

WIRING DIAGRAMS

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8W-01 GENERAL INFORMATION

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DESCRIPTION AND OPERATION

HOW TO USE THIS GROUP

The purpose of this group is to show the electrical circuits in a clear, simple fashion and to make troubleshooting easier. Components that work together are shown together. All electrical components used in a specific system are shown on one diagram. The feed for a system is shown at the top of the page. All wires, connectors, splices, and components are shown in the flow of current to the bottom of the page. Wiring which is not part of the circuit represented is referenced to another page/section, where the complete circuit is shown. In addition, all switches, components, and modules are shown in the **at rest position with the doors closed and the key removed from the ignition.**

If a component is part of several different circuits, it is shown in the diagram for each. For example, the headlamp switch is the main part of the exterior lighting, but it also affects the interior lighting and the chime warning system. **It is important to realize that no attempt is made on the diagrams to represent components and wiring as they appear on the vehicle. For example, a short piece of wire is treated the same as a long one. In addition, switches and other components are shown as simply as possible, with regard to function only.**

SECTION IDENTIFICATION

Sections in Group 8W are organized by sub-systems. The sections contain circuit operation descrip-

tions, helpful information, and system diagrams. The intention is to organize information by system, consistently from year to year.

CONNECTOR/GROUND LOCATIONS

Section 8W-90 contains connector/ground location illustrations. The illustrations contain the connector name (or number)/ground number and component identification. Connector/ground location charts in Section 8W-90 reference the illustration number for components and connectors.

Section 8W-80 shows each connector and the circuits involved with that connector. The connectors are identified using the name/number on the Diagram pages.

SPLICE LOCATIONS

Splice Location charts in Section 8W-70 show the entire splice, and provide references to other sections the splice serves.

Section 8W-95 contains illustrations that show the general location of the splices in each harness. The illustrations show the splice by number, and provide a written location.

NOTES, CAUTIONS, and WARNINGS

Throughout this group additional important information is presented in three ways; Notes, Cautions, and Warnings.

NOTES are used to help describe how switches or components operate to complete a particular circuit. They are also used to indicate different conditions

DESCRIPTION AND OPERATION (Continued)

that may appear on the vehicle. For example, an up-to and after condition.

CAUTIONS are used to indicate information that could prevent making an error that may damage the vehicle.

WARNINGS provide information to prevent personal injury and vehicle damage. Below is a list of general warnings that should be followed any time a vehicle is being serviced.

WARNING: ALWAYS WEAR SAFETY GLASSES FOR EYE PROTECTION.

WARNING: USE SAFETY STANDS ANYTIME A PROCEDURE REQUIRES BEING UNDER A VEHICLE.

WARNING: BE SURE THAT THE IGNITION SWITCH ALWAYS IS IN THE OFF POSITION, UNLESS THE PROCEDURE REQUIRES IT TO BE ON.

WARNING: SET THE PARKING BRAKE WHEN WORKING ON ANY VEHICLE. AN AUTOMATIC TRANSMISSION SHOULD BE IN PARK. A MANUAL TRANSMISSION SHOULD BE IN NEUTRAL.

WARNING: OPERATE THE ENGINE ONLY IN A WELL-VENTILATED AREA.

WARNING: KEEP AWAY FROM MOVING PARTS WHEN THE ENGINE IS RUNNING, ESPECIALLY THE FAN AND BELTS.

WARNING: TO PREVENT SERIOUS BURNS, AVOID CONTACT WITH HOT PARTS SUCH AS THE RADIATOR, EXHAUST MANIFOLD(S), TAIL PIPE, CATALYTIC CONVERTER, AND MUFFLER.

WARNING: DO NOT ALLOW FLAME OR SPARKS NEAR THE BATTERY. GASES ARE ALWAYS PRESENT IN AND AROUND THE BATTERY.

WARNING: ALWAYS REMOVE RINGS, WATCHES, LOOSE HANGING JEWELRY, AND LOOSE CLOTHING.

WIRE CODE IDENTIFICATION

Each wire shown in the diagrams contains a code (Fig. 1) which identifies the main circuit, part of the main circuit, gauge of wire, and color. The color is shown as a two letter code which can be identified by referring to the Wire Color Code Chart (Fig. 2)

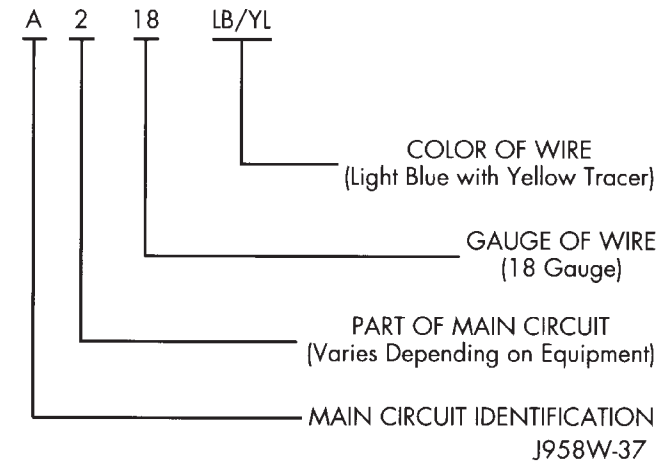


Fig. 1 Wire Code Identification

COLOR CODE	COLOR	STANDARD TRACER COLOR	COLOR CODE	COLOR	STANDARD TRACER CODE
BL	BLUE	WT	OR	ORANGE	BK
BK	BLACK	WT	PK	PINK	BK OR WT
BR	BROWN	WT	RD	RED	WT
DB	DARK BLUE	WT	TN	TAN	WT
DG	DARK GREEN	WT	VT	VIOLET	WT
GY	GRAY	BK	WT	WHITE	BK
LB	LIGHT BLUE	BK	YL	YELLOW	BK
LG	LIGHT GREEN	BK	*	WITH TRACER	

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Fig. 2 Wire Color Code Chart

DESCRIPTION AND OPERATION (Continued)

CIRCUIT IDENTIFICATION

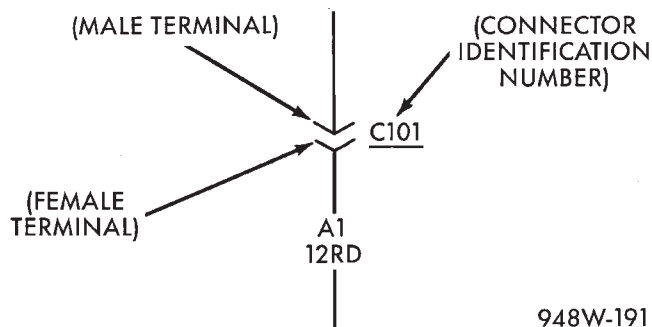
All circuits in the diagrams use an alpha/numeric code to identify the wire and its function (Fig. 3). To identify which circuit code applies to a system, refer to the Circuit Identification Code Chart. This chart shows the main circuits only and does not show the secondary codes that may apply to some models.

