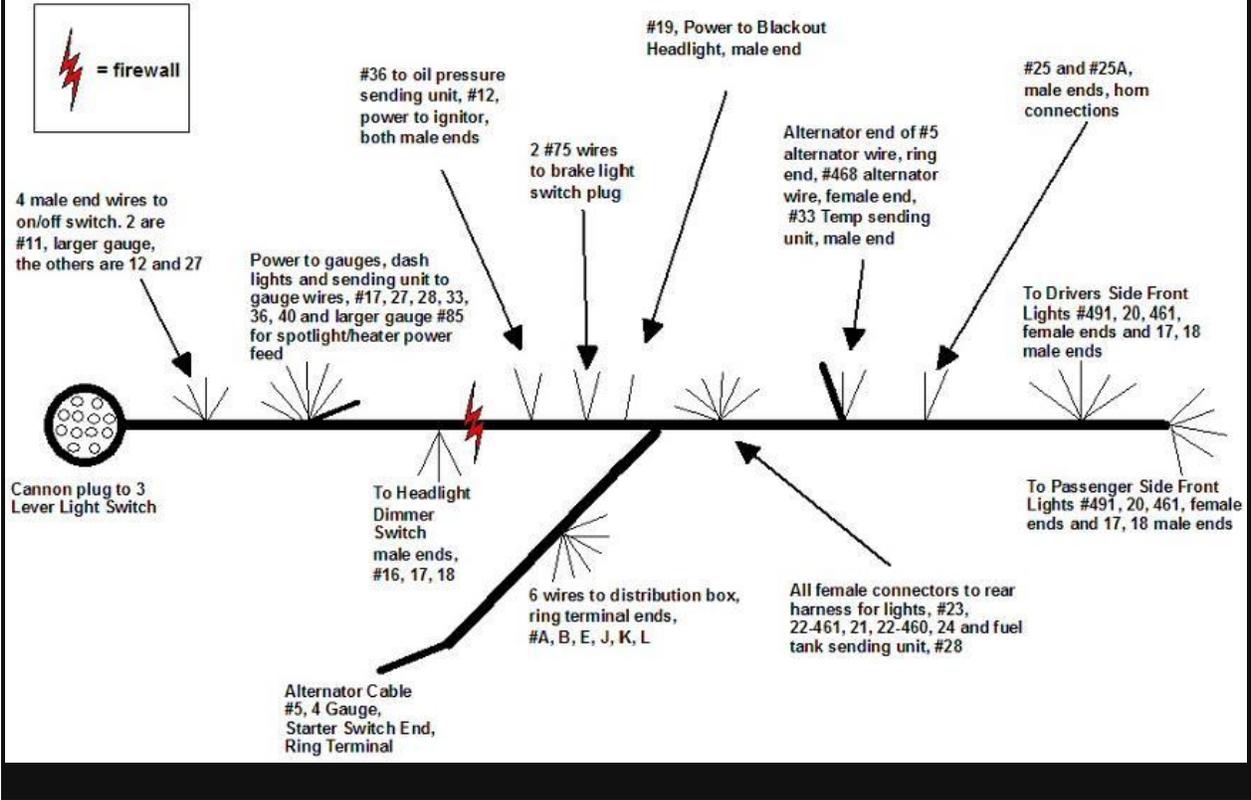
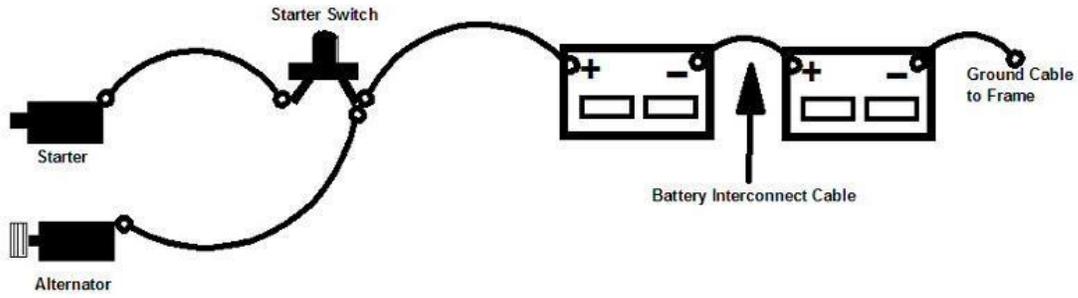


# Stock M715 Front Harness

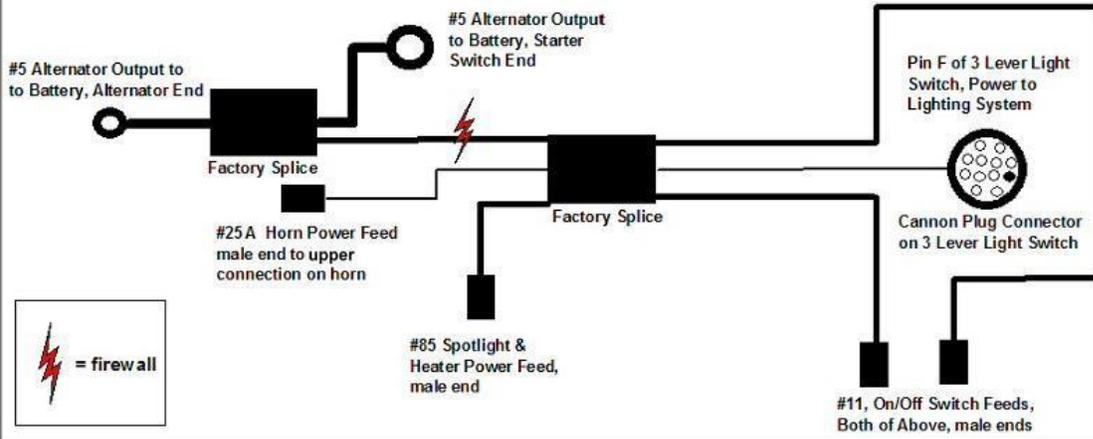
This is the harness from an early production truck. Only the Turn Signal/Distribution Box wiring changes.



