

1954
CHEVROLET

WIRING DIAGRAMS
FOR
COMPLETE CHASSIS

TRUCK

SPECIFICATIONS

Battery

Make	Delco-Remy
Plates per cell	
School Bus	19
All Others	15
Ampere hour capacity (at 20 hour rate)	
School Bus	125
All others	100
Voltage	6
Specific gravity (fully charged)	1.275 to 1.300
Specific gravity (fully discharged)	1.150

Starting Motor

Make	Delco-Remy
Brush spring tension	24 to 28 ounces

Generator

Make	Delco-Remy
Brush spring tension	24 to 28 ounces

Regulator

Make	Delco-Remy
Voltage regulator armature air gap	.075" to .085"
Current regulator armature air gap	.075" to .085"
Cut-out relay armature air gap	.020"
Cut-out relay point opening	.020"

Distributor

Make	Delco-Remy
Type of advance	Centrifugal
Firing order	1-3-3-6-2-4
Breaker point gap	New .019", Old .016"
Breaker arm spring tension	19-23 oz.
Ignition timing	2° A.T.D.C.—235 engines 5° B.T.D.C.—261 engines

Condenser

Capacity	.2 microfarad
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Spark Plugs

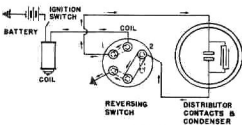
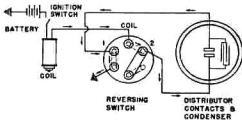
Make	AC
Type	AC-44-5, ½, ¾, 1 and 1½ ton. AC-43-5 COM, 2 ton.
Size	14 mm
Plug gap	.035"
Recommended torque	20 to 25 ft. lb.

Ignition Coil

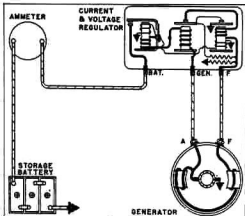
Make	Delco-Remy
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Lamp Bulb Data

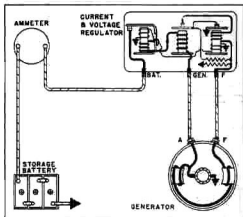
Location	Candle Power	Bulb No. Sealed Beam
Headlamp (sealed beam)	45-35 watts	
Parking Lamp	3	63
Tail Lamp	3	63
Stop Lamp	21	1129
Panel Models (tail and stop lamp)	21-3	1154
Ignition Lock Lamp	2	55
Headlamp Beam Indicator	1	51
Instrument Cluster	2	55
Dome Lamp	15	87