<u>CIRCUIT</u>	<u>FUNCTION</u>
A	Battery Feed
B	Brake Controls
C	Climate Controls
D	Diagnostic Circuits
E	Dimming Illumination Circuits
F	Fused Circuits (Secondary Feed)
G	Monitoring Circuits (Gauges)
H	Open
I	Not Used
J	Open
K	Powertrain Control Module
L	Exterior Lighting
M	Interior Lighting
N	ESA Module
O	Not Used
P	Power Option (Battery Feed)
Q	Power Options (Battery Feed)
R	Passive Restraint
S	Suspension/Steering
T	Transmission/Transaxle/Transfer Case
U	Open
V	Speed Control, Washer/Wiper
W	Open
X	Audio Systems
Y	Open
Z	Grounds

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Fig. 3 Circuit Identification**CONNECTORS**

Connectors shown in the diagrams are identified using the international standard arrows for male and female terminals (Fig. 4). A connector identifier is placed next to the arrows to indicate the connector number (Fig. 4).

**Fig. 4 Connector Identification**

For viewing connector pin outs, with two terminals or greater, refer to section 8W-80. This section identifies in-line connectors by number, and component connectors by name. If a component has two or more connectors they will be identified as C1, C2, C3...etc. This sections also provides terminal numbering, circuit identification, wire colors, and functions.

All connectors are viewed from the terminal end unless otherwise specified. To find the connector location in the vehicle refer to section 8W-90. This section uses the connector identification number from the wiring diagrams to provide a figure number reference.

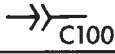
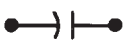
TAKE OUTS

The abbreviation T/O is used in the component location section to indicate a point in which the wiring harness branches out to a component.

SYMBOLS

Various symbols are used throughout the Wiring Diagrams. These symbols can be identified by referring to the symbol identification chart (Fig. 5).

DESCRIPTION AND OPERATION (Continued)

LEGEND OF SYMBOLS USED ON WIRING DIAGRAMS			
	POSITIVE		BY-DIRECTIONAL ZENER DIODE
	NEGATIVE		MOTOR
	GROUND		ARMATURE AND BRUSHES
	FUSE		CONNECTOR IDENTIFICATION
	GANG FUSES WITH BUSS BAR		MALE CONNECTOR
	CIRCUIT BREAKER		FEMALE CONNECTOR
	CAPACITOR		DENOTES WIRE CONTINUES ELSEWHERE
	OHMS		DENOTES WIRE GOES TO ONE OF TWO CIRCUITS
	RESISTOR		SPLICE
	VARIABLE RESISTOR		SPLICE IDENTIFICATION
	SERIES RESISTOR		THERMAL ELEMENT
	COIL		TIMER
	STEP UP COIL		MULTIPLE CONNECTOR
	OPEN CONTACT		OPTIONAL WIRING WITH WIRING WITHOUT
	CLOSED CONTACT		"Y" WINDINGS
	CLOSED SWITCH		DIGITAL READOUT
	OPEN SWITCH		SINGLE FILAMENT LAMP
	CLOSED GANGED SWITCH		DUAL FILAMENT LAMP
	OPEN GANGED SWITCH		L.E.D. — LIGHT EMITTING DIODE
	TWO POLE SINGLE THROW SWITCH		THERMISTOR
	PRESSURE SWITCH		GAUGE
	SOLENOID SWITCH		SENSOR
	MERCURY SWITCH		FUEL INJECTOR
	DIODE OR RECTIFIER		

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Fig. 5 Symbol Identification

DESCRIPTION AND OPERATION (Continued)

ELECTROSTATIC DISCHARGE (ESD) SENSITIVE DEVICES

All ESD sensitive components are solid state and a symbol (Fig. 6) is used to indicate this. When handling any component with this symbol comply with the following procedures to reduce the possibility of electrostatic charge build up on the body and inadvertent discharge into the component. If it is not known whether the part is ESD sensitive, assume that it is.

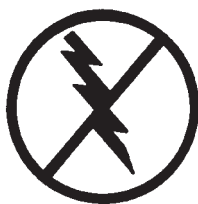
(1) Always touch a known good ground before handling the part. This should be repeated while handling the part and more frequently after sliding across a seat, sitting down from a standing position, or walking a distance.

(2) Avoid touching electrical terminals of the part, unless instructed to do so by a written procedure.

(3) When using a voltmeter, be sure to connect the ground lead first.

(4) Do not remove the part from its protective packing until it is time to install the part.

(5) Before removing the part from its package, ground the package to a known good ground on the vehicle.



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Fig. 6 Electrostatic Discharge Symbol**DIAGNOSIS AND TESTING****TROUBLESHOOTING TOOLS**

When diagnosing a problem in an electrical circuit there are several common tools necessary. These tools are listed and explained below.

- Jumper Wire - This is a test wire used to connect two points of a circuit. It can be used to bypass an open in a circuit.

WARNING: NEVER USE A JUMPER WIRE ACROSS A LOAD, SUCH AS A MOTOR, CONNECTED BETWEEN A BATTERY FEED AND GROUND.

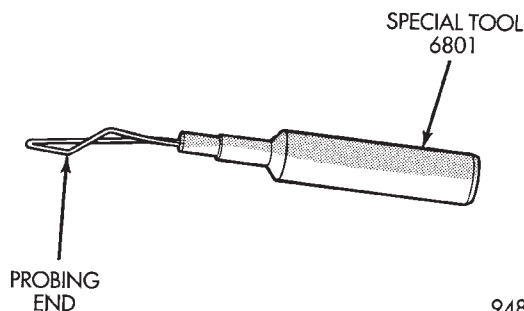
- Voltmeter - Used to check for voltage on a circuit. Always connect the black lead to a known good ground and the red lead to the positive side of the circuit.

CAUTION: Most of the electrical components used in today's vehicle are solid state. When checking voltages in these circuits use a meter with a 10-megohm or greater impedance.

- Ohmmeter - Used to check the resistance between two points of a circuit. Low or no resistance in a circuit means good continuity.

CAUTION: - Most of the electrical components used in today's vehicle are Solid State. When checking resistance in these circuits use a meter with a 10-megohm or greater impedance. In addition, make sure the power is disconnected from the circuit. Circuits that are powered up by the vehicle electrical system can cause damage to the equipment and provide false readings.

- Probing Tools - These tools are used for probing terminals in connectors (Fig. 7). Select the proper size tool from Special Tool Package 6807, and insert it into the terminal being tested. Use the other end of the tool to insert the meter probe.



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Fig. 7 Probing Tool**INTERMITTENT AND POOR CONNECTIONS**

Most intermittent electrical problems are caused by faulty electrical connections or wiring. It is also possible for a sticking component or relay to cause a problem. Before condemning a component or wiring assembly check the following items.