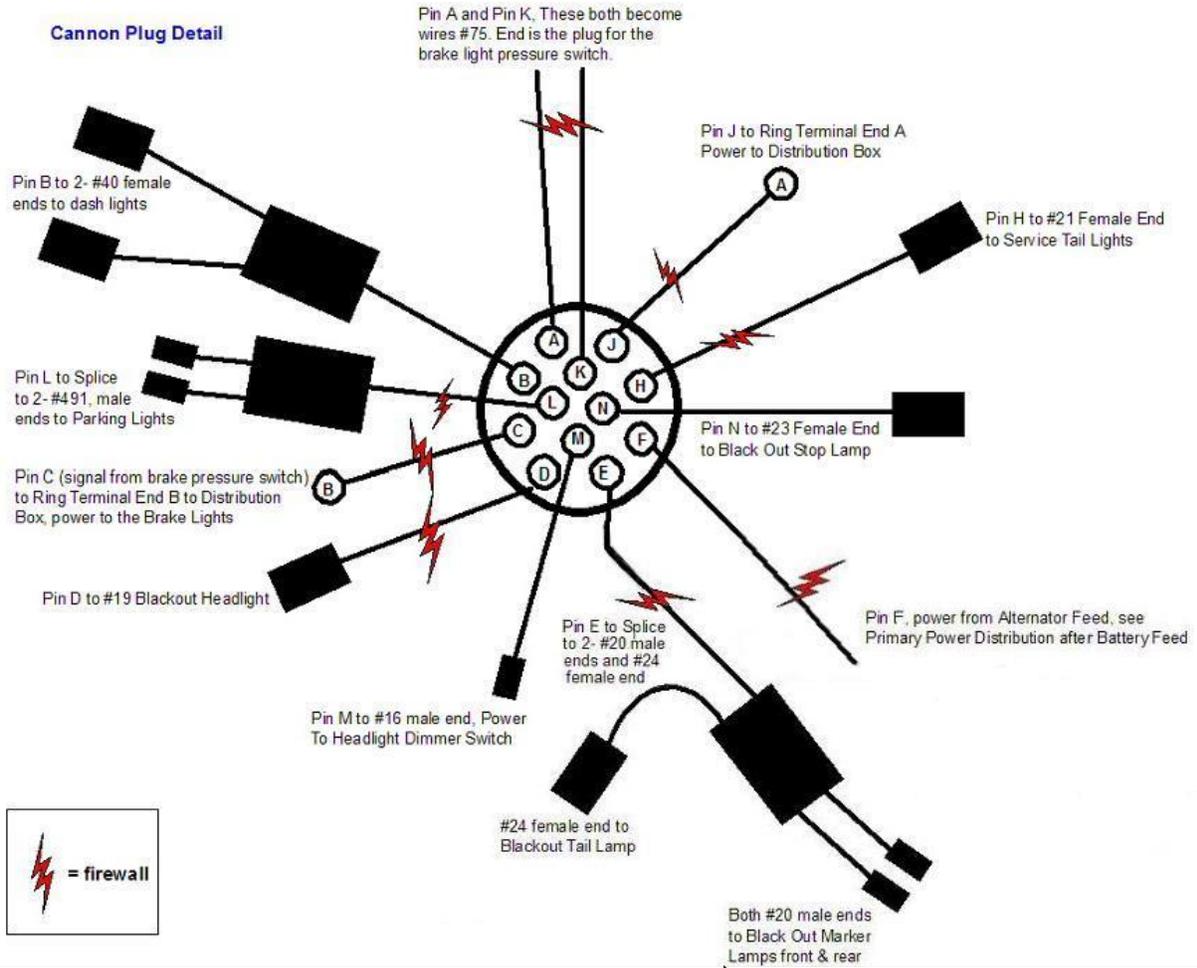
### Primary Battery Feed



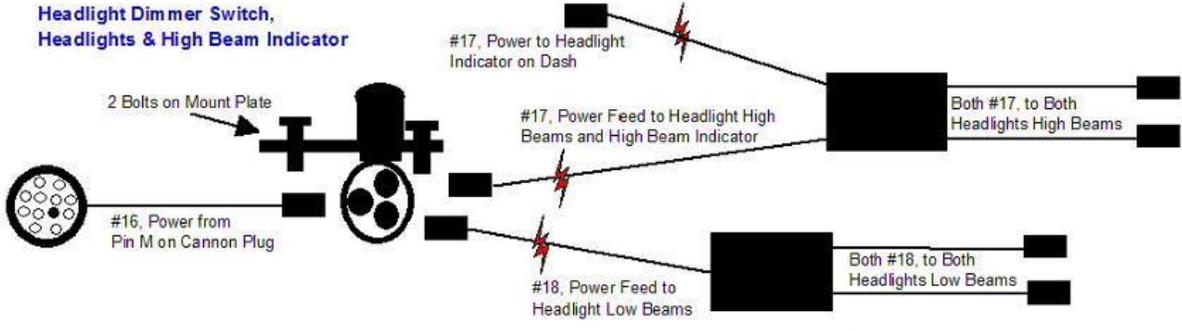
### Primary Power Distribution after Battery Feed



