

**SECTION 10-J  
WIRING CIRCUIT DIAGRAMS**

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**SERVICE BULLETIN REFERENCE**

Bulletin No.	Page No.	SUBJECT

**10-69 WIRING CIRCUIT DIAGRAMS**

This Section contains all the necessary wiring circuit diagrams for chassis and body. The wiring may be easily traced by paying attention to the color code on each wire and the color code indicated on the diagrams.

On 1949 Series 50-70, many of the wiring connections use a new push-pull type terminal. The terminal plug on the wire requires a hard push to seat it in the socket. A hard steady pull on the wire is required to detach the terminal plug from the socket. If an exceptionally hard pull is required, it is advisable to start the terminal plug by prying against the rim with a screwdriver.

On 1949 Series 50-70, an inspection hole is located in the left side of dash panel. The cover, which is attached by screws, may be quickly removed for inspection and for working on the wiring connections to instruments on forward side of instrument panel. See figure 12-133.

On 1949 Series 50-70, a central fuse block is mounted under the cowl to rear of the inspection hole in dash. It is not necessary, however, to remove inspection hole cover to replace a fuse. The fuse block contains the direction signal flasher and fuses which protect the wiring circuits of the direction signal lights, heater and defroster blower, clock and dome lamp.

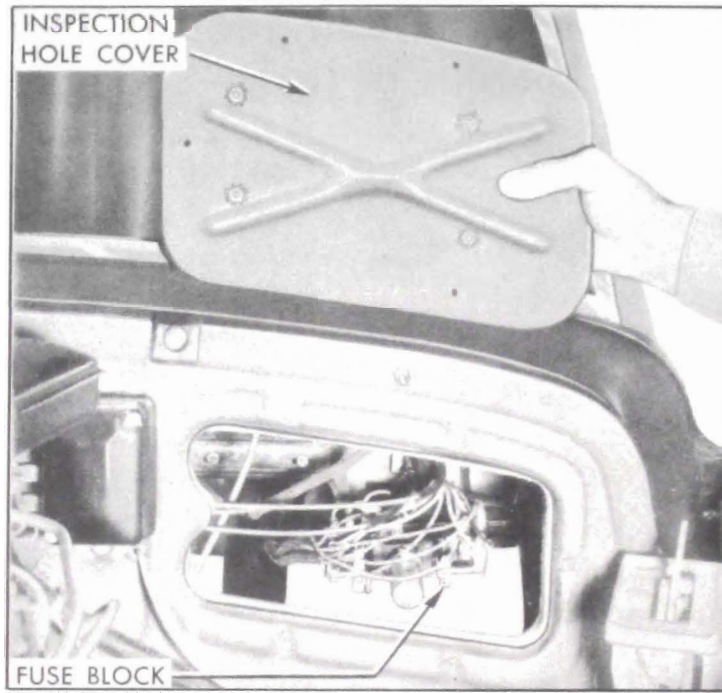


Figure 10-133—Dash Panel Inspection Hole with Cover Removed

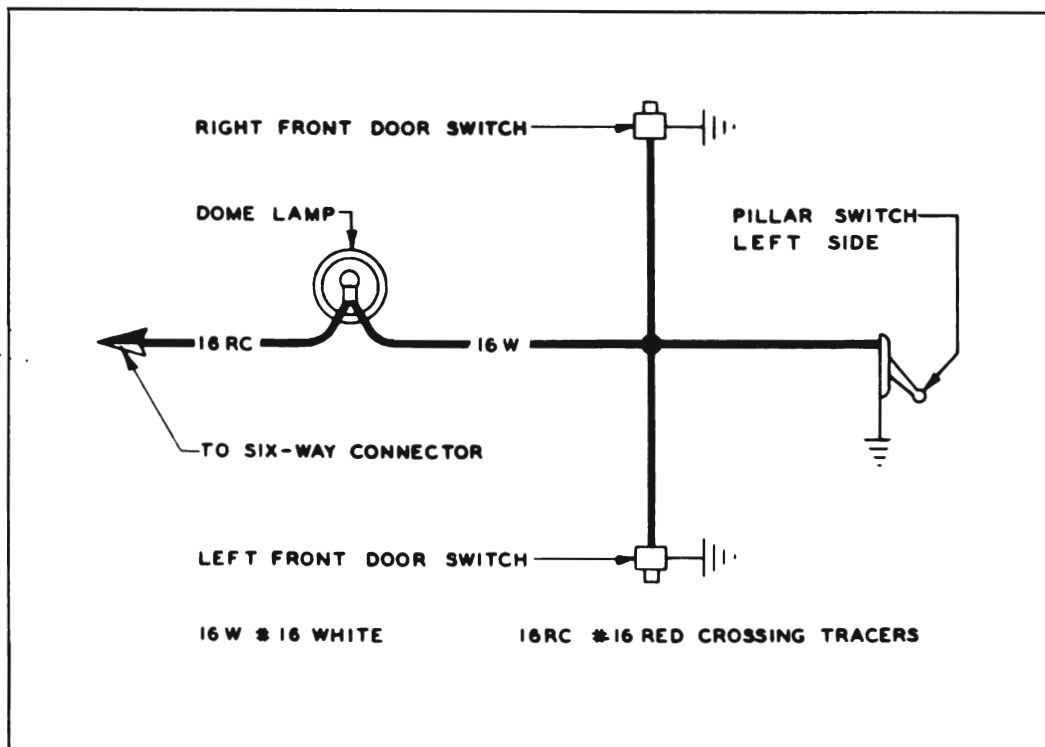


Figure 10-134—Dome Lamp Wiring Circuit Diagram—Models 41, 46-S; 1948 Models 56-S, 76-S

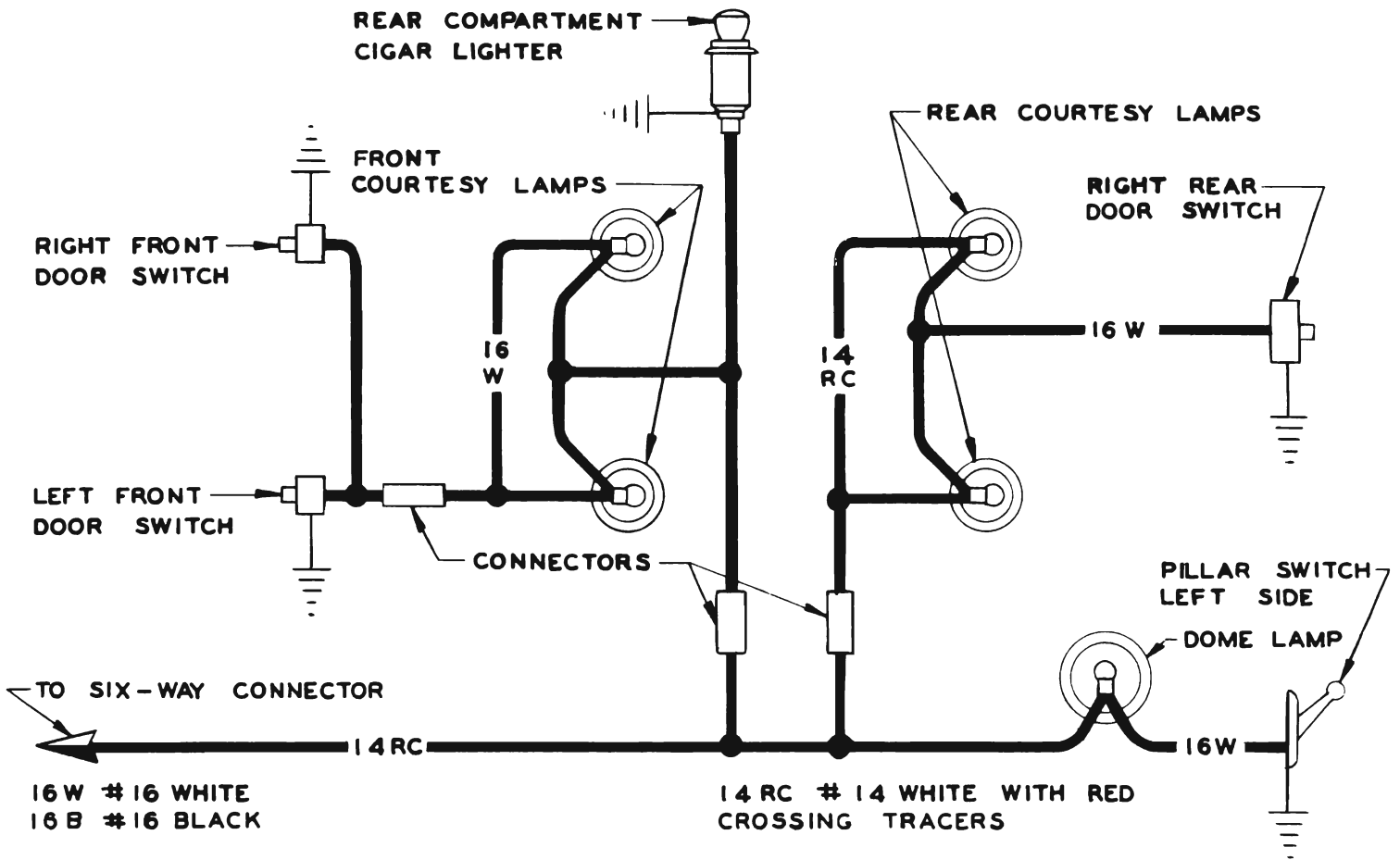


Figure 10-135—Dome and Courtesy Lamps, Rear Cigar Lighter Wiring Circuit Diagram—1948 Models 51, 71