- Connectors are fully seated
- Spread terminals, or terminal push out
- Terminals in the wiring assembly are fully seated into the connector/component and locked in position
- Dirt or corrosion on the terminals. Any amount of corrosion or dirt could cause an intermittent problem
- Damaged connector/component casing exposing the item to dirt and moisture
- Wire insulation that has rubbed through causing a short to ground
- Wiring broke inside of the insulation

DIAGNOSIS AND TESTING (Continued)

TROUBLESHOOTING TESTS

Before beginning any tests on a vehicles electrical system use the Wiring Diagrams and study the circuit. Also refer to the Troubleshooting Wiring Problems section in this section.

TESTING FOR VOLTAGE

(1) Connect the ground lead of a voltmeter to a known good ground (Fig. 8).

(2) Connect the other lead of the voltmeter to the selected test point. The vehicle ignition may need to be turned ON to check voltage. Refer to the appropriate test procedure.

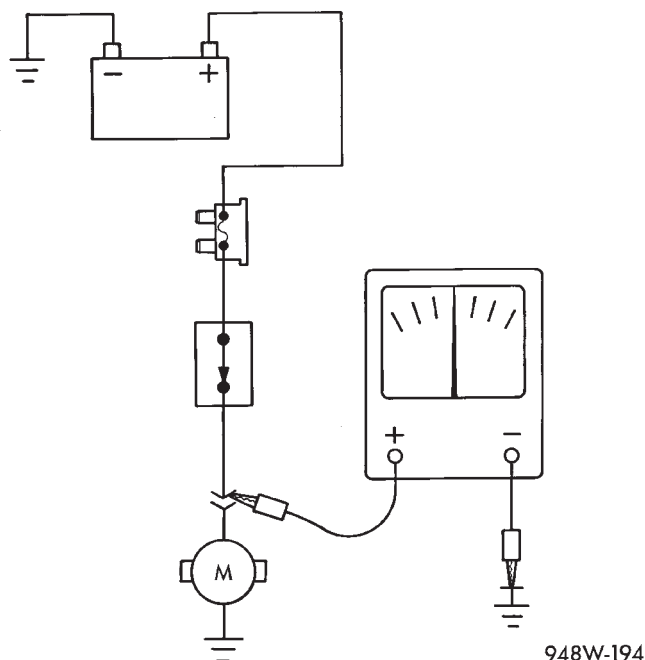


Fig. 8 Testing for Voltage

TESTING FOR CONTINUITY

(1) Remove the fuse for the circuit being checked or, disconnect the battery.

(2) Connect one lead of the ohmmeter to one side of the circuit being tested (Fig. 9).

(3) Connect the other lead to the other end of the circuit being tested. Low or no resistance means good continuity.

TESTING FOR A SHORT TO GROUND

(1) Remove the fuse and disconnect all items involved with the fuse.

(2) Connect a test light or a voltmeter across the terminals of the fuse.

(3) Starting at the fuse block, wiggle the wiring harness about six to eight inches apart and watch the voltmeter/test lamp.

(4) If the voltmeter registers voltage or the test lamp glows, there is a short to ground in that general area of the wiring harness.

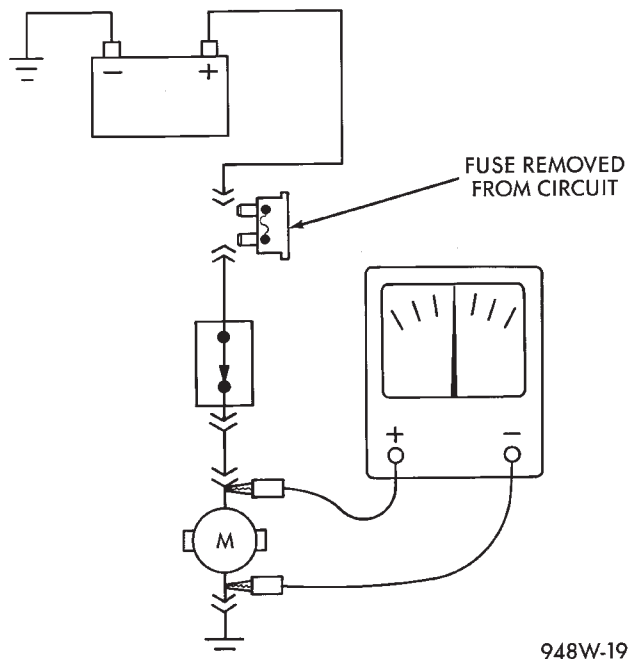


Fig. 9 Testing for Continuity

TESTING FOR A SHORT TO GROUND ON FUSES POWERING SEVERAL LOADS

(1) Refer to the wiring diagrams and disconnect or isolate all items on the fused circuit.

(2) Replace the blown fuse.

(3) Supply power to the fuse by turning ON the ignition switch or re-connecting the battery.

(4) Start connecting the items in the fuse circuit one at a time. When the fuse blows the circuit with the short to ground has been isolated.

TESTING FOR A VOLTAGE DROP

(1) Connect the positive lead of the voltmeter to the side of the circuit closest to the battery (Fig. 10).

(2) Connect the other lead of the voltmeter to the other side of the switch or component.

(3) Operate the item.

(4) The voltmeter will show the difference in voltage between the two points.

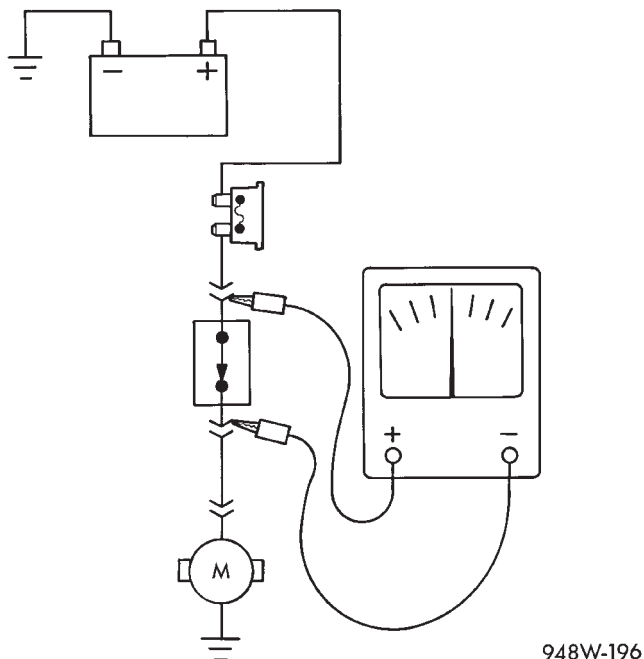
TROUBLESHOOTING WIRING PROBLEMS

When troubleshooting wiring problems there are six steps which can aid in the procedure. The steps are listed and explained below. Always check for non-factory items added to the vehicle before doing any diagnosis. If the vehicle is equipped with these items, disconnect them to verify these add-on items are not the cause of the problem.

(1) Verify the problem.

(2) Verify any related symptoms. Do this by performing operational checks on components that are in the same circuit. Refer to the wiring diagrams.

DIAGNOSIS AND TESTING (Continued)

**Fig. 10 Testing for Voltage Drop**

(3) Analyze the symptoms. Use the wiring diagrams to determine what the circuit is doing, where the problem most likely is occurring and where the diagnosis will continue.