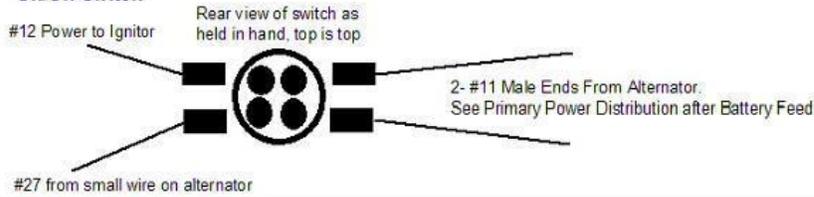
### Cannon Plug Detail



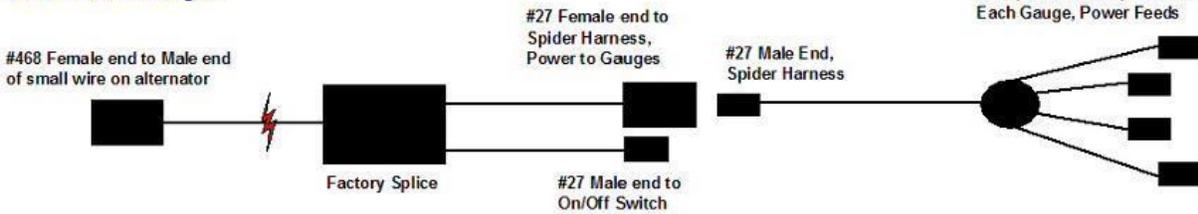
**Headlight Dimmer Switch,  
Headlights & High Beam Indicator**



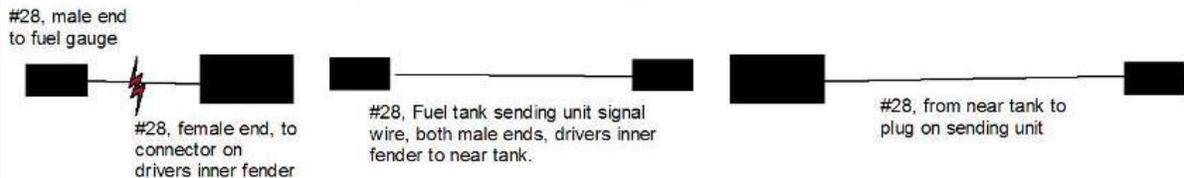
**On/Off Switch**



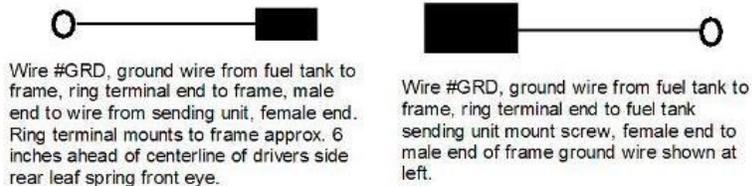
**Power Feed to Gauges**



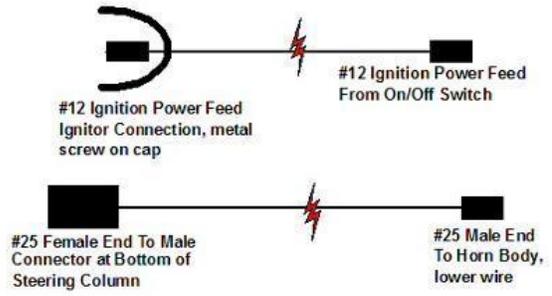
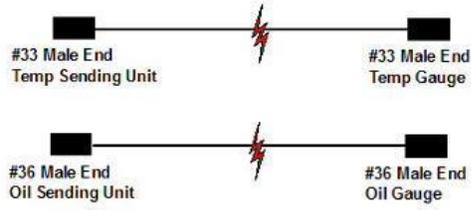
**From Fuel Gauge to Fuel Tank Sending Unit**



**From Fuel Tank to Ground**



### Other Misc. Wires



### Wiring Diagrams Key



= Firewall



= Factory Splice, these are sealed rubber blocks on the wires, cannot be opened without ruining them.