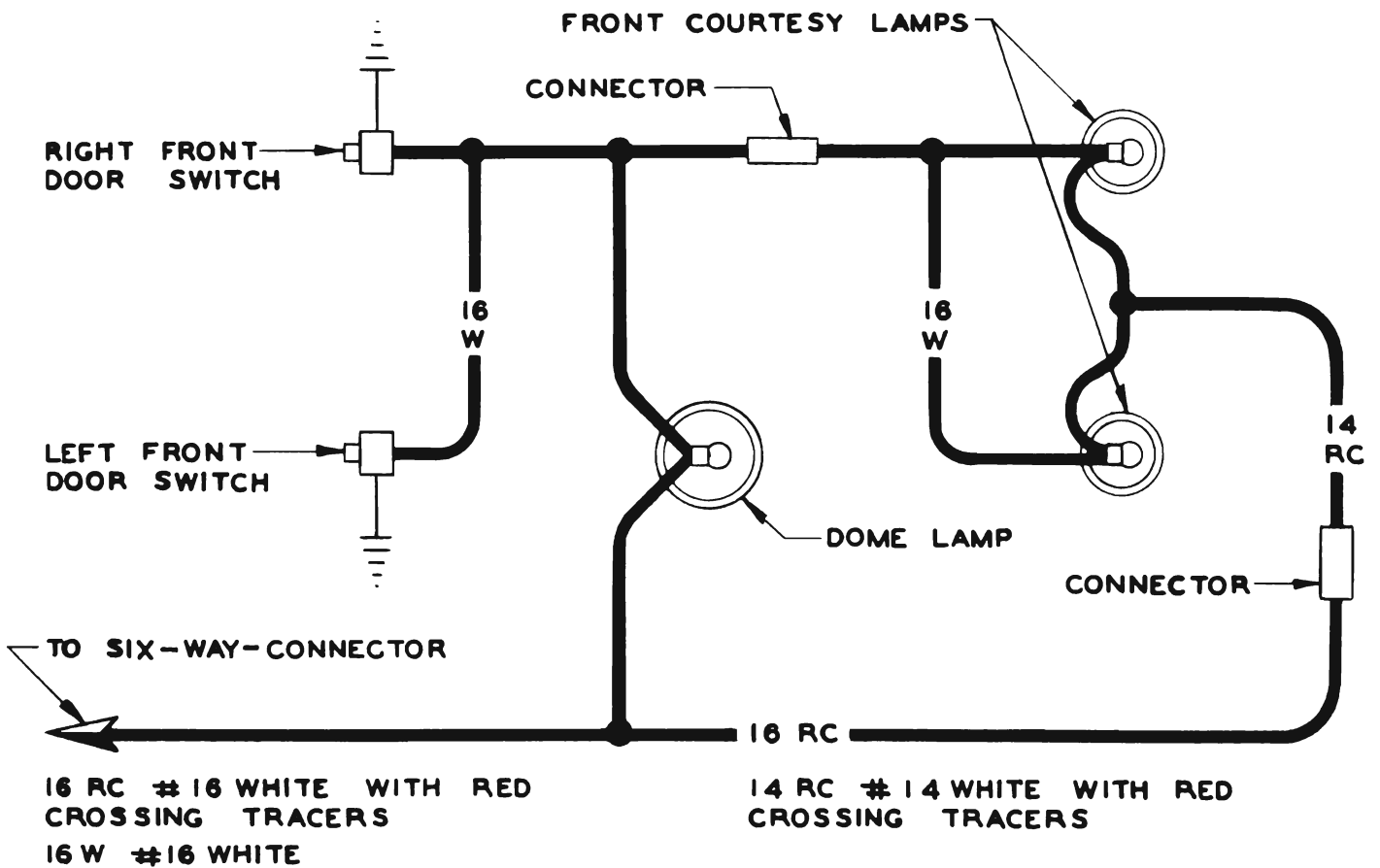


Figure 10-136—Dome and Courtesy Lamps Wiring Circuit Diagram—1948 Models 56-C, 76-C

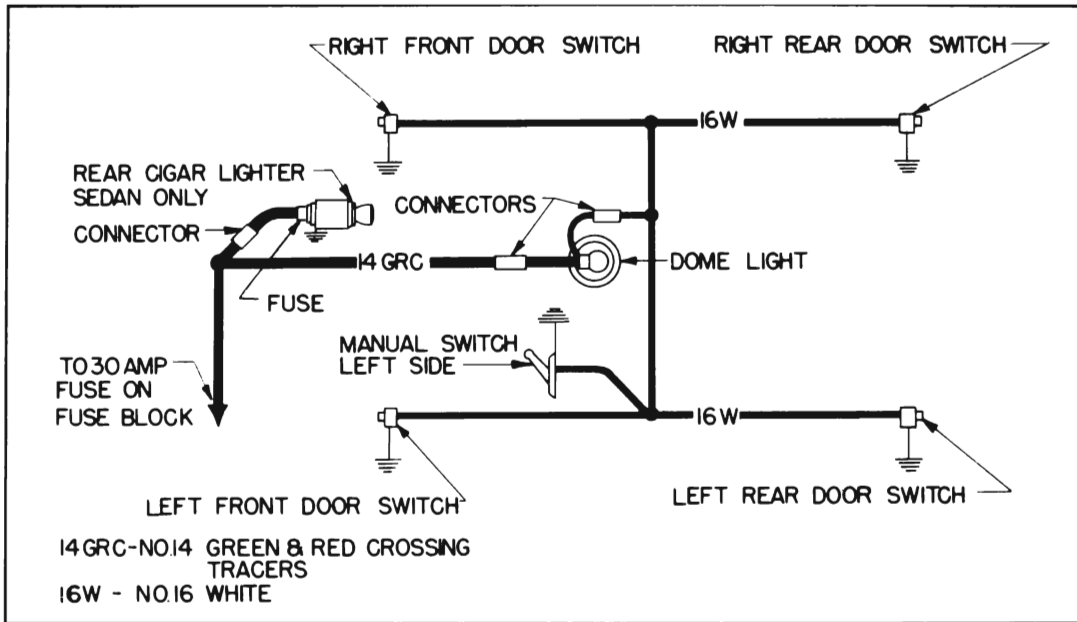


Figure 10-137—Dome Lamp Wiring Circuit Diagram—1949 Models 51, 59, 71, 79

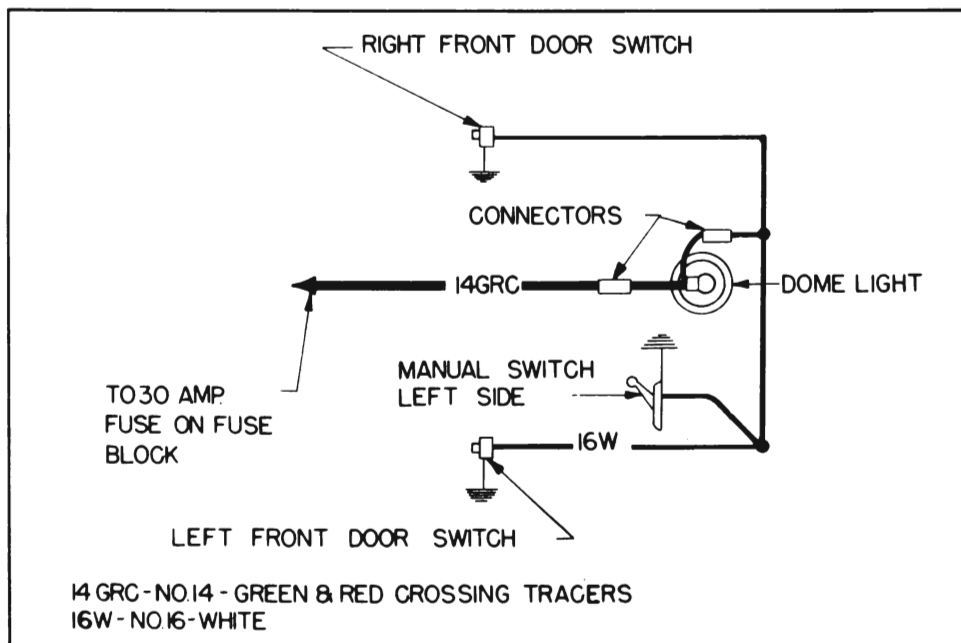


Figure 10-138—Dome Lamp Wiring Circuit Diagram—1949 Models 56-S, 56-C, 76-S, 76-C