(4) Isolate the problem area.

(5) Repair the problem.

(6) Verify proper operation. For this step check for proper operation of all items on the repaired circuit. Refer to the wiring diagrams.

SERVICE PROCEDURES

WIRING REPAIR

When replacing or repairing a wire, it is important that the correct gauge be used as shown in the wiring diagrams. The wires must also be held securely in place to prevent damage to the insulation.

(1) Disconnect battery negative cable

(2) Remove 1 inch of insulation from each end of the wire.

(3) Place a piece of heat shrink tubing over one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.

(4) Spread the strands of the wire apart on each part of the exposed wire (example 1). (Fig. 11)

(5) Push the two ends of wire together until the strands of wire are close to the insulation (example 2) (Fig. 11)

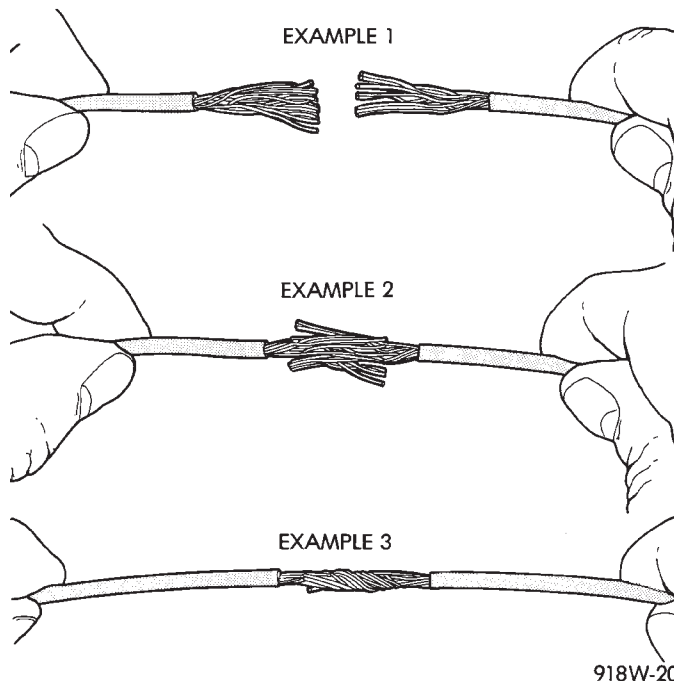
(6) Twist the wires together (example 3) (Fig. 11)

(7) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(8) Center the heat shrink tubing over the joint, and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.

(9) Secure the wire to the existing ones to prevent chafing or damage to the insulation

(10) Connect battery and test all affected systems.

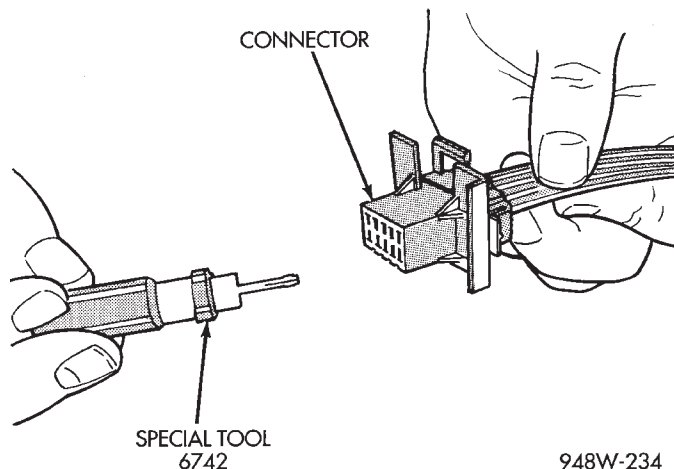
**Fig. 11 Wire Repair**

TERMINAL/CONNECTOR REPAIR-MOLEX CONNECTORS

(1) Disconnect battery.

(2) Disconnect the connector from its mating half/component.

(3) Insert the terminal releasing special tool 6742 into the terminal end of the connector (Fig. 12).

**Fig. 12 Molex Connector Repair**

SERVICE PROCEDURES (Continued)

(4) Using special tool 6742 release the locking fingers on the terminal (Fig. 13).

(5) Pull on the wire to remove it from the connector.

(6) Repair or replace the connector or terminal, as necessary.

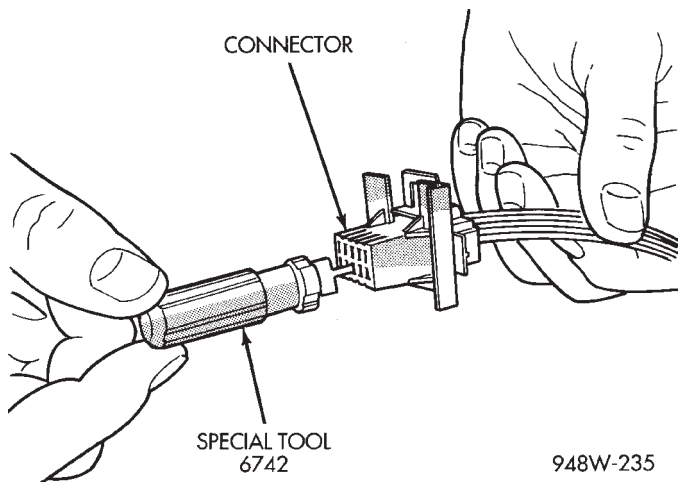


Fig. 13 Using Special Tool 6742

TERMINAL/CONNECTOR REPAIR—THOMAS AND BETTS CONNECTORS

- (1) Disconnect battery.
- (2) Disconnect the connector from its mating half/component.
- (3) Push in the two lock tabs on the side of the connector (Fig. 14).

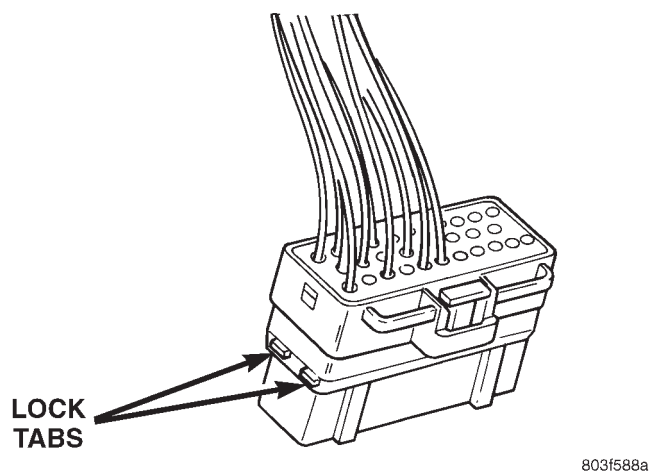


Fig. 14 Thomas and Betts Connector Lock Release Tabs

(4) Insert the probe end of special tool 6934 into the back of the connector cavity (Fig. 15).

(5) Grasp the wire and tool 6934 and slowly remove the wire and terminal from the connector.