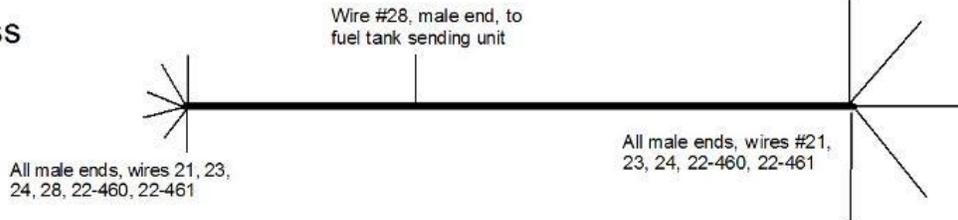


= Female End, this is the large rubber boot on the end of the wire

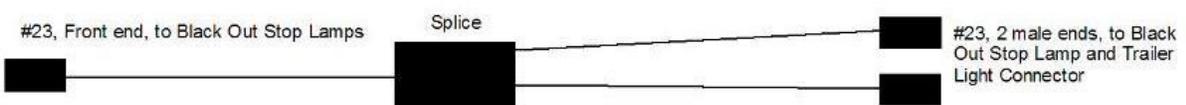
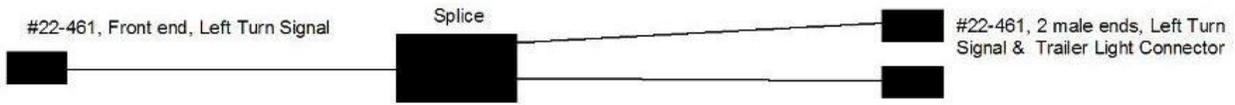
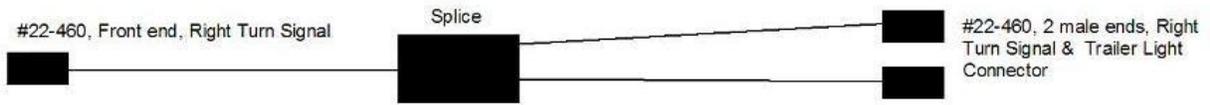
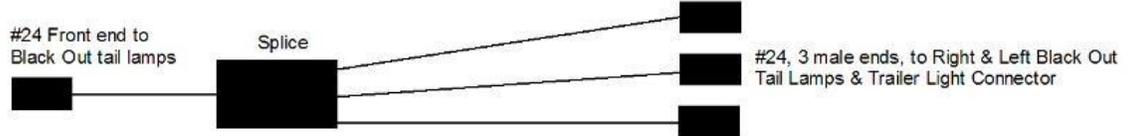


= Male End, this is the small rubber boot on the end of the wire

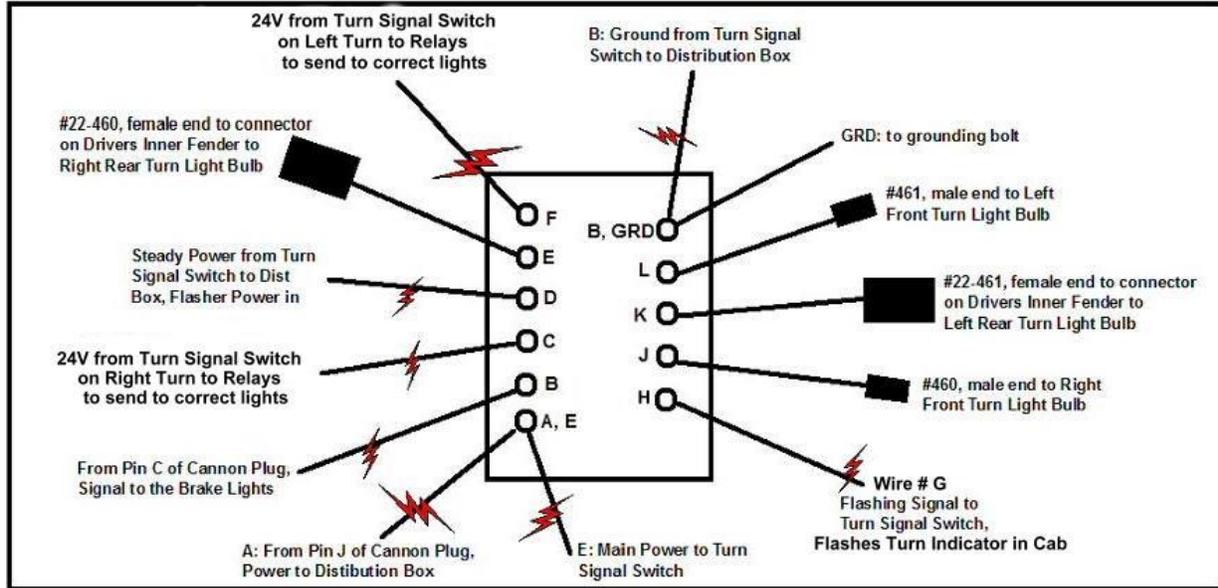
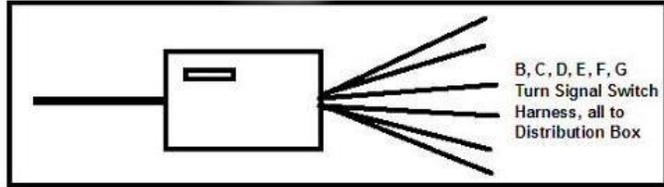
# Rear Harness



NOTE: Splices in Rear Harness for Rear Lights are ALL on the Drivers Side, in the 6 inches just ahead of the point where the harness splits so the wires can go to the different sides in the rear. These are just ahead of the drivers side tail light by about 3-4 inches and they can be found for about 4 inches along the harness.



## Early Style Distribution Box & Turn Signal Wiring



## Turn signal switch interior wires

The Turn Signal Switch has 6 wires in its own harness. All have ring terminal ends that connect to the Distribution Box. These wires are labelled as: B, C, D, E, F, and G. Note that at the Distribution Box, there are 2 wires labelled as B and 2 as E. The ones from the Turn Signal switch are NOT the same as the ones from the main harness with the same letter. The B from the Turn Signal switch goes to the right side row of screws on the Dist Box, the top screw, with the GRD wire. The E from the Turn Signal switch goes to the left side row of screws on the Dist Box, 1 screw below the top wire.

Inside the Turn Signal Switch, there are 3 areas of concern.

The Ground screw on the end of the Turn Signal arm, wire B. The bulb that flashes to signal a turn, wire G.

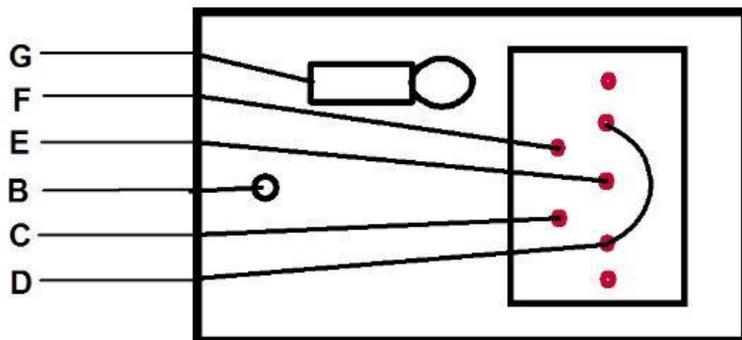
An electrical box with 4 wires soldered onto it that hooks to the end of the Turn Signal arm.

