Fig. 16—Heater Controls—Fresh Air

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13. Figure 14 shows the water hose connections to the heat control valve and the heater core.

The dash panel is provided with pierced holes for the heater blower installation (fig. 15). The large hole is covered with a metal cover plate fastened on from the engine side of the dash. The smaller holes for connections are provided with knockout plugs. The dash insulator pad has the mounting holes partially pierced, making it necessary to cut only a small portion of the pad to remove the hole-opening plugs.

The blower switch is attached with a standard nut and can be removed by using a wrench after unscrewing the switch knob (fig. 16).

Removal and installation of the heater blower motor and blower wheel is accomplished, as shown in fig. 17, after first removing the blower housing and heater as-

sembly. After installing the blower and fan, be sure that the ground connection is clean and tight.

c. Tests and Adjustments.

The following tests and adjustments may be made on the heater

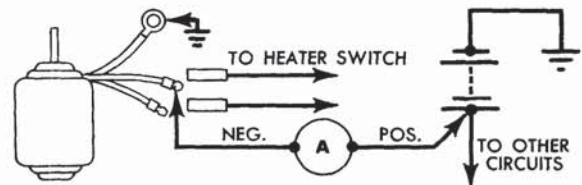


Fig. 18—Heater Motor Current Draw Test

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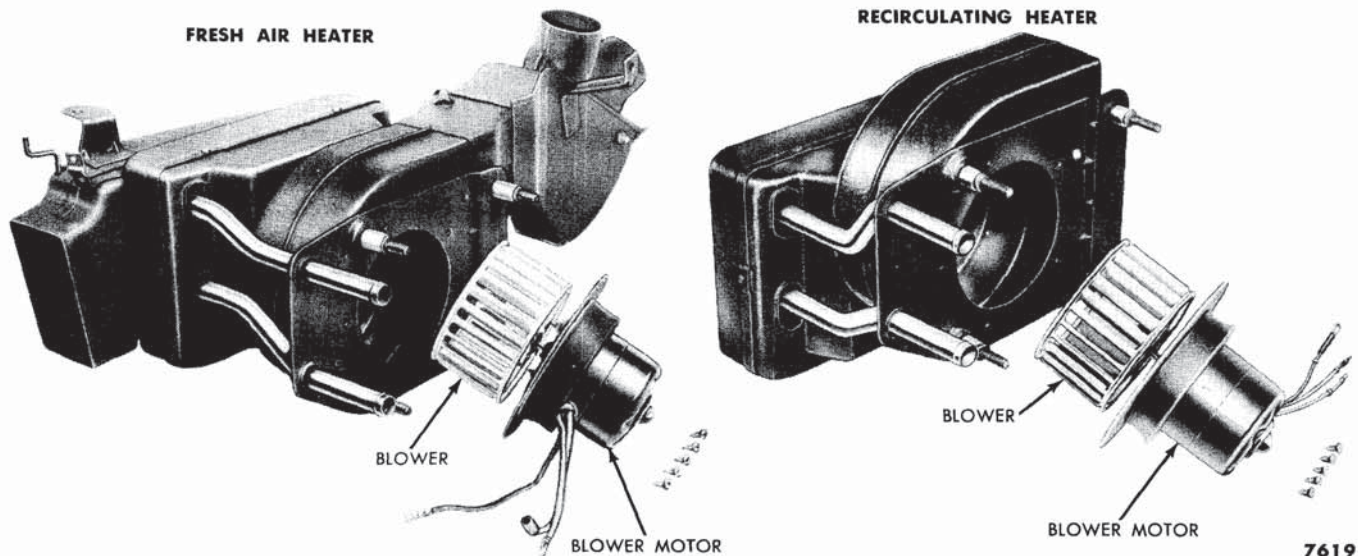


Fig. 17—Heater Blower Motor Removal

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(1) **CURRENT DRAW TEST.** Connect a 0-50 ammeter as shown in fig. 18. The blower motor will operate independently of the control switch, and the current drawn by the motor will be indicated on the ammeter. Normal current draw should be 5-5.5 amperes for the high speed position (orange wire). The slow speed current draw (red wire) is 3-3.5 amperes.

(2) **HEATER CONTROL ADJUSTMENT.** The defrost, air, and heat valve controls must be adjusted so that the three valves are at the end of their travel when the knobs are all the way in. Adjust each Bowden wire at the valve end so that the valves are at the end of their travel when the knob is $\frac{1}{16}$ - $\frac{1}{8}$ inch from the all-the-way-in position.

4. MISCELLANEOUS ACCESSORIES

a. Turn Indicator.