(6) Repair or replace the terminal.

(7) Install the wire and terminal in the connector. Fully seat the terminal in the connector.

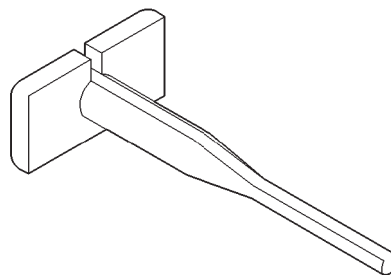


Fig. 15 Removing Wire Terminal

(8) Push in the single lock tab on the side of the connector (Fig. 16).

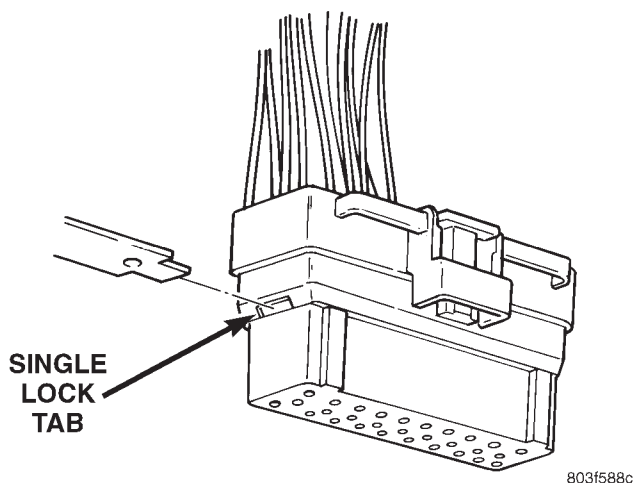


Fig. 16 Single Lock Tab

CONNECTOR REPLACEMENT

- (1) Disconnect battery.
- (2) Disconnect the connector that is to be repaired from its mating half/component
- (3) Remove the connector locking wedge, if required (Fig. 17)

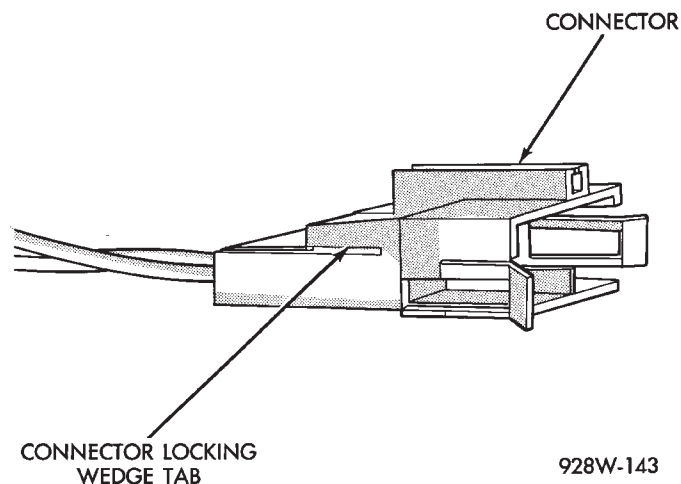


Fig. 17 Connector Locking Wedge

SERVICE PROCEDURES (Continued)

(4) Position the connector locking finger away from the terminal using the proper pick from special tool kit 6680. Pull on the wire to remove the terminal from the connector (Fig. 18) (Fig. 19).

(5) Reset the terminal locking tang, if it has one.

(6) Insert the removed wire in the same cavity on the repair connector.

(7) Repeat steps four through six for each wire in the connector, being sure that all wires are inserted into the proper cavities. For additional connector pin-out identification, refer to the wiring diagrams.

(8) Insert the connector locking wedge into the repaired connector, if required.

(9) Connect connector to its mating half/component.

(10) Connect battery and test all affected systems.

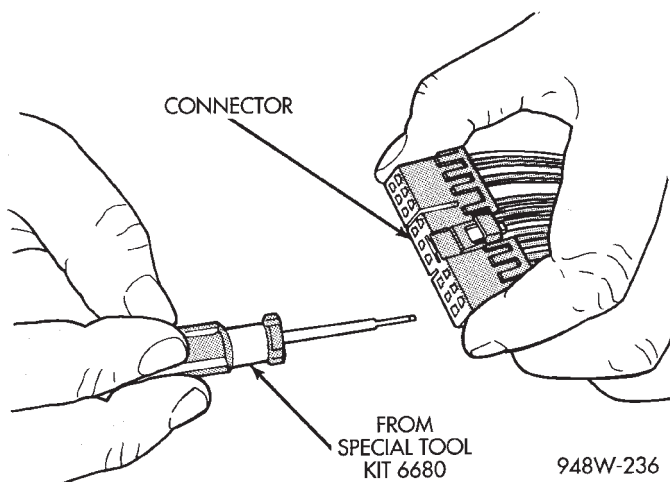


Fig. 18 Terminal Removal

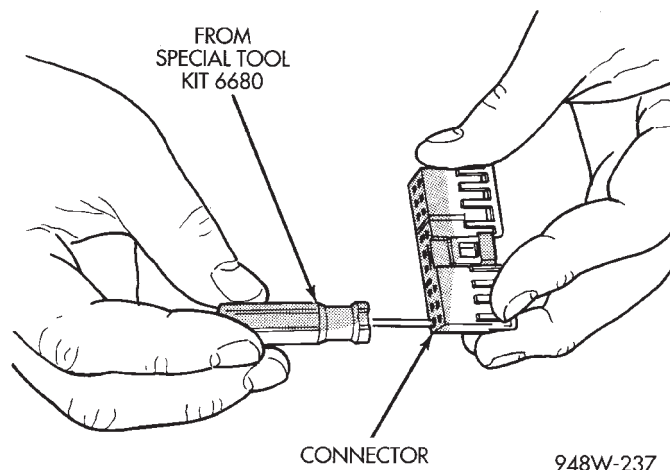


Fig. 19 Terminal Removal Using Special Tool

CONNECTOR AND TERMINAL REPLACEMENT

(1) Disconnect battery.

(2) Disconnect the connector (that is to be repaired) from its mating half/component.

(3) Cut off the existing wire connector directly behind the insulator. Remove six inches of tape from the harness.

(4) Stagger cut all wires on the harness side at 1/2 inch intervals (Fig. 20).

(5) Remove 1 inch of insulation from each wire on the harness side.

(6) Stagger cut the matching wires on the repair connector assembly in the opposite order as was done on the harness side of the repair. Allow extra length for soldered connections. Check that the overall length is the same as the original (Fig. 20).