Note 1: This view is from the top as one looks down at the top of the box once the turn signal cover has been removed, as though you could see through the box while it is still mounted in the switch.

Note 2: Wire D connects to 2 locations on the electrical switch box.

Note 3: The Turn Signal Switch arm has been deleted for clarity.

Note 4: There are unused attachment point on the electrical switch box, noted by the red circles.



On right hand turns wire C is live and on left turns wire F is live. Wires D and E are always live on turns.

**This is what is happening inside the Distribution Box:**

(A HUGE **THANK YOU** to **Amphi** for this explanation & the following circuit diagrams!!!!)

Steady 24v Power is supplied from the three lever switch to terminal A on the DB (distribution box)  
Same steady 24v is supplied to E on the TS (turn signal switch)

With no turn selected and brakes applied:  
Steady 24v from the brake light switch is supplied, thru two N/C (normally closed) relay contacts, to DB terminals E (right rear) and K (left rear). Both light-up.

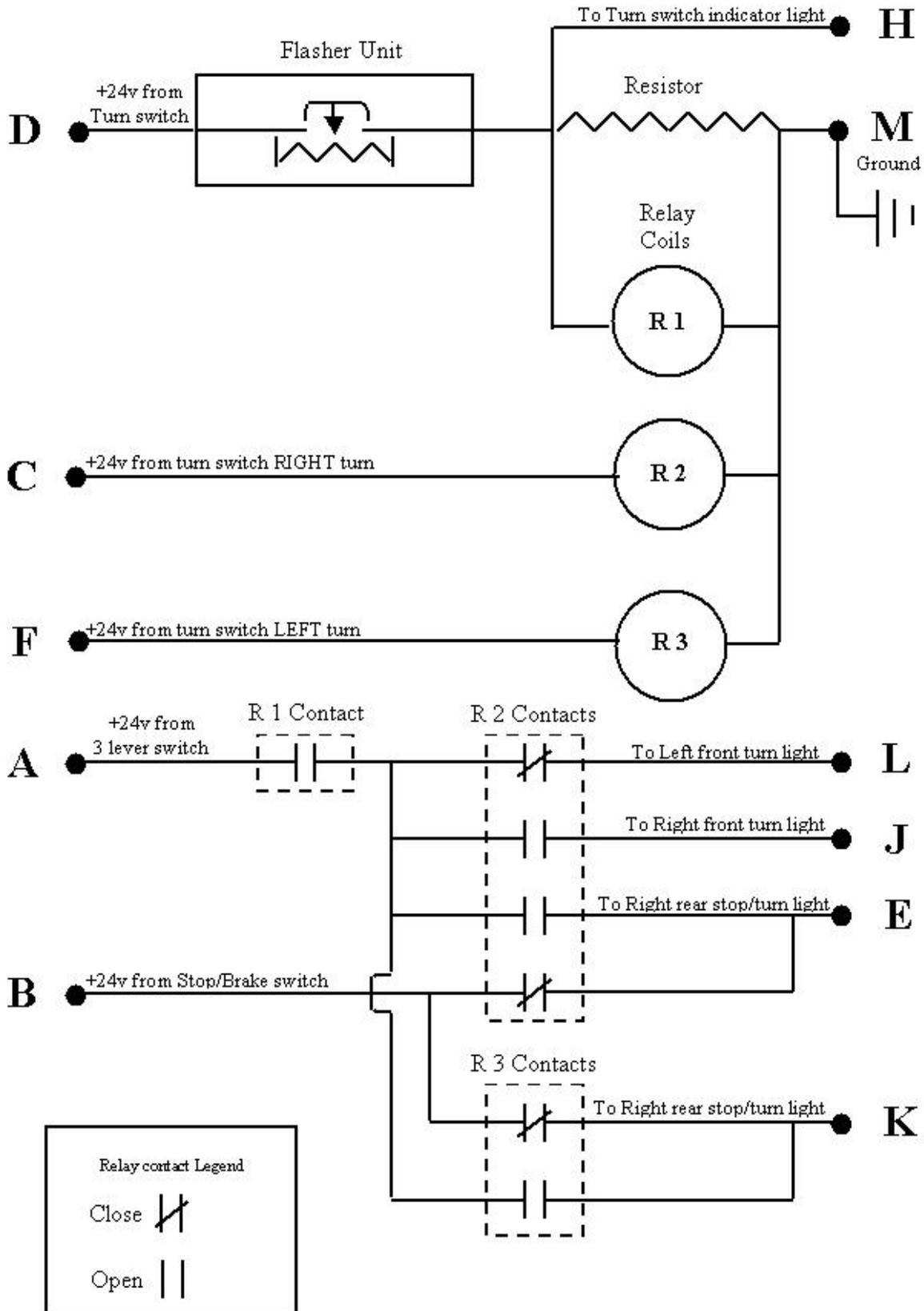
When a turn is selected: (either left or right)  
Steady 24v from the TS is supplied to DB terminal D, which goes through the flasher, thru the resistor, and then to ground. This causes the flasher to cycle on and off. The resistor is there to give a constant flashing frequency regardless of how many lights (trailer etc.) are hooked up.  
This flashing 24v (signal) is supplied to DB terminal H, Wire G, causing the indicator light in the TS to flash.  
This flashing 24v (signal) is also supplied to the coil of the single-pole relay (behind the flasher) causing it to open and close with the flasher. This supplies a flashing 24v through a single N/O (normally open) to the other relay contacts and DB terminals.