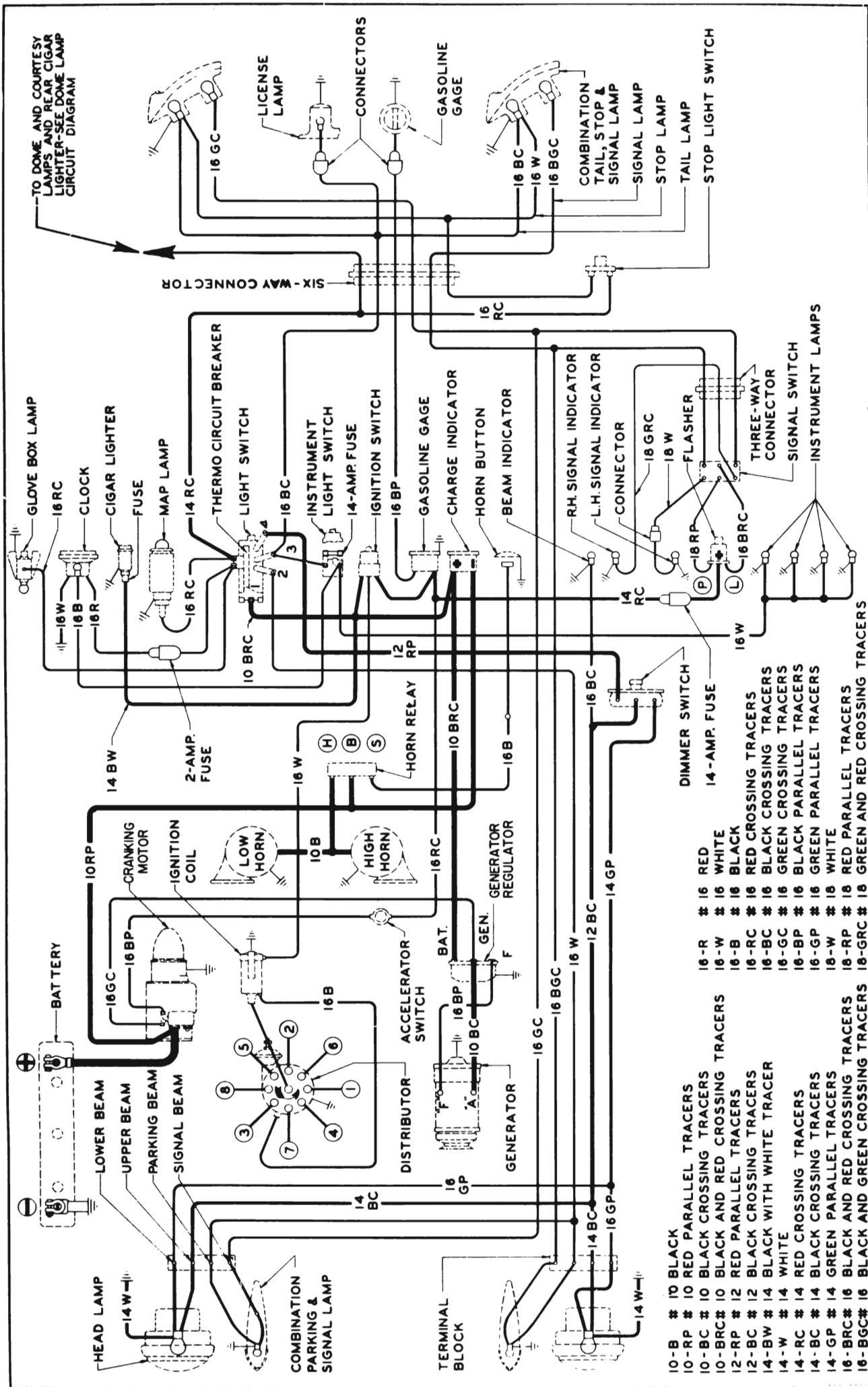


Figure 10-139—Chassis Wiring Circuit Diagram—Series 40

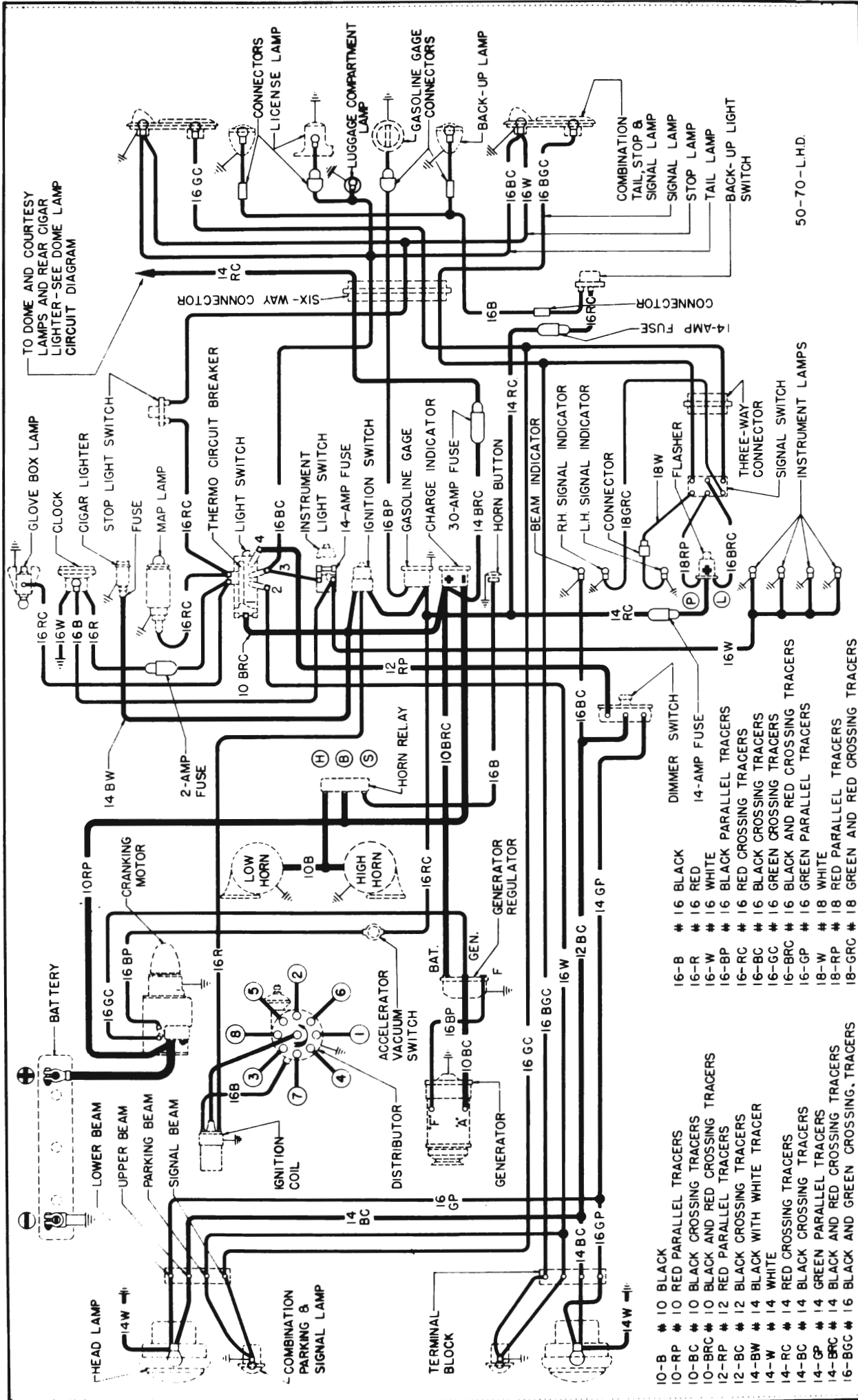


Figure 10-140—Chassis Wiring Circuit Diagram—1948 Series 50-70 Syncro-Mesh

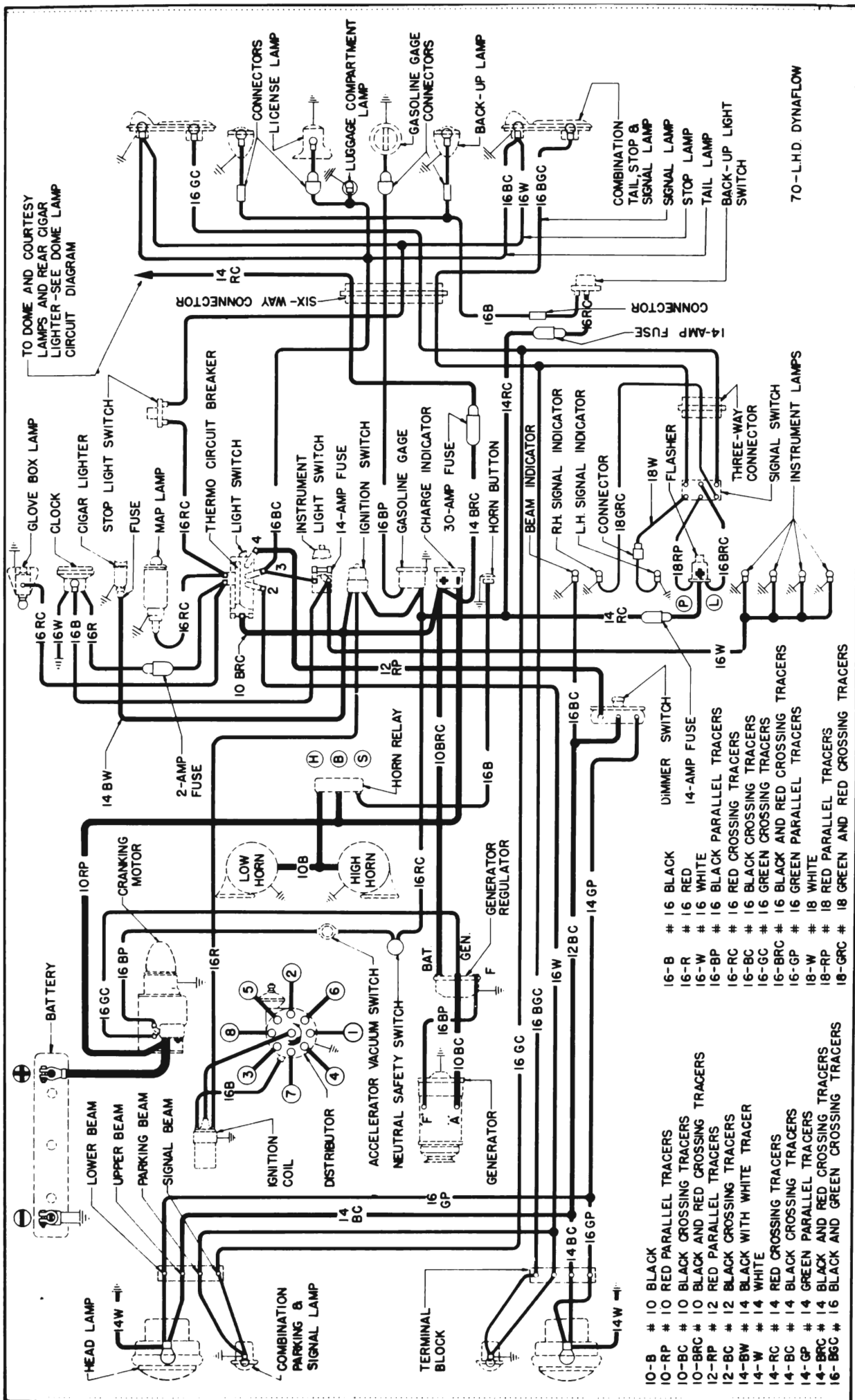


Figure 10-141—Chassis Wiring Circuit Diagram—1948 Series 70 Dynaflow Drive

NOTE: ON FIRST JOBS ACCELERATOR SWITCH FEED WIRE WAS NOT CONNECTED DIRECTLY TO IGNITION SWITCH, BUT WAS SPLICED TO IGNITION COIL WIRE AT POINT X. THIS MAY CAUSE ENGINE TO CONTINUE TO FIRE IRREGULARLY IF IGNITION IS TURNED OFF WHILE HOLDING THROTTLE OPEN AFTER STARTING. THIS IS PREVENTED ON LATER JOBS BY ELIMINATING SPLICE AND CONNECTING ACCELERATOR SWITCH FEED WIRE DIRECTLY TO IGNITION SWITCH AS SHOWN.