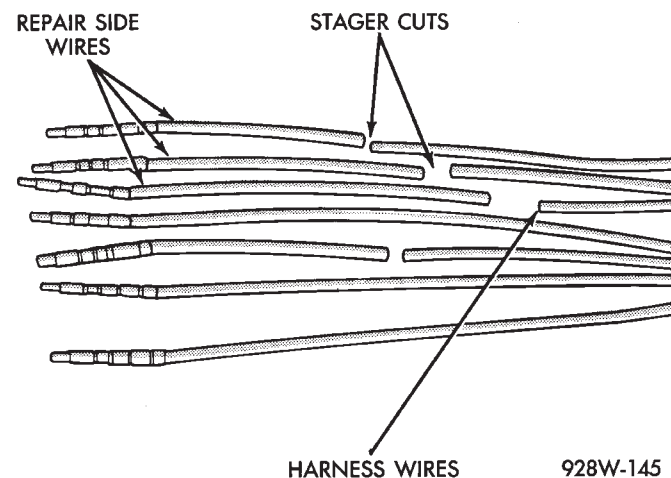


Fig. 20 Stagger Cutting Wires

(7) Remove 1 inch of insulation from each wire.

(8) Place a piece of heat shrink tubing over one side of the wire. Be sure the tubing will be long enough to cover and seal the entire repair area.

(9) Spread the strands of the wire apart on each part of the exposed wires.

(10) Push the two ends of wire together until the strands of wire are close to the insulation.

(11) Twist the wires together.

(12) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(13) Center the heat shrink tubing over the joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.

(14) Repeat steps 8 through 13 for each wire.

(15) Re-tape the wire harness starting 1-1/2 inches behind the connector and 2 inches past the repair.

(16) Re-connect the repaired connector.

(17) Connect the battery, and test all affected systems.

TERMINAL REPLACEMENT

(1) Disconnect battery.

(2) Disconnect the connector being repaired from its mating half. Remove connector locking wedge, if required (Fig. 21).

SERVICE PROCEDURES (Continued)

(3) Remove connector locking wedge, if required (Fig. 21).

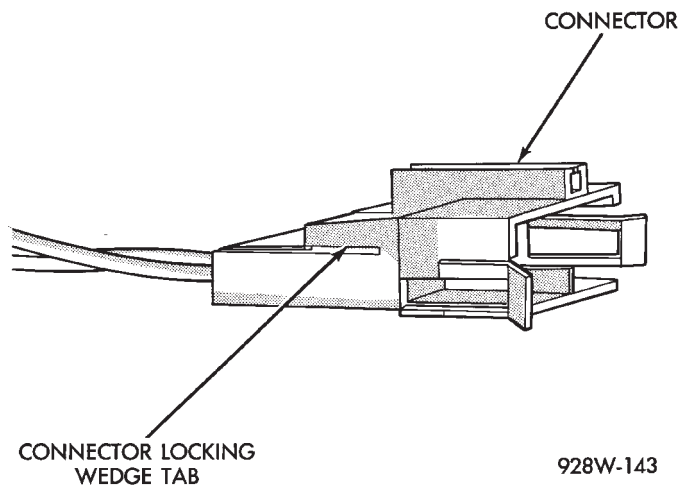


Fig. 21 Connector Locking Wedge Tab (Typical)

(4) Position the connector locking finger away from the terminal using the proper pick from special tool kit 6680. Pull on the wire to remove the terminal from the connector (Fig. 22) (Fig. 23).

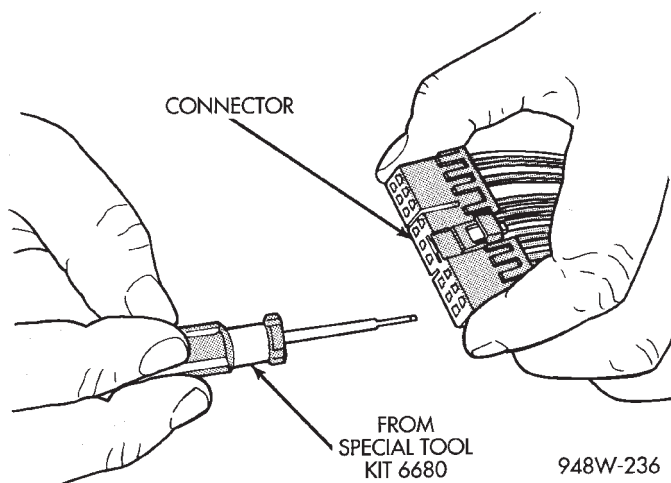


Fig. 22 Terminal Removal

(5) Cut the wire 6 inches from the back of the connector.

(6) Remove 1 inch of insulation from the wire on the harness side.

(7) Select a wire from the terminal repair assembly that best matches the color wire being repaired.

(8) Cut the repair wire to the proper length and remove 1 inch of insulation.

(9) Place a piece of heat shrink tubing over one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.

(10) Spread the strands of the wire apart on each part of the exposed wires.

(11) Push the two ends of wire together until the strands of wire are close to the insulation.

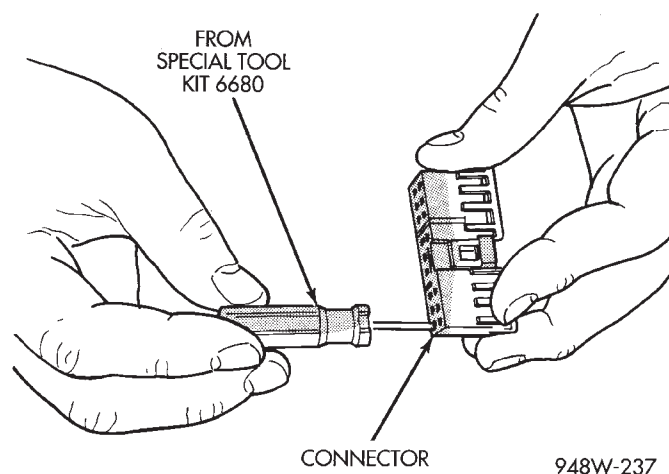


Fig. 23 Terminal Removal Using Special Tool

(12) Twist the wires together.

(13) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(14) Center the heat shrink tubing over the joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.

(15) Insert the repaired wire into the connector.

(16) Install the connector locking wedge, if required, and reconnect the connector to its mating half/component.

(17) Re-tape the wire harness starting 1-1/2 inches behind the connector and 2 inches past the repair.

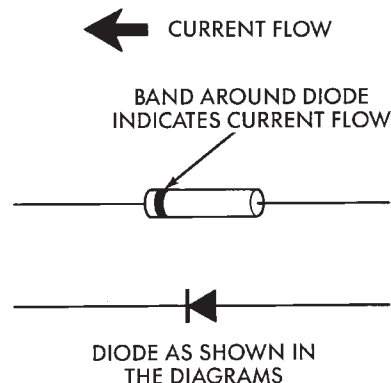
(18) Connect battery, and test all affected systems.

DIODE REPLACEMENT

(1) Disconnect the battery.

(2) Locate the diode in the harness, and remove the protective covering.

(3) Remove the diode from the harness, pay attention to the current flow direction (Fig. 24).



948W-197

Fig. 24 Diode Identification

SERVICE PROCEDURES (Continued)

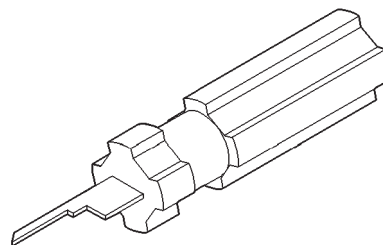
(4) Remove the insulation from the wires in the harness. Only remove enough insulation to solder in the new diode.

