

# 48-3675

## Steering Ignition & Lock Bracket

**48-3675** Complete assembly  
**48-3676** Less lock cyl. & pin  
**48-3678** Lock bracket only (Oaks Prod, Chicago)

**48-3675** 9/18/34 (34 design)  
 10/22/34 (Crayon changes to 35 design)  
 (Shows B-3686 lock cylinder & bulls eye flipper)

**48-3675-A/B/C** [A=Black (std & model 50), B=Taupe (all deluxe except 710/750), C=Taupe (710/750)]  
 1/17/35 (Eliminate -C & use -B & "drill out threads")  
 2/12/35 (crayon changes flipper from bulls eye to tear drop design)

**48-3675-A** 8/15/35, 9/25/35 (remains unchanged)  
 10/22/35 Cap Screw/bearing on top  
 11/23/35

**48-3675-B** 8/15/35, 9/25/35 (becomes 68-3675)

**68-3675** 11/23/35 (Benton Gray M-1743)  
 (still shows B-3686 lock cyl)

**48-3675-A** 5/20/36 (Black M-1724) Still shows bullet style lock cylinder B-3686)

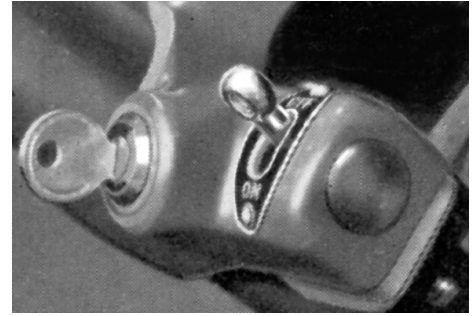
**68-3675-A** 5/20/36 (Benton Gray....68-3686 flat face new style lock cylinder)

**68-3675-B** 5/20/36 (Brown to match grain....68-3686 flat face new style lock cylinder)

**48-3678** 5/11/36 ( Gets "R" designation) (Body only)

**78-3675** 37 Design (late 36 ??)

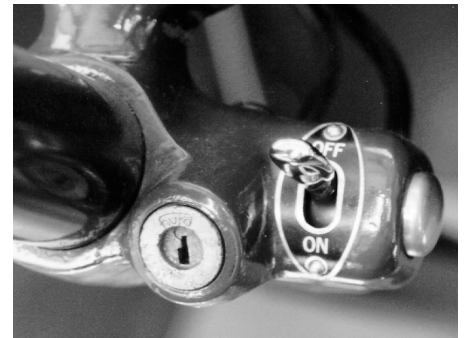
Note: Lock brackets with .156/.158 dia retaining pin hole use B-3686 cylinder. Lock brackets with .280/.282 dia pin hole use 68-3686 cylinder



**48-3675-B** (Bulls eye lever)



**48-3675-B** mid/late Feb (Tear drop lvr)



**68-3675-A** (New lock cylinder)



**78-3675** (Spring & ball detent on bottom) (on-off reversed)