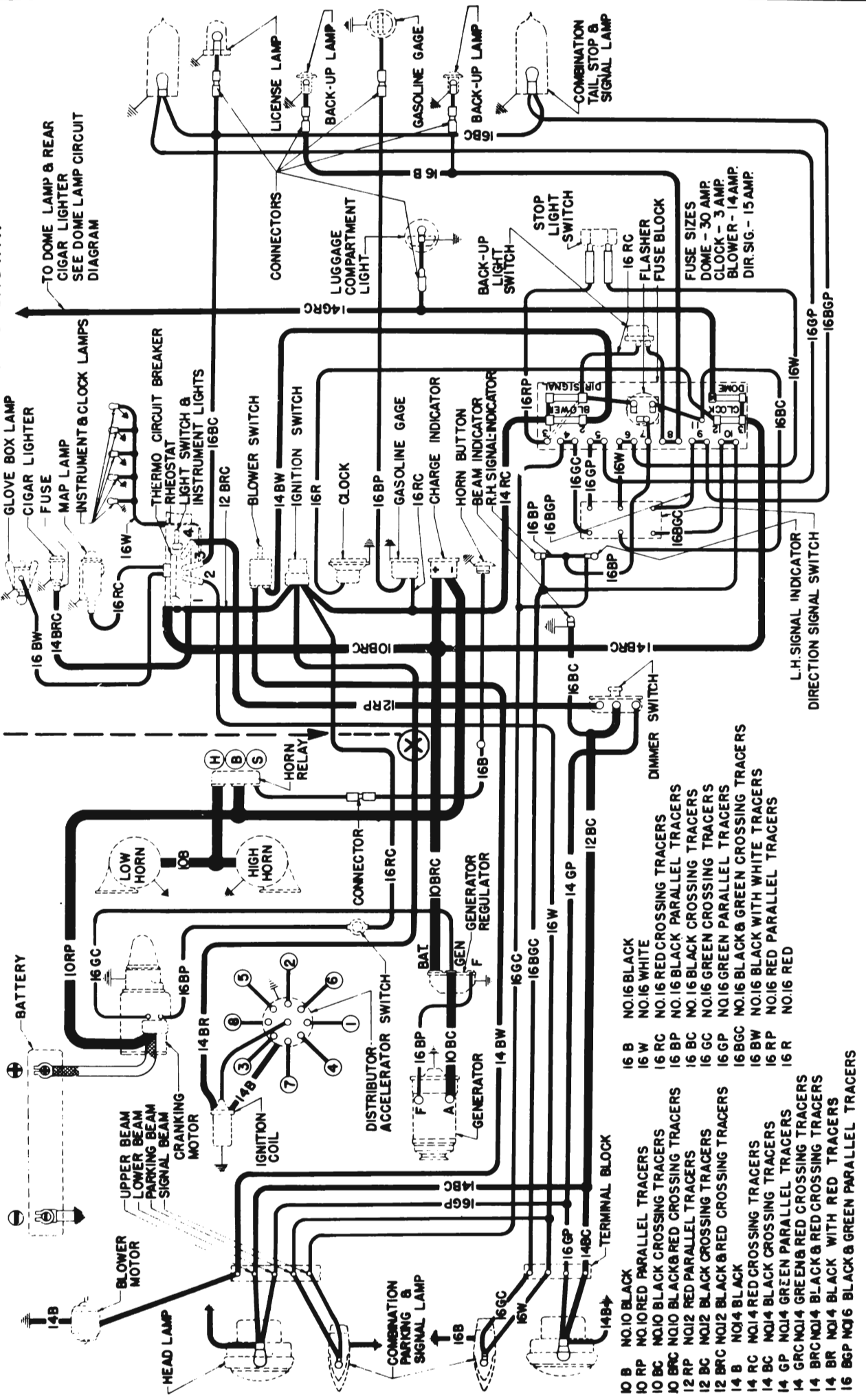


Figure 10-142—Chassis Wiring Circuit Diagram—1949 Series 50 Syncro-Mesh



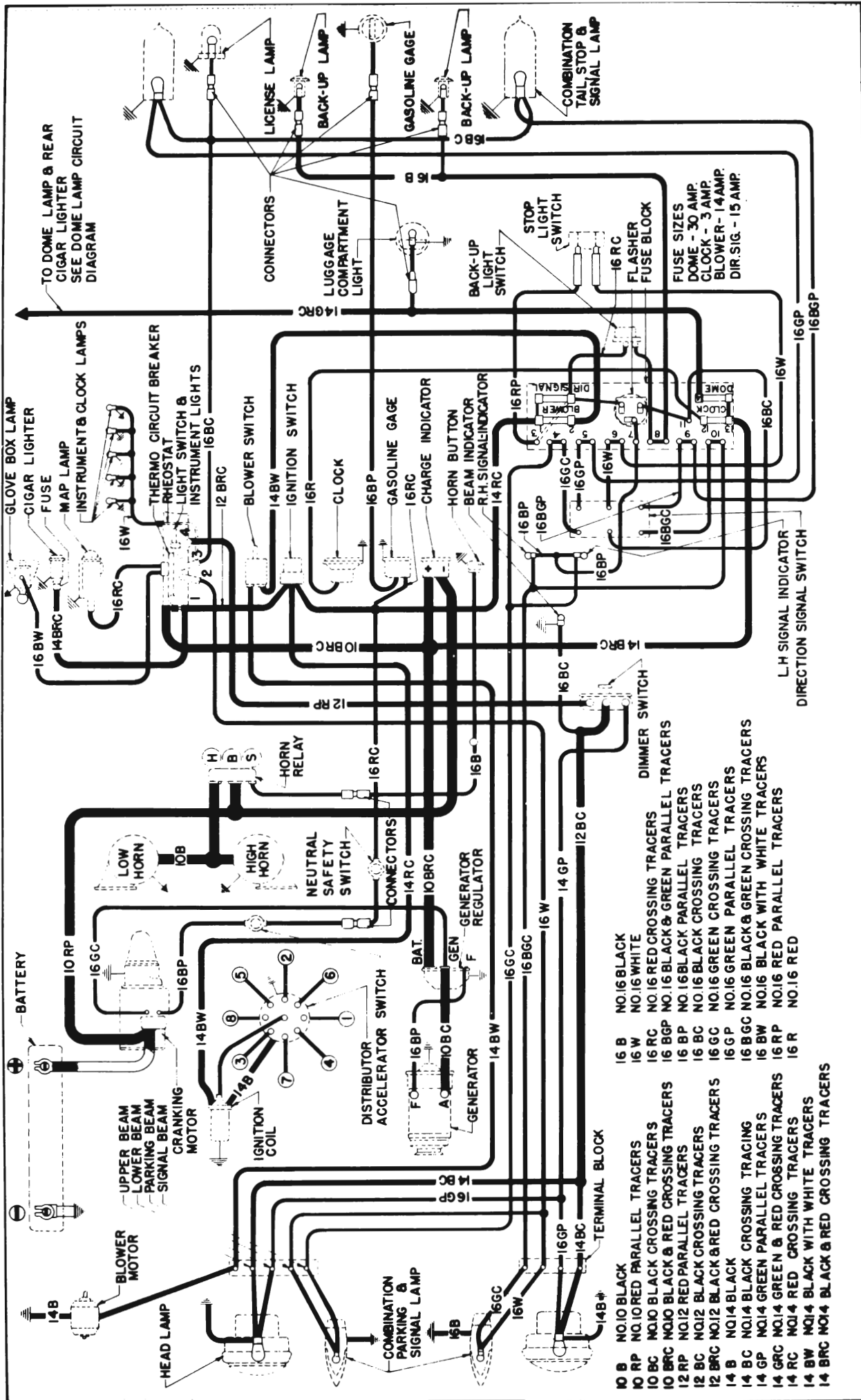


Figure 10-143—Chassis Wiring Circuit Diagram—1949 Series 50-70 Dynaflo Drive