(5) Install the new diode in the harness, making sure current flow is correct. If necessary refer to the appropriate wiring diagram for current flow.

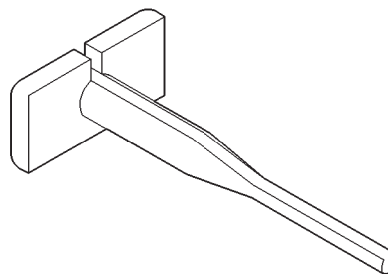
(6) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(7) Tape the diode to the harness using electrical tape making, sure the diode is completely sealed from the elements

(8) Re-connect the battery, and test affected systems.



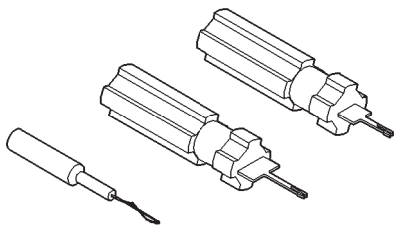
Terminal Removing Tool 6932



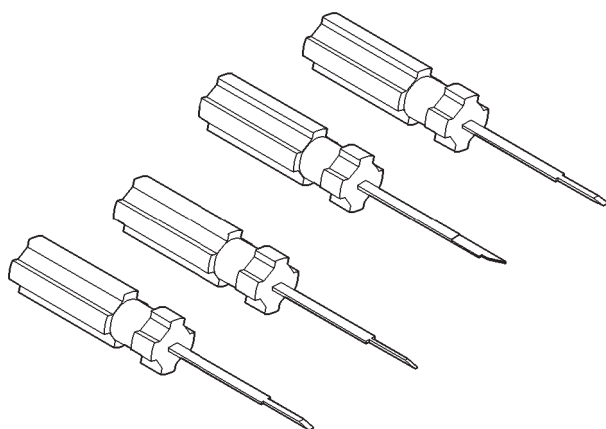
Terminal Removing Tool 6934

SPECIAL TOOLS

WIRING/TERMINAL



Probing Tool Package 6807



Terminal Pick 6680

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This section provides an alphabetical listing of all the components covered in group 8W. For information on system operation, refer to the appropriate section of the wiring diagrams.

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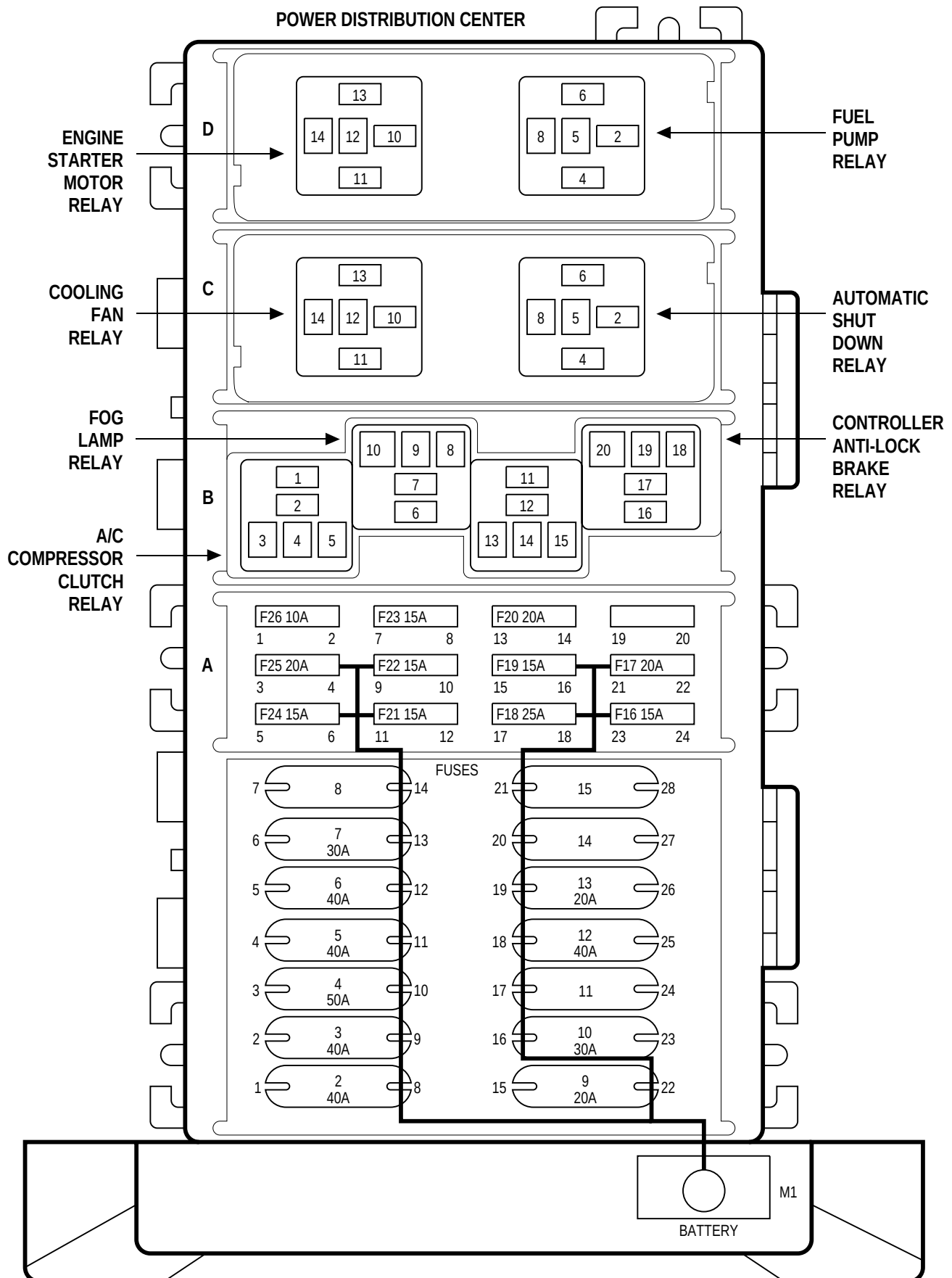
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FUSES

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2	40A	A1 12RD IGNITION SWITCH	A0 6RD
3	40A	A2 12PK/BK IGNITION SWITCH	A0 6RD
4	40A	A7 10RD/BK	A0 6RD
5	40A	F141 12LG/RD COOLING FAN RELAY	A0 6RD
6	40A	A111 12RD/LG A/C HEATER CONTROL	A0 6RD
7	30A	A3 16RD/WT	A0 6RD
8	-	-	-
9	20A	A17 16RD/BK	A0 6RD
		A17 16RD/BK	A0 6RD
10	30A	A4 14BK/PK	A0 6RD
		A4 14BK/PK	
11	-	-	-
12	40A	A10 12RD/DG ABS CONTROL MODULE	A0 6RD
13	20A	A20 14RD/DB ABS CONTROL MODULE	A0 6RD
14	-	-	-
15	-	-	-
16	15A	M1 20PK	A0 6RD
17	20A	F34 18TN/BK	A0 6RD
18	25A	A16 16RD/LG AUTOMATIC SHUT DOWN RELAY	A0 6RD
19	15A	L9 20BK/PK COMBINATION FLASHER	A0 6RD
20	20A	A142 18DG/OR	A999 16RD
21	15A	A61 14DG/BK	A0 6RD
22	15A	F32 20PK/DB STOP LAMP SWITCH	A0 6RD
23	15A	F142 20DG/WT	A999 16RD
24	15A	F61 20WT/OR FOG LAMP RELAY NO. 1	A0 6RD
25	20A	F75 16VT POWER AMPLIFIER	A0 6RD
26	10A	F1 20DB/GY	A17 16RD/BK

A/C COMPRESSOR CLUTCH RELAY

CAVITY	CIRCUIT	FUNCTION
B1	A17 16RD/BK	FUSED B(+)
B2	C3 16DB/BK	A/C COMPRESSOR CLUTCH RELAY OUTPUT
B3	C13 18DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
B4	-	-
B5	F12 18DB/WT	FUSED IGN. (ST-RUN)

FOG LAMP RELAY

CAVITY	CIRCUIT	FUNCTION
B6	F61 20WT/OR	FUSED B(+)
B7	L139 20VT	FOG LAMP RELAY OUTPUT
B8	L35 20BR/WT	GROUND
B9	-	-
B10	L77 20BR/YL	FUSED HEADLAMP SWITCH OUTPUT
	L77 20BR/YL	FUSED HEADLAMP SWITCH OUTPUT

CONTROLLER ANTI-LOCK BRAKE RELAY

CAVITY	CIRCUIT	FUNCTION
B16	G19 20LG/OR	CONTROLLER ANTI-LOCK BRAKE INDICATOR OUTPUT
B17	-	-
B18	G83 20GY/BK	CONTROLLER ANTI-LOCK BRAKE RELAY CONTROL
B19	Z1 20BK	GROUND
B20	F15 20DB/WT	FUSED IGNITION (RUN)

AUTOMATIC SHUT DOWN RELAY

CAVITY	CIRCUIT	FUNCTION
C2	A16 16RD/LG	FUSED B(+)
C4	F12 18DB/WT	FUSED IGN. (ST-RUN)
C5	-	-
C6	K51 18DB/YL	AUTOMATIC SHUT DOWN RELAY CONTROL
C8	A999 16RD	AUTOMATIC SHUT DOWN RELAY OUTPUT
	A999 16RD	AUTOMATIC SHUT DOWN RELAY OUTPUT

COOLING FAN RELAY

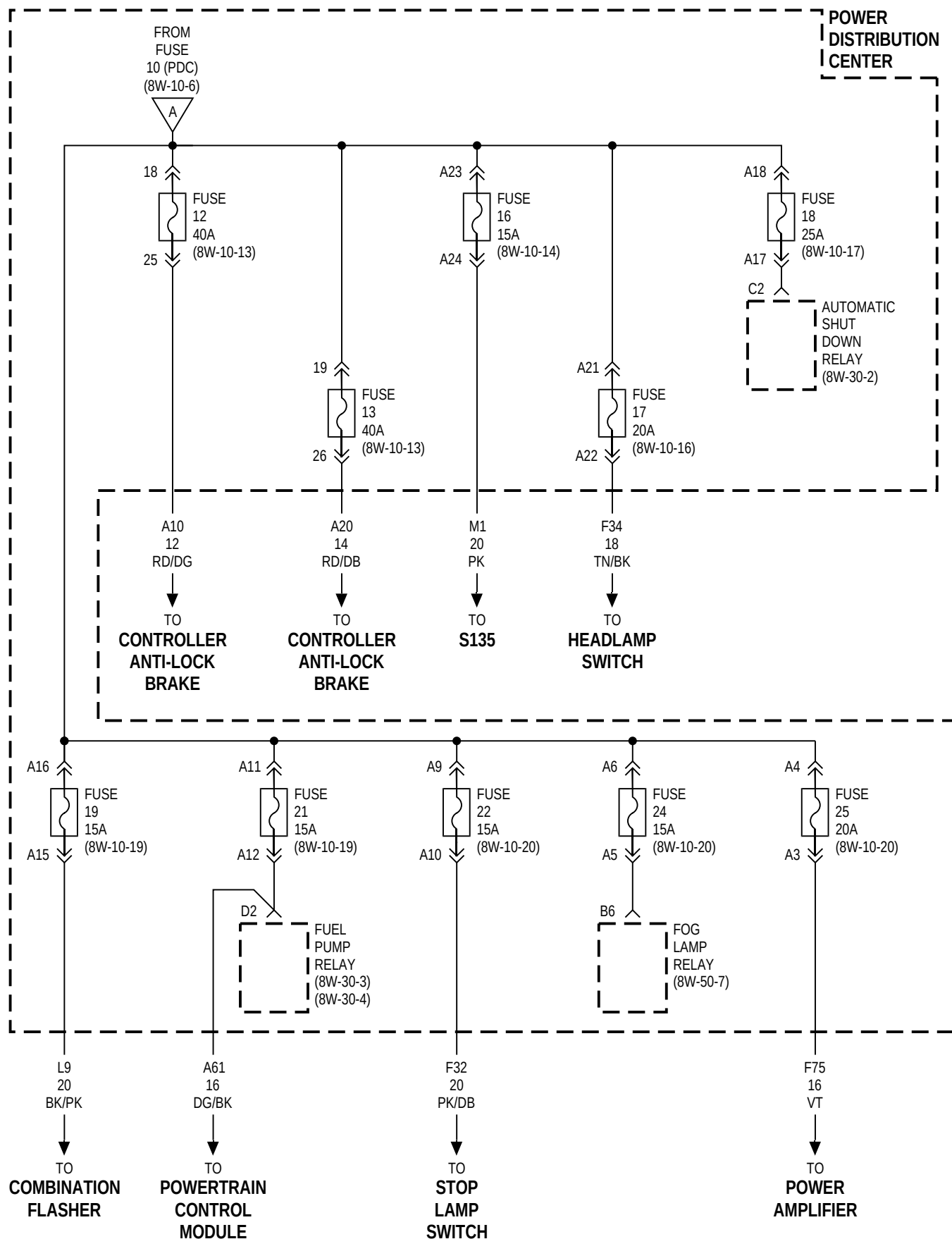
CAVITY	CIRCUIT	FUNCTION
C10	F141 12LG/RD	FUSED B(+)
C11	F12 18DB/WT	FUSED IGN. (ST-RUN)
C12	-	-
C13	C27 18DB/PK	COOLING FAN RELAY CONTROL
C14	C25 12LB	COOLING FAN RELAY OUTPUT

FUEL PUMP RELAY