A dealer-installed indicator and a factory-installed indicator are available. The dealer-installed indicator has the front indicator lights mounted on the front

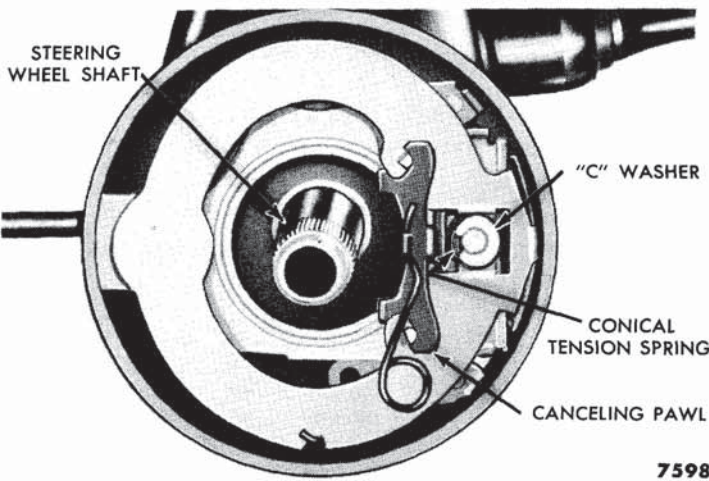
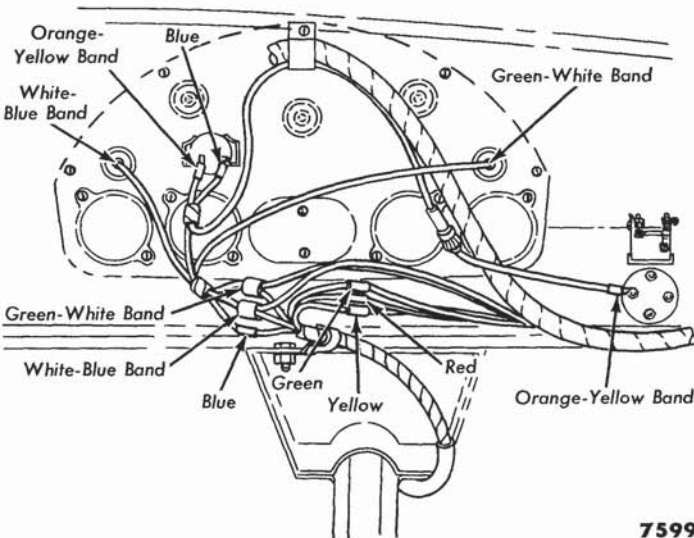


Fig. 19—Turn Signal Switch Installation

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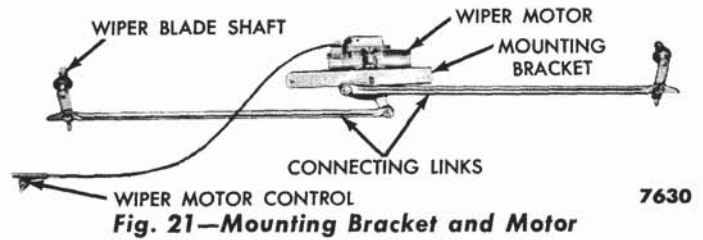
fenders. The factory-installed unit, uses the front parking lights for the front indicator lights.

Figure 19 shows the turn indicator switch installation. Figure 20 shows the connections of the dealer-



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Fig. 20—Connections of Turn Indicator To Existing Wiring

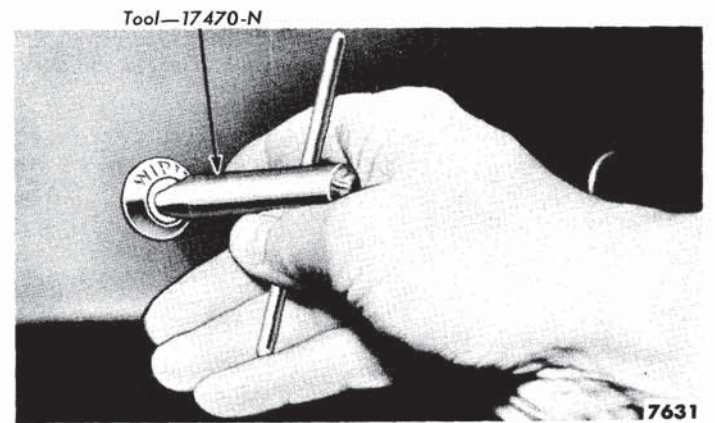


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installed turn indicator to existing wiring.

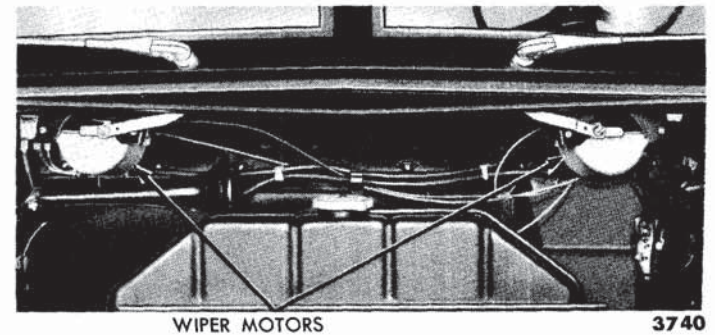
b. Windshield Wiper.

The standard, vacuum-operated windshield wiper assembly as used on light duty trucks is shown in fig. 21. The motor may be removed from its mounting in the engine compartment by detaching the connecting links and removing the two motor mounting screws. The control assembly may be removed from the instrument



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Fig. 22—Removing Windshield Wiper Control Assembly



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Fig. 23—Parcel Delivery Wiper Installation