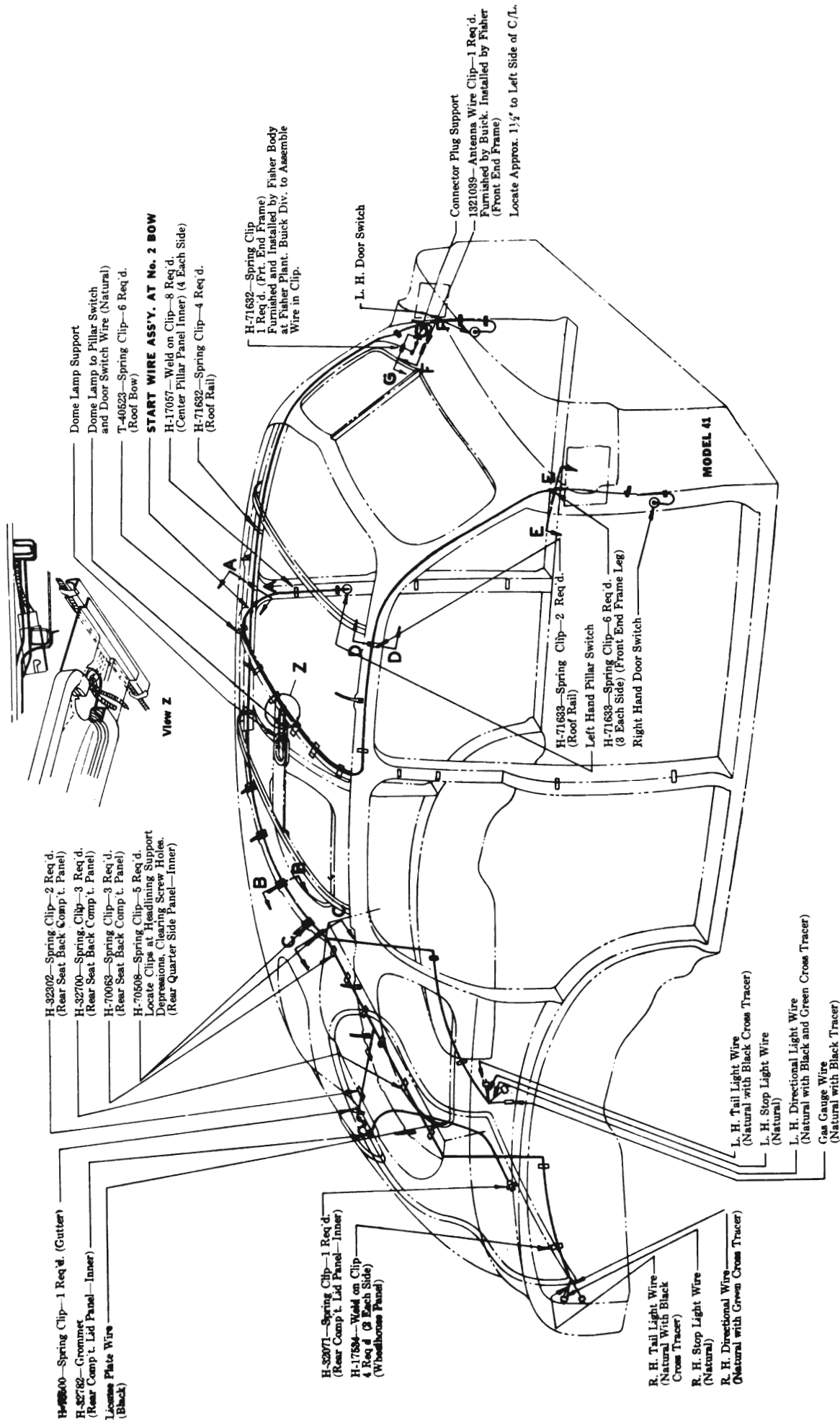


Figure 10-144—Body Wiring Circuit Diagram—Model 41

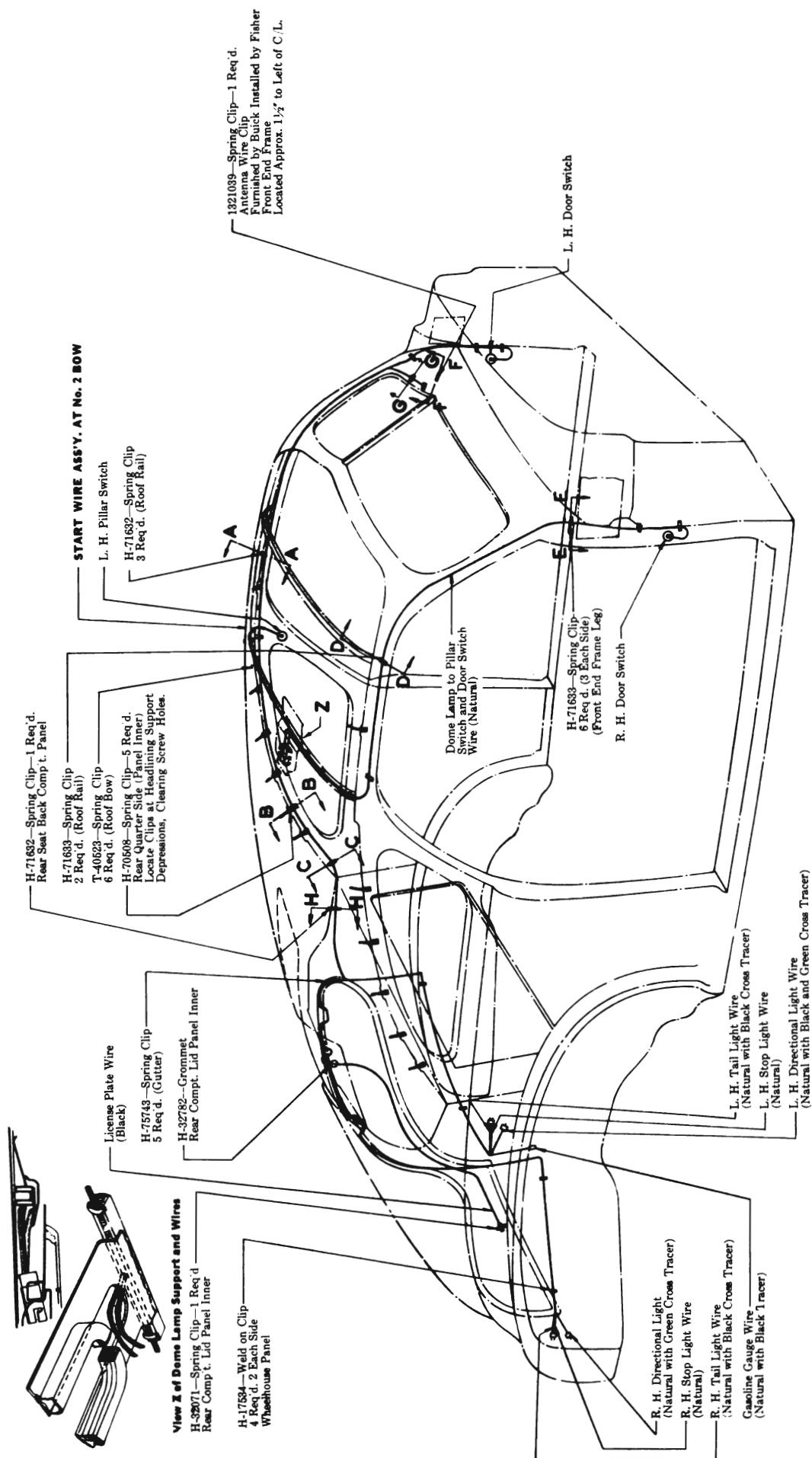


Figure 10-145—Body Wiring Circuit Diagram—Model 46-5

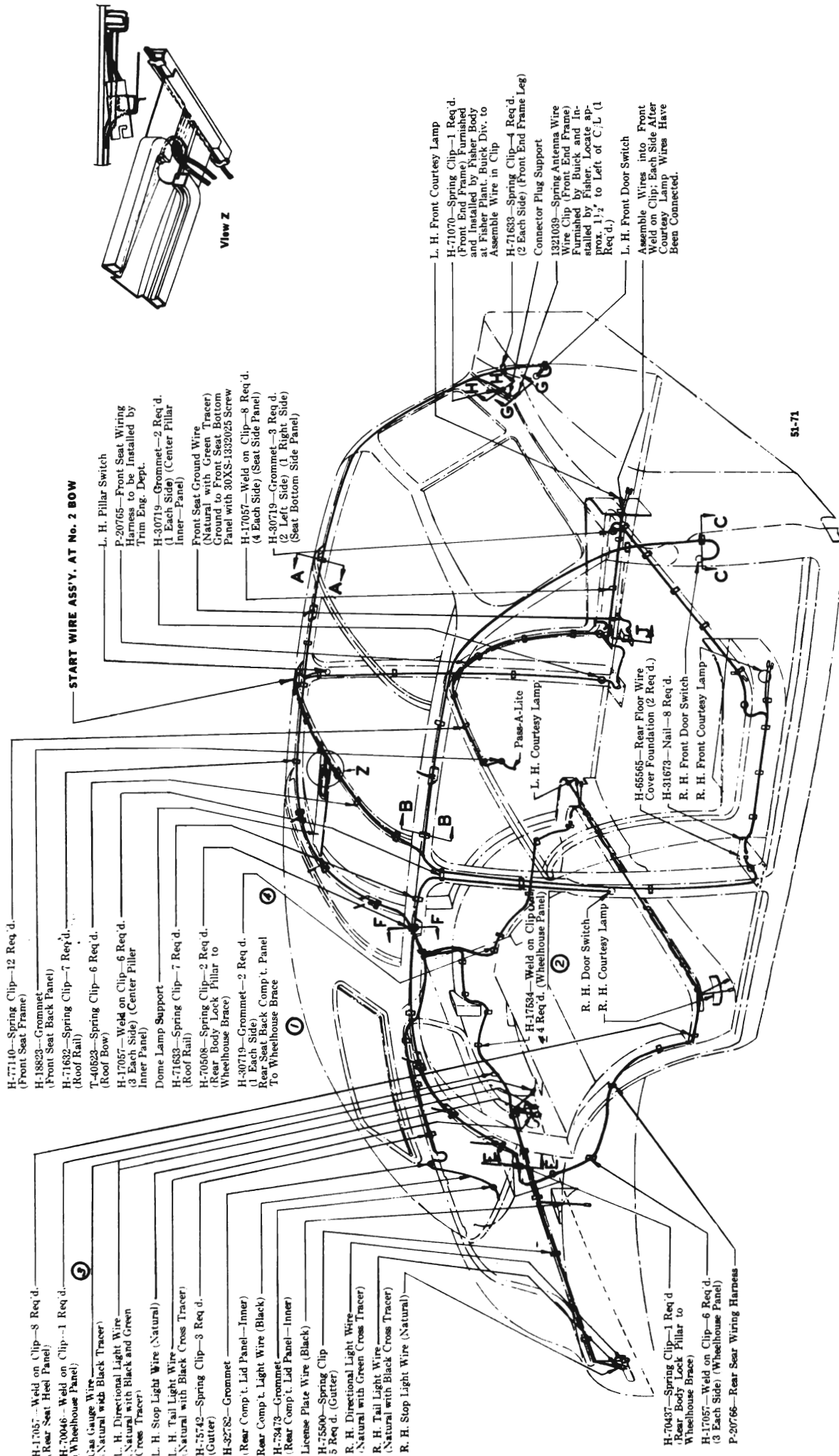


