

# SERVICE BULLETIN

STINSON DIVISION  
Consolidated Vultee Aircraft Corporation  
Wayne, Michigan

TITLE: Protection of Wiring Harness

BULLETIN NO. 248-A

Models Affected: 108-1 through 108-2394

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Date: June 26, 1947

Gentlemen:

This will cancel and supersede Service Bulletin No. 248 on this subject.

As a precautionary measure we recommend that airplanes within the above serial numbers be examined for possible chafing of the wiring harness at the throttle bracket behind the instrument panel. Should such a condition exist, the following corrective procedure is suggested:

- Disconnect Wires No. 5 and 6 from the Ammeter
- Disconnect Wires No. 31 and 32 from the Fuel Gauge
- Disconnect Wires No. 13 and 14 from the Grounding Clip
- Disconnect Wires No. 7, 8 and 14 from the Ignition Switch

Pull wires to left of panel and wrap into a bundle, using coreprene tape where the wires pass the throttle bracket. Taped area should be about ten inches long. Tie each end of the wrapped area with lacing cord to prevent any possibility of unwinding after performing this correction work.

Thread the wrapped wires underneath the carburetor heat control and through the lightening hole in the throttle support bracket. Install clip and harness clamp as shown in the illustration on the reverse side of this page. Secure the wrapped wires in the harness clamp.

Reconnect wires to instruments and switches.

This provision has been incorporated in airplane serial numbers 2395 and up.

**PARTS REQUIRED:**

1	49166	Harness Clamp
1	108-1161002	Clip

Yours very truly,

STINSON DIVISION  
Consolidated Vultee Aircraft Corporation

George Martin

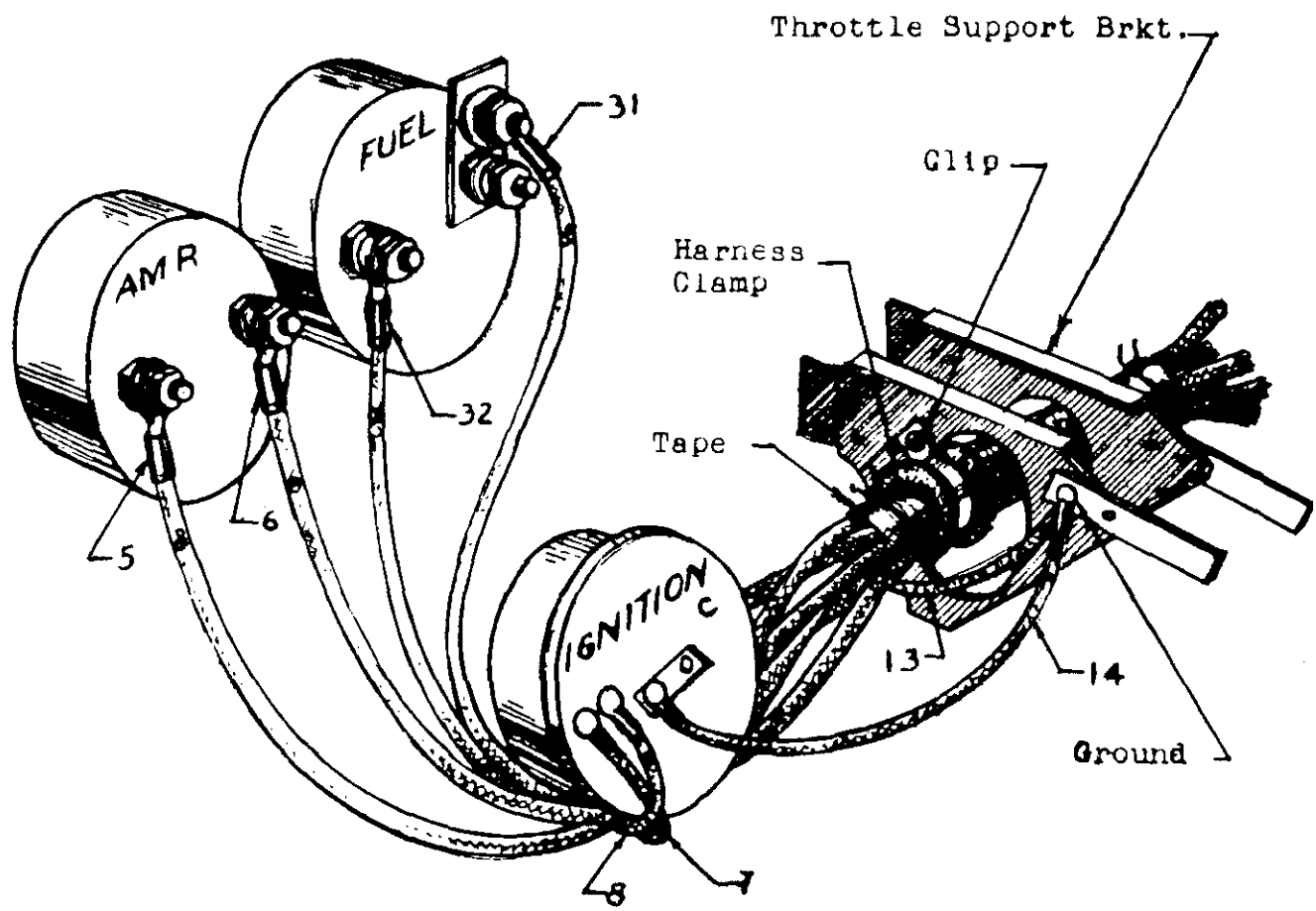


Figure 1

*George Martin*

George Martin  
Service Manager