On a right turn:  
Steady 24v is supplied to DB terminal C to the coil of the two-pole relay causing it to pull in and hold. This opens two N/C contacts and closes two N/O contacts.  
This removes (opens) the steady 24v brake light signal from DB terminal E (right rear).  
This also removes (opens) a potential flashing signal from DB terminal L (left front).  
This supplies (closes) a flashing 24v to DB terminal J (right front) and E (right rear).  
If brakes are applied a steady 24v from the brake light switch is supplied to K (left rear)

On a left turn:  
Steady 24v is supplied to DB terminal F to the coil of the remaining single-pole relay causing it to pull in and hold. This opens one N/C contact and closes one N/O contact.  
This removes (opens) the steady 24v brake light signal from DB terminal K (left rear).  
This supplies (closes) a flashing 24v to DB terminal L (left front) and K (left rear).  
If brakes are applied a steady 24v from the brake light switch is supplied to E (right rear).

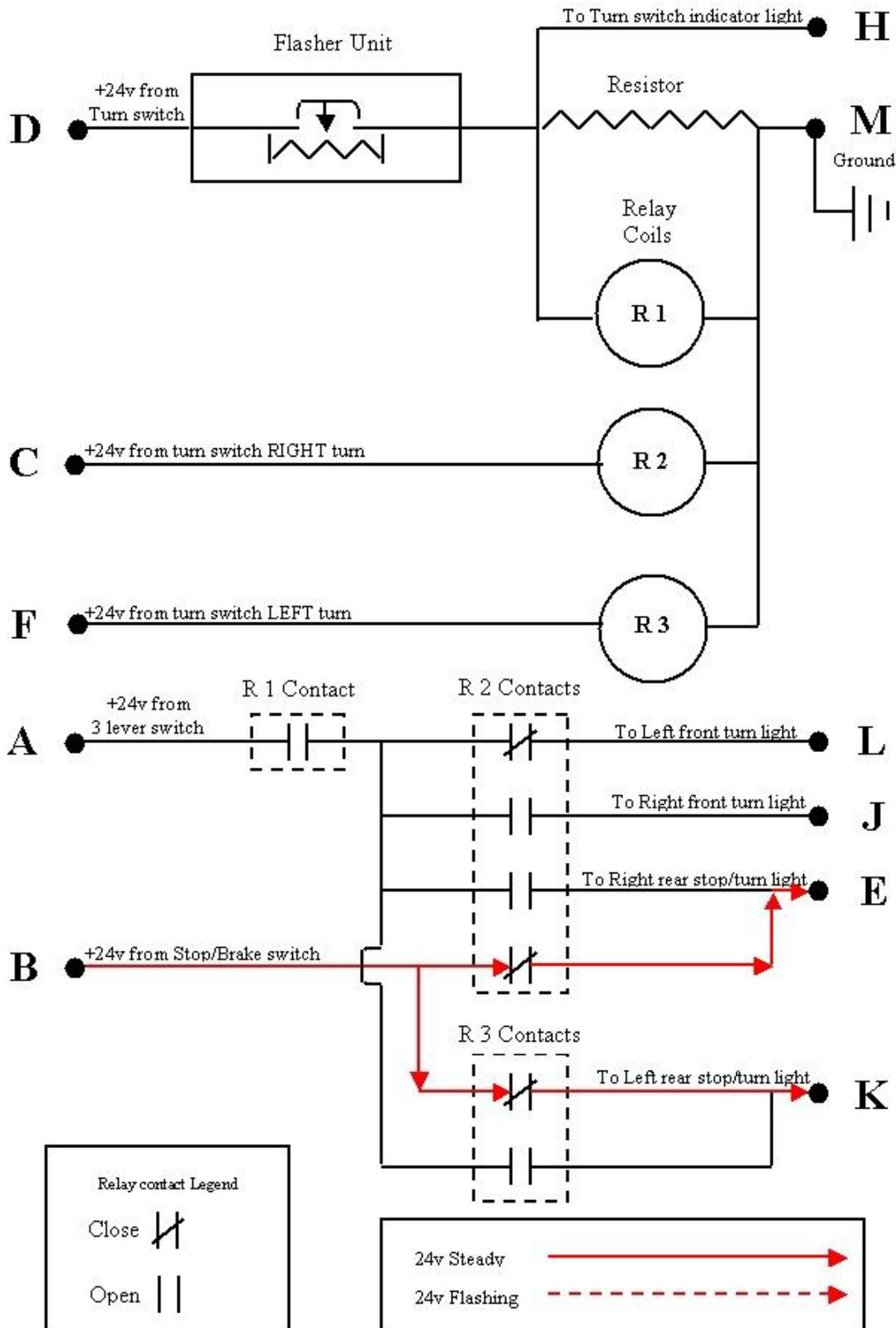
The following diagrams show the interior wiring of the Distribution Box, including the Relays and Flasher:

### M715 Turn/Brake Signal Distribution Box



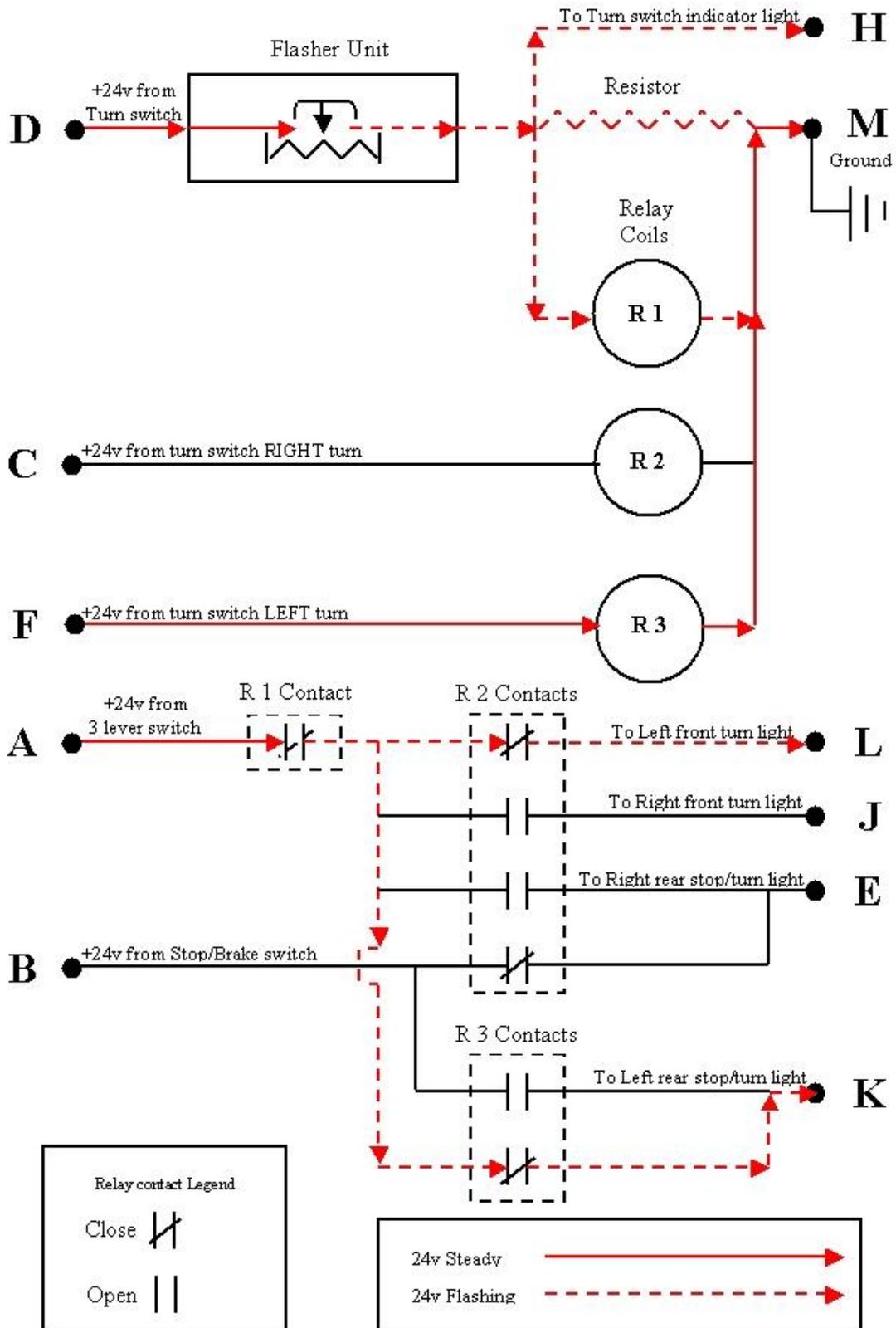
# M715 Turn/Brake Signal Distribution Box

Brakes Applied No Turn Selected



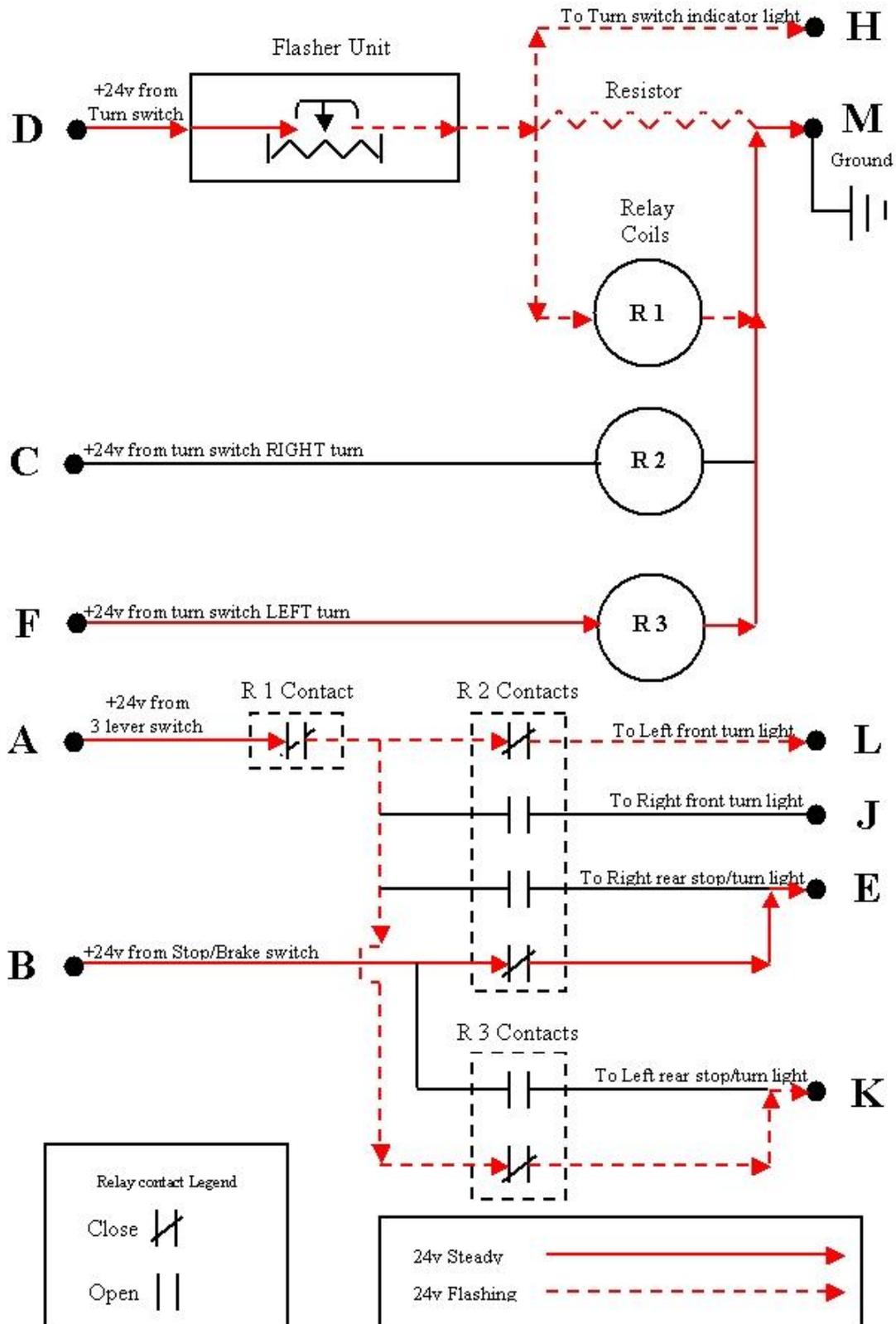
# M715 Turn/Brake Signal Distribution Box