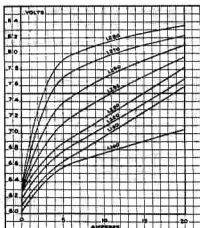
-Reversing Switch Circuits



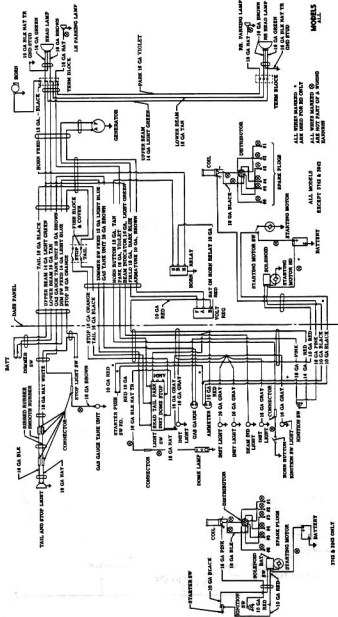
Generator and Regulator Circuit Diagram



Field Circuit with Current Regulator Points Open



Battery Charging Curve



ALL WIRES MARKED *
ARE USED FOR 30 ONLY

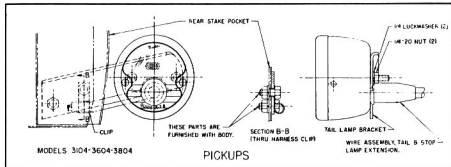
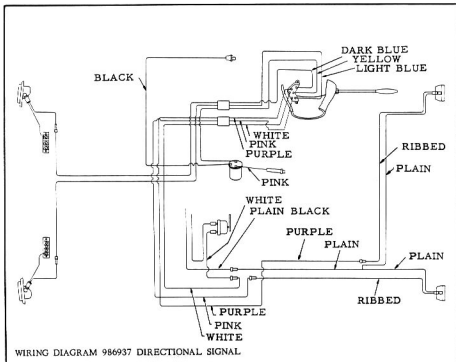
ALL WIRES MARKED @
ARE NOT PART OF A WIRING
SCHEMATIC

ALL MODELS
EXCEPT 310 & 340

MODELS
ALL

310 & 340 ONLY

Wiring Diagram



TROUBLES AND REMEDIES

ELECTRICAL

BATTERY AND STARTING SYSTEM

Symptom and Probable Cause	Probable Remedy
Slow Engine Cranking Speed	
Partially discharged battery	Charge or change battery and determine cause of battery condition
Low capacity battery	Cycle battery to improve capacity or replace it
Faulty battery cell	Replace battery
Loose or corroded terminals	Clean and tighten terminal
Under capacity cables	Replace battery cables
Burned starter switch contacts	Replace switch
Internal starting motor trouble	Overhaul starting motor
Heavy oil or other engine trouble causing undue load	Make necessary repairs to engine
Starter Engages but Will Not Crank Engine	
Partially discharged battery	Charge or change battery
Faulty battery cells	Replace battery
Bent armature shaft or damaged drive mechanism	Overhaul starter
Faulty armature or fields	Overhaul starter
Faulty starter switch	Replace switch
Starter Will Not Run	
Battery fully discharged	Replace or charge battery
Disconnected battery cables	Replace faulty cables
Shorted or open starter circuit	Make necessary repairs

GENERATING SYSTEM

Symptom and Probable Cause	Probable Remedy
Low Charging Rate	
Fully charged battery and low charging rate	This is a normal condition with a fully charged battery
Fan belt slipping	Replace or adjust belt
Generator commutator dirty	Clean commutator
High resistance in charging circuit	Check charging circuit progressively and make necessary repairs to remove high resistance
Too low voltage setting of voltage regulator unit	Adjust voltage regulator
Oxidized voltage regulator points	Clean and adjust points
Partially shorted field coils	Overhaul generator
High Charging Rate with Fully Charged Battery	
Voltage regulator setting too high	Adjust voltage regulator
Voltage regulator points stuck	Clean and adjust points and readjust regulator
Regulator unit improperly grounded	Remove regulator and clean connections. Re-adjust regulator
Generator field circuit to regulator short circuited	Test to locate short circuit and make necessary repairs
Shunt field circuit short circuited within regulator	Replace regulator
Low Battery and No Charging Rate	
Fan belt broken or loose	Replace or tighten fan belt
Charging circuit open between regulator and battery	Locate open circuit and make necessary repairs
Cut-out voltage winding open circuited	Replace regulator unit
Corroded points in current and voltage regulator	Clean points and readjust regulator
Open circuit between generator and regulator	Locate open circuit and make necessary repairs to wiring
Internal trouble in generator	Overhaul generator

ELECTRICAL SYSTEM

IGNITION SYSTEM

Engine Will Not Start

(See Starting and Fuel System Troubles)

Ignition switch not turned on

Weak battery

Excessive moisture on high tension wiring or spark plugs

Cracked distributor cap

Faulty coil or condenser

Coil to distributor high tension wire not in place

Loose connections or broken wire in low tension circuit

Improperly adjusted or faulty distributor points

Turn switch on

Charge battery

Dry parts

Replace cap

Replace faulty unit

Properly install wire

Tighten or replace wires

Clean and adjust or replace points

Hard Starting

(See Starting and Fuel System Troubles)