Figure 10-146—Body Wiring Circuit Diagram—1948 Models 51, 71

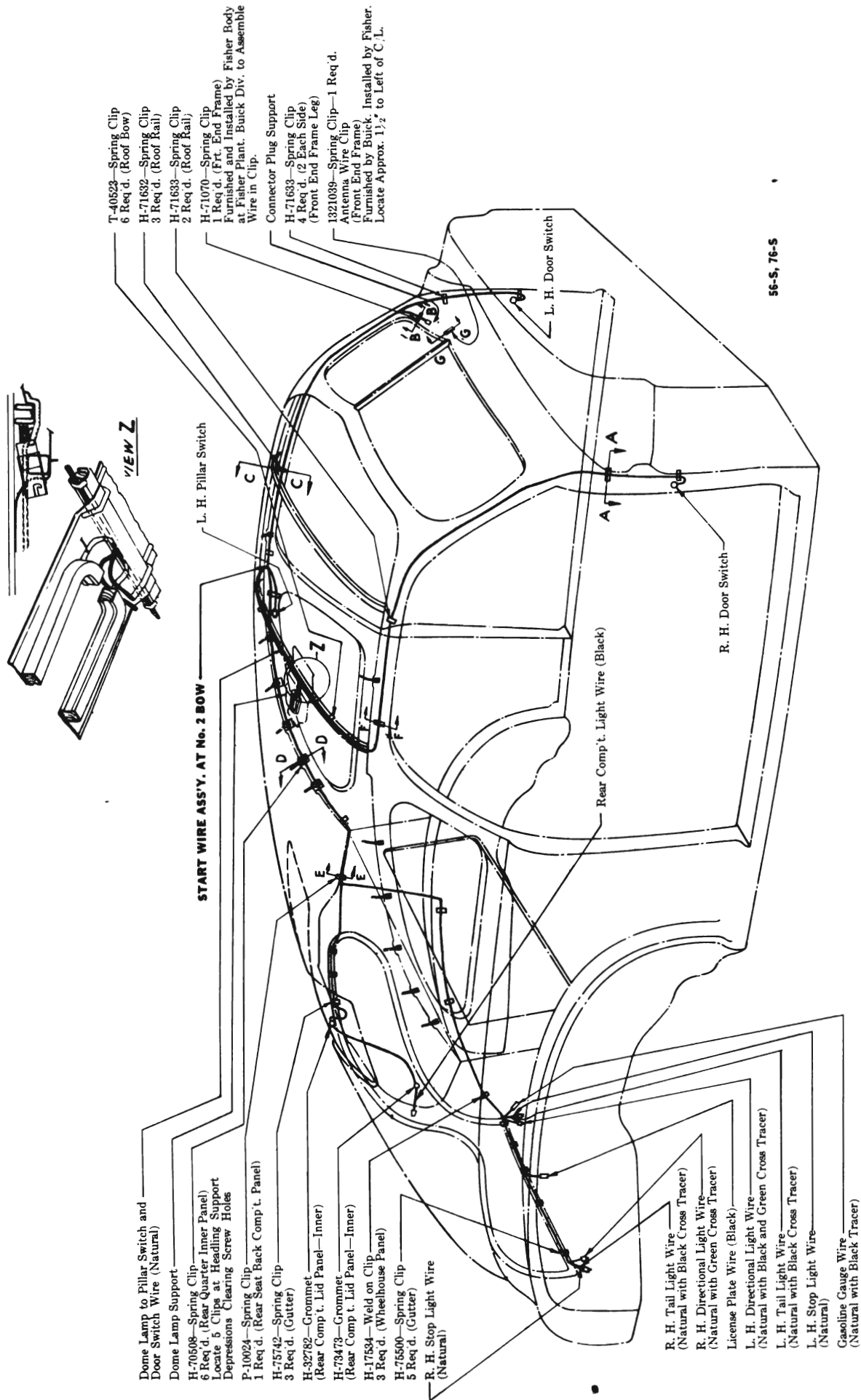


Figure 10-147—Body Wiring Circuit Diagram—1948 Models 56-S, 76-S

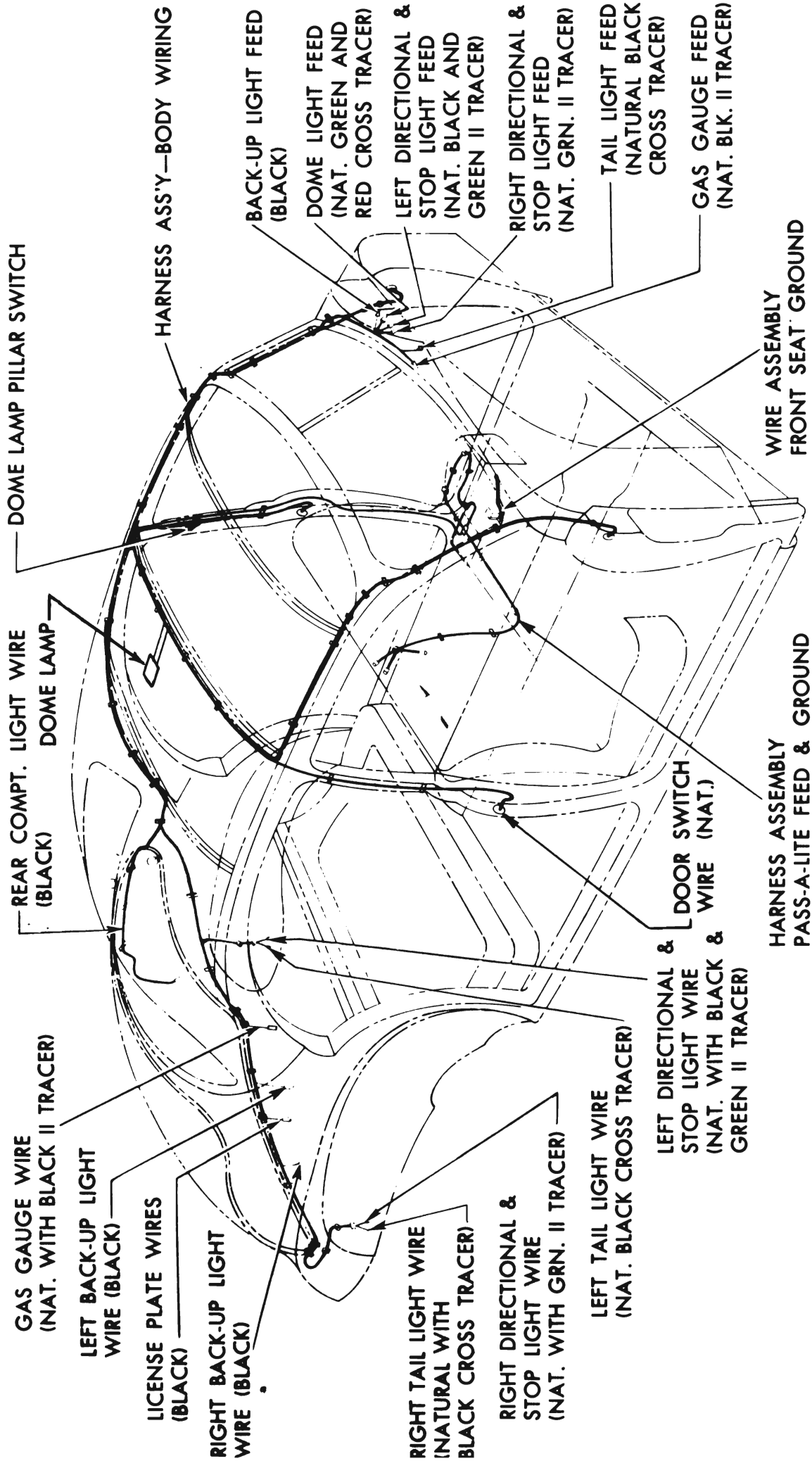


Figure 10-148—Body Wiring Circuit Diagrams—1949 Models 51, 71

