

Fig. 34—Heater Circuit 1949 and 1950

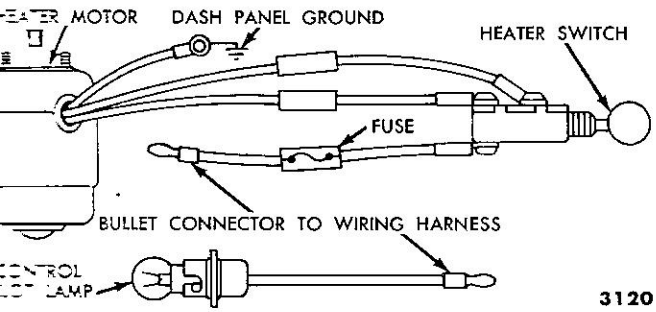


Fig. 35—Heater Circuit 1951 Cars

The 1951 heater control is mounted in the instrument panel on two studs behind the panel (fig. 40). Remove the two nuts and washers, push the control head back and through. Disconnect the cables and the pilot light socket.

The blower switch is attached with a special nut and can be removed by using a special wrench after unscrewing the switch knob (fig. 41).

Removal and installation of the heater blower motor and fan is accomplished as shown in fig. 42. After installing the blower and fan, be sure the ground connection is clean and tight.

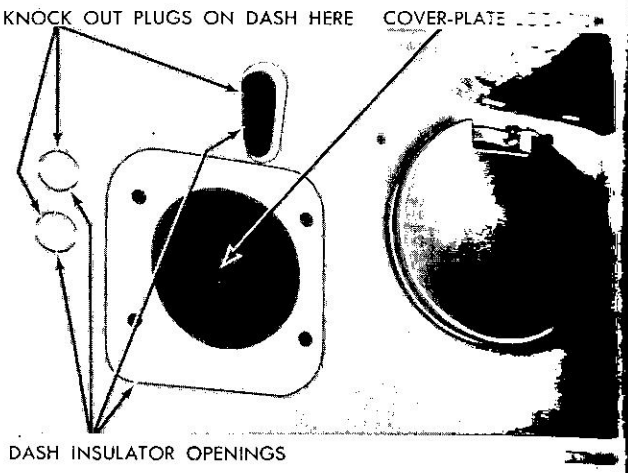


Fig. 37—Heater Mounting Holes (Dash Pane

b. Tests and Adjustments.

A procedure for checking the current draw of the blower motor is given in "(1) Current Draw Test" and "(2) 1950 and 1951 Heater Control Adjustment" outlines the adjustment of 1950 and 1951 controls.

(1) *CURRENT DRAW TEST.* Connect a suitable meter as shown in fig. 43. The blower motor will run independently of the control switch, and the current draw of the motor will be indicated on the meter. Normal current draw should be 8 to 10 amperes.

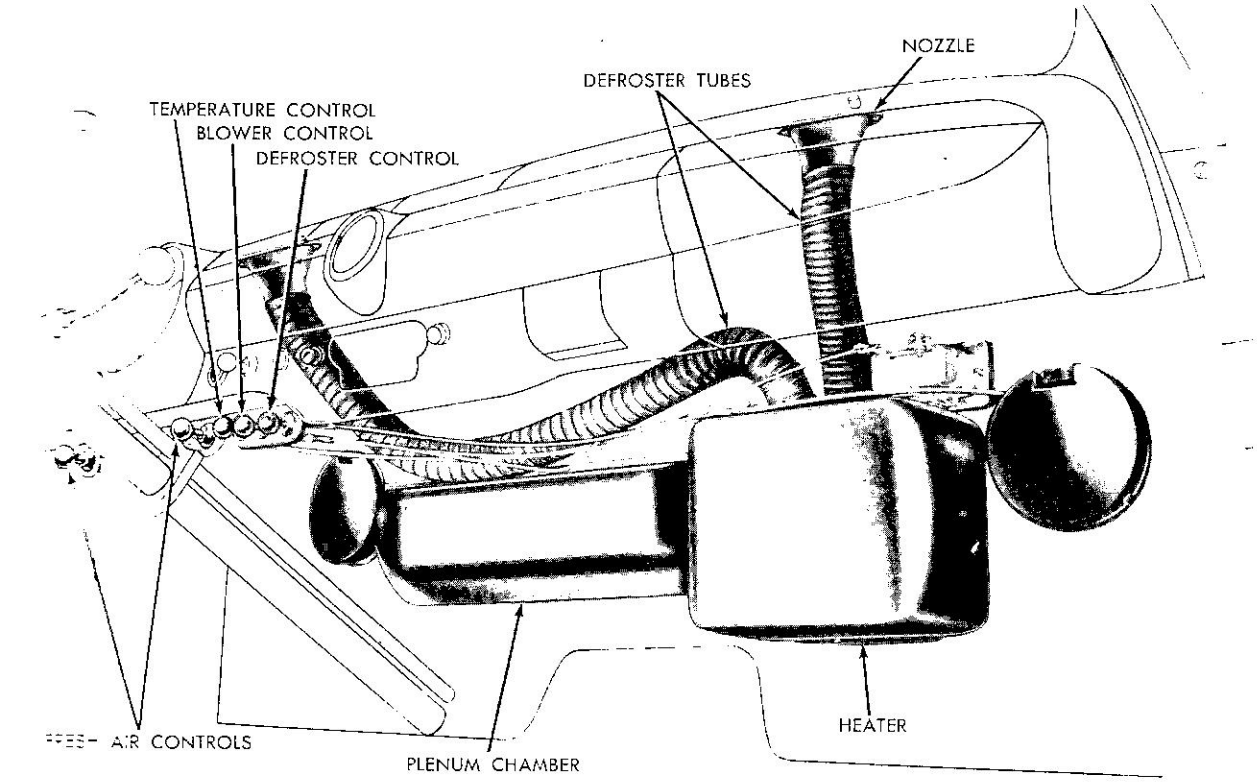


Fig. 36—Heater Installation

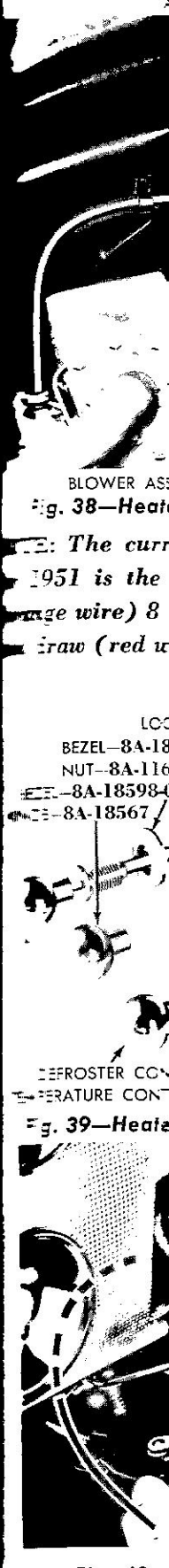


Fig. 38—Heat

NOTE: The curr
1951 is the
age wire) 8
draw (red w

Fig. 39—Heate

Fig. 40—