Faulty or improperly set spark plugs

Improperly adjusted or faulty distributor points

Loose connections in primary circuit

Worn or oil soaked high tension wires

Low capacity condenser

Low capacity coil

Faulty distributor cap or rotor

Clean and adjust or replace spark plugs

Clean or replace and adjust points

Tighten loose connections

Replace high tension wires

Replace condenser

Replace coil

Replace faulty part

Engine Misfires

Dirty or worn spark plugs

Damaged insulation on high tension wires or wires disconnected

Distributor cap cracked

Poor cylinder compression

Improper distributor point adjustment

Clean or replace plugs

Connect or replace wires

Replace cap

See Engine Troubles

Adjust distributor points

HORNS

Will Not Blow

Loose connections or broken wire

Horn button not making contact

Horn improperly adjusted or faulty

Relay not operating

Tighten loose connection or replace broken wire

Adjust horn button contact

Adjust or replace horn

Replace relay

Horn Tone Poor

Horn improperly adjusted

Adjust horn

LIGHTING CIRCUITS

Headlights Dim (engine idling or shut off)

Partly discharged battery
 Defective cells in battery
 High resistance in light circuit

Faulty sealed beam units

Charge battery
 Replace battery
 Check headlight circuit including ground connections. Make necessary repairs.
 Replace defective units

Headlights Dim (engine running above idle)

High resistance in light circuit

Faulty sealed beam units
 Faulty voltage control unit

Check lighting circuit including ground connections. Make necessary repairs.
 Replace defective units
 Test voltage control and generator. Make necessary repairs

Lights Flicker

Loose connections or damaged wires in lighting circuit
 Light wiring insulation damaged producing momentary short

Tighten connections and check for damaged wiring
 Check light wiring and replace or tape damaged wires

All Lights Operate Intermittently

Overload or short circuit in the lighting circuit

Check wiring in all circuits in use at the time for short circuits. Make necessary corrections.

Tail and/or Stoplight Will Not Light

Fuse burned out
 Burned out bulb
 Wires broken, disconnected or loose, or poorly grounded lamp body

Check for short and replace fuse
 Replace bulb
 Make necessary repairs and tighten all connections

All Lights—Will Not Light

Discharged battery
 Loose connection between battery and light switch
 Defective circuit breaker or light switch

Recharge battery and correct cause
 Tighten connections
 Replace light switch

GASOLINE GAUGE

Gauge Shows Empty at All Times

Tank unit shorted
 Wire from dash unit to tank unit shorted
 Float stuck in empty position
 Dash unit improperly grounded on instrument panel

Replace unit
 Replace wire or repair short
 Replace tank unit
 Properly ground dash unit

Gauge Shows Full at All Times

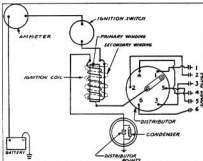
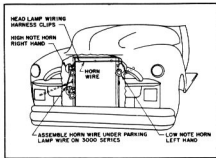
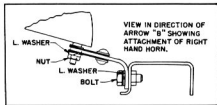
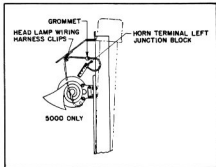
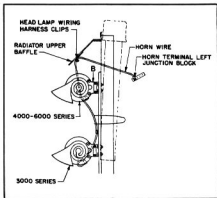
Tank unit burned out
 Wire between units disconnected or broken
 High resistance in wire between units
 Float stuck in full position

Replace tank unit
 Connect or replace wire
 Clean connections and terminals
 Replace tank unit

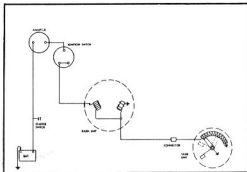
Gauge Does Not Register Accurately (within normal limits)

Bent hand on dash unit
 High resistance in circuit
 Partial short in circuit
 Loose electrical connections

Replace unit or straighten hand
 Check and correct circuit
 Correct cause of short
 Tighten connections at dash unit, tank unit and connector



Ignition Circuit



Gasoline Gauge Circuits



For more complete
and detailed information,
refer to the "Chassis Service Manual"
and "Fisher Body Manual."