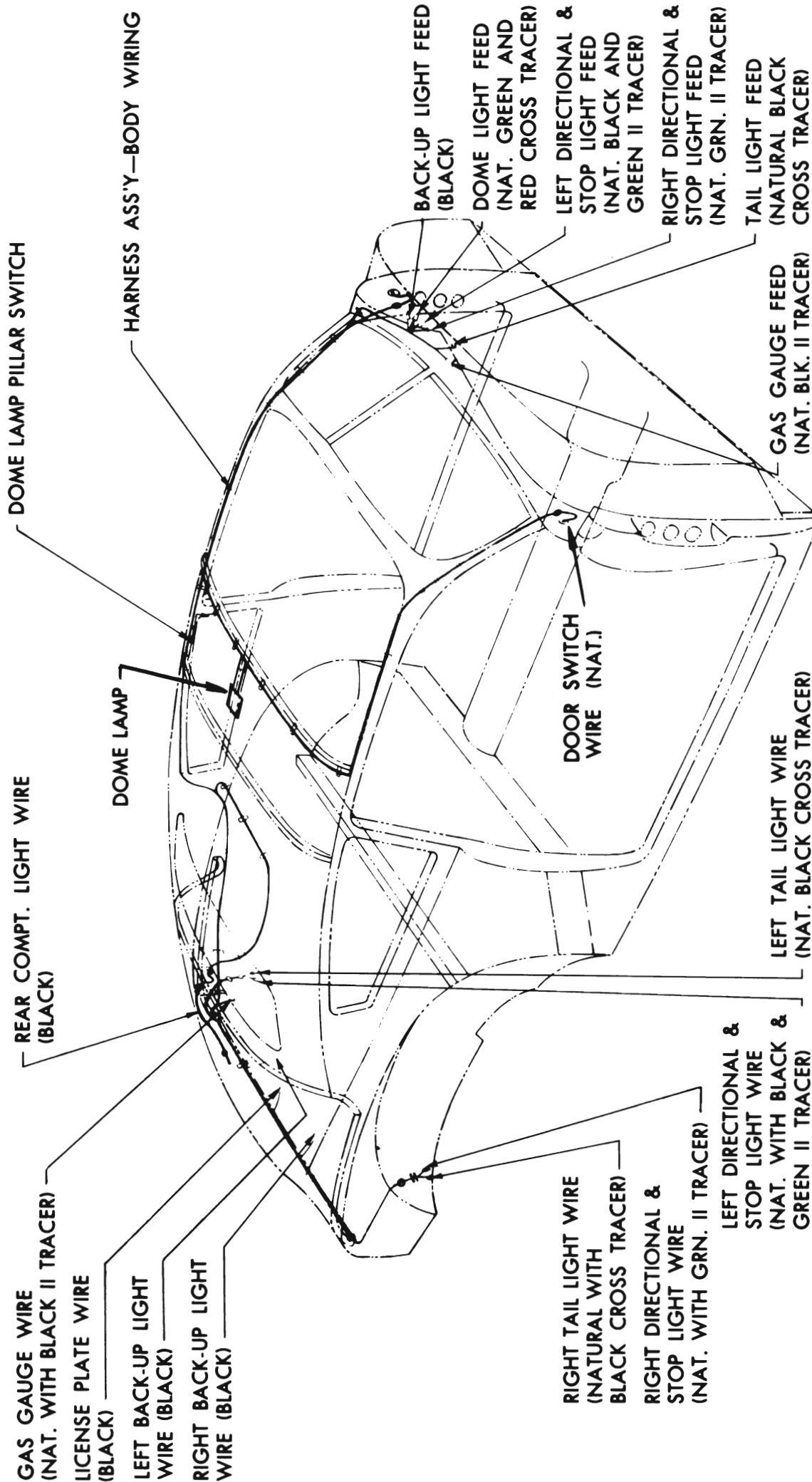


Figure 10-149—Body Wiring Circuit Diagram—1949 Models 56-S, 76-S

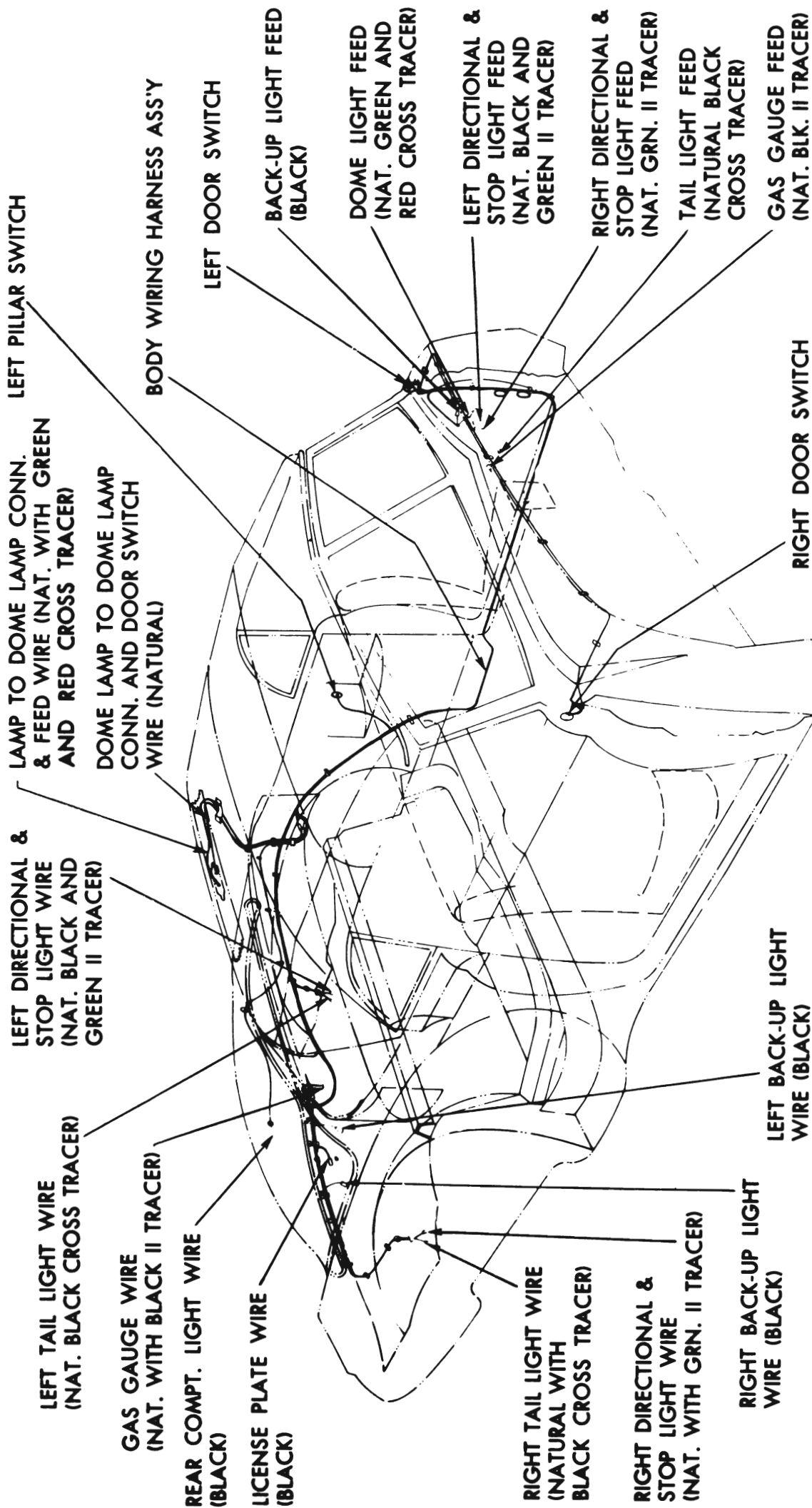


Figure 10-150—Body Wiring Circuit Diagram—1949 Models 56-C, 76-C



