



3/8/2020: There appears to be only one windshield upper defog fan, mounted along windshield centerline. Only one fan switch exists (labeled LEFT FAN) but this may be a retrofit as the right fan hole has a blanking plate. ?? Front and back of switch are shown.

This switch showed erratic response.

Sometimes the fan would run with switch in LO or HI position, but not both in the same OFF/LO/HI/LO/OFF cycling of the switch.

The fan did not respond to the switch most of the time.

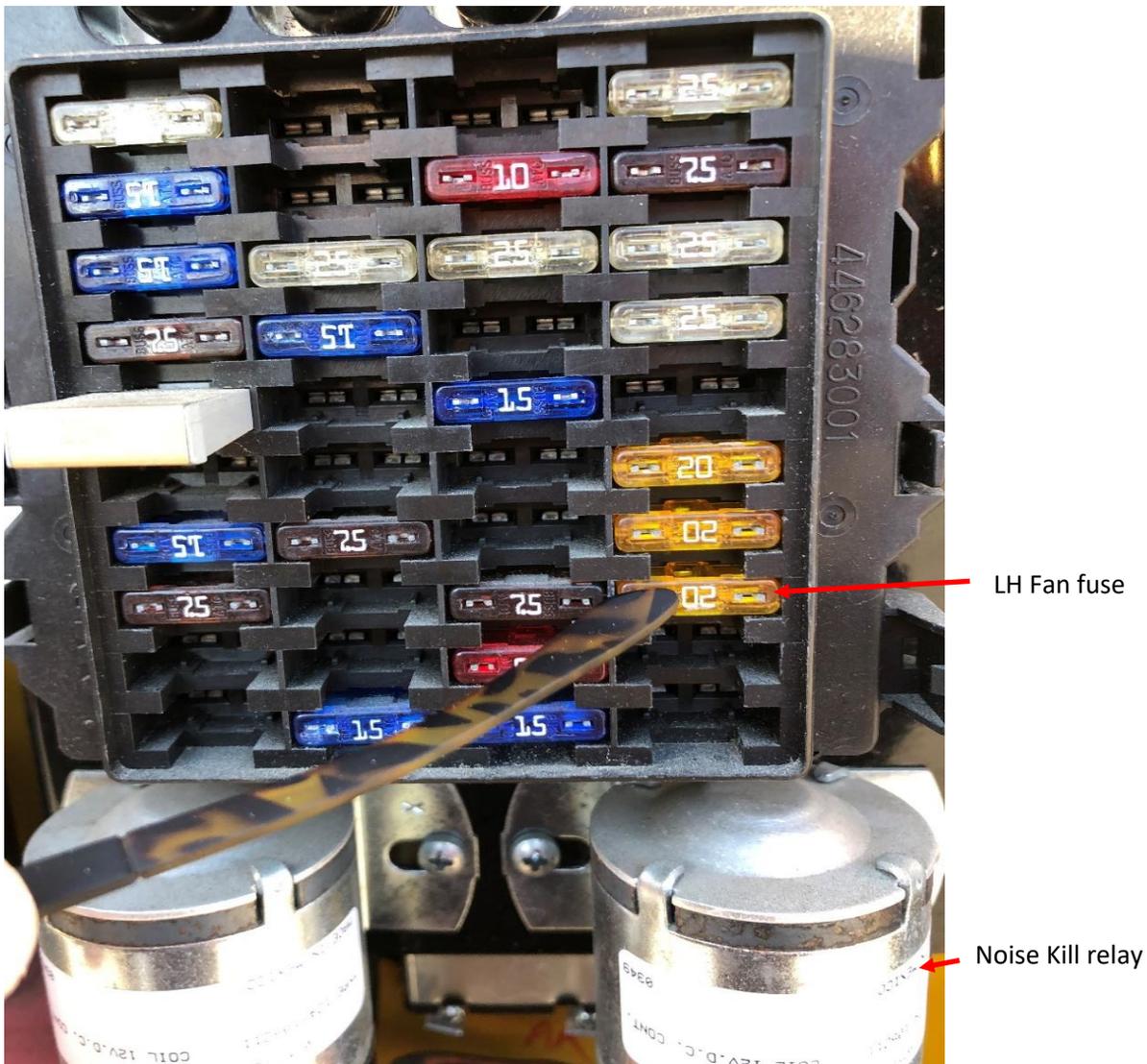
12VDC was consistently available at the back side of the connector block.

Switch date code seems to indicate 27th week of 2003. They do wear out.

I recommend replacing the switch. I'll check price & availability.

Other fans & heaters operated reliably with every switch cycle.

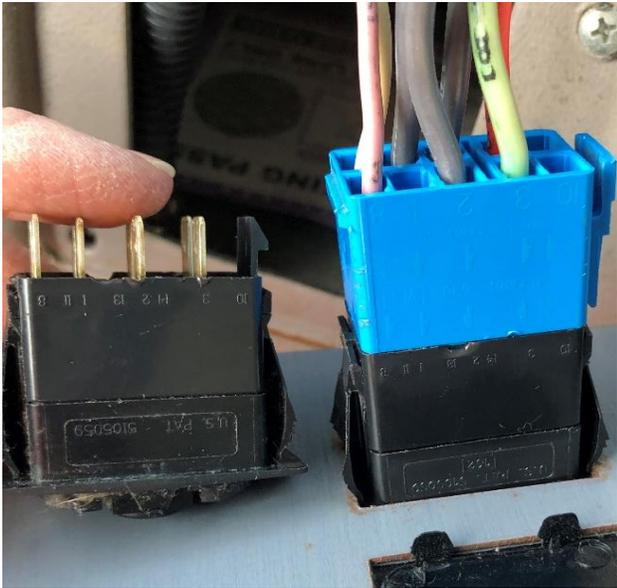
30	15A		9	16	BLK	4	VANDAL-LOCK
							<b>COLUMN - 4</b>
							<b>NOISE KILL CKT</b>
31	25A	A	6	12	BLK	9	DRIVERS HEATER
32	7.5A		5	16	BLK	42	RADIO POWER
33	25A		1	12	BLK	10	LEFT MIDSHIP HEATER
34	25A		2	12	BLK	11	LEFT REAR HEATER
35	25A		3	12	BLK	60	RIGHT MIDSHIP HEATER
36	20A		4	12	BLK	7	DEFROSTER
37	20A		8	12	BLK	8	STEPWELL HEATER
38	7.5A	B	7	12	BLK	5	LH DEFOG FAN
39	7.5A		1	16	BLK	6	RH DEFOG FAN
40	20A		2	16	BLK	23	RIGHT REAR HEATER



Fuse #38 listed as LH DEFOG FAN, 7.5A. Actual device is 20A.  
 According to fuse block schedule there should be separate 7.5A fuses for two defog fans.  
 12VDC power constantly available at fuse #38 with NOISE KILL switch ON.



3/28/2020: UHL's crossreferenced a direct replacement switch: International # 6131248C1. Replaced existing failed switch. Removable terminal block was not altered. Mounting plate and switch were returned to operating position on dash. Fan responded properly and reliably through six OFF/LO/HI/LO/OFF cyclings of the switch.



New switch seated securely into removable terminal block.