## Left Turn NO Brakes Applied



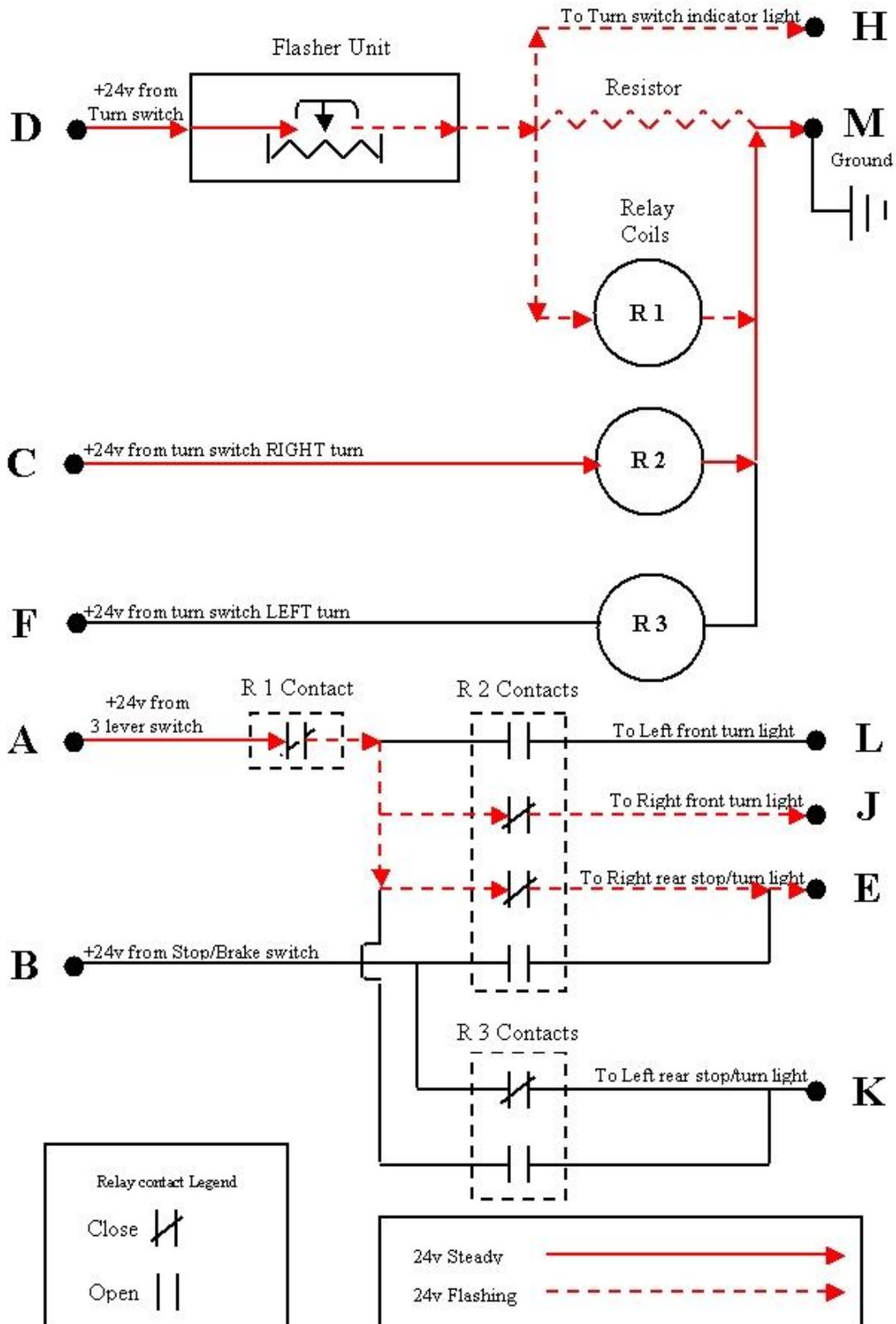
# M715 Turn/Brake Signal Distribution Box

## Left Turn WITH Brakes Applied



### M715 Turn/Brake Signal Distribution Box

Right Turn **NO** Brakes Applied



# M715 Turn/Brake Signal Distribution Box

## RIGHT Turn WITH Brakes Applied