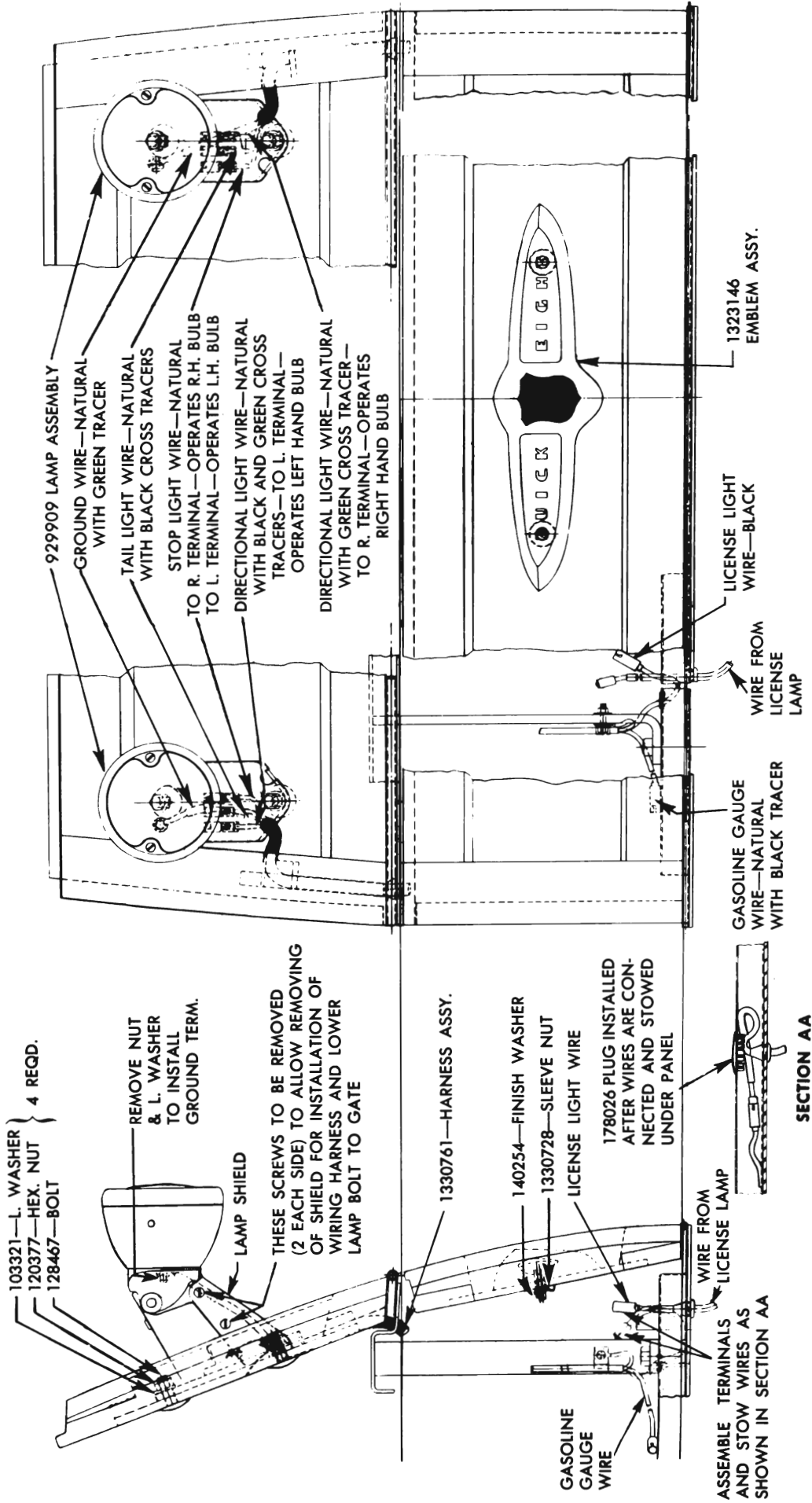
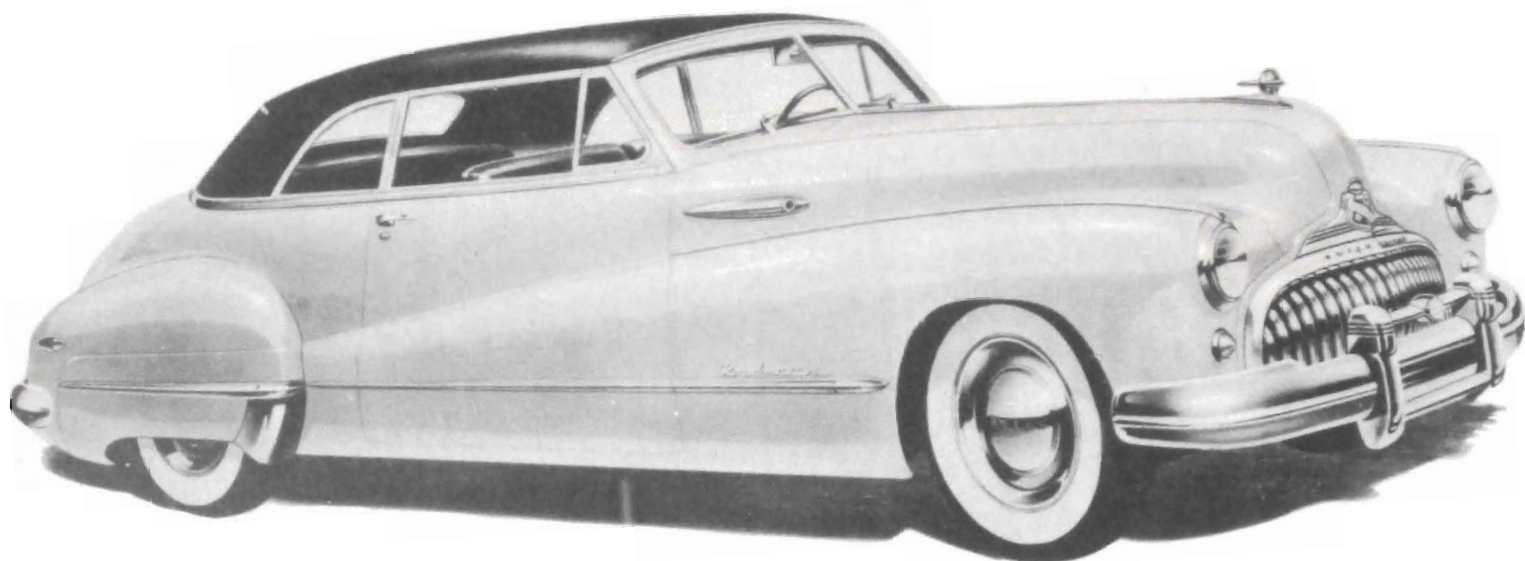
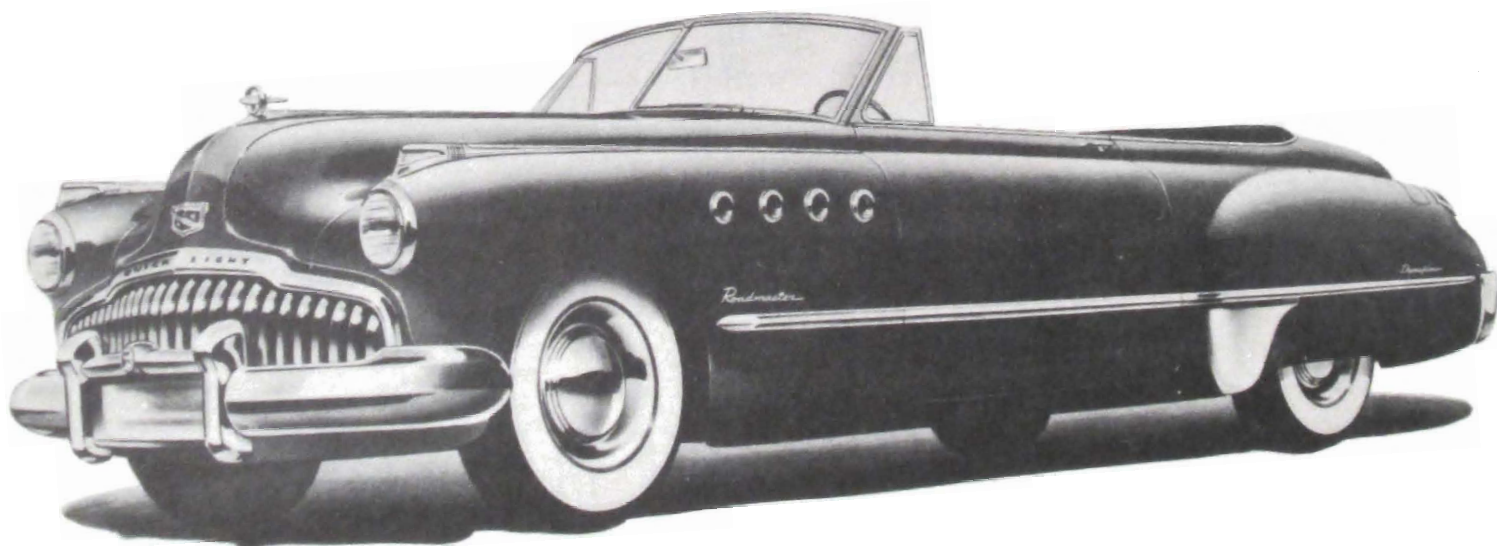


Figure 10-151—Estate Wagon, Tail, Stop, and Signal Lamps—1948 Models 59, 79

10-120 MODELS 76-C



1948 Model 76-C



1949 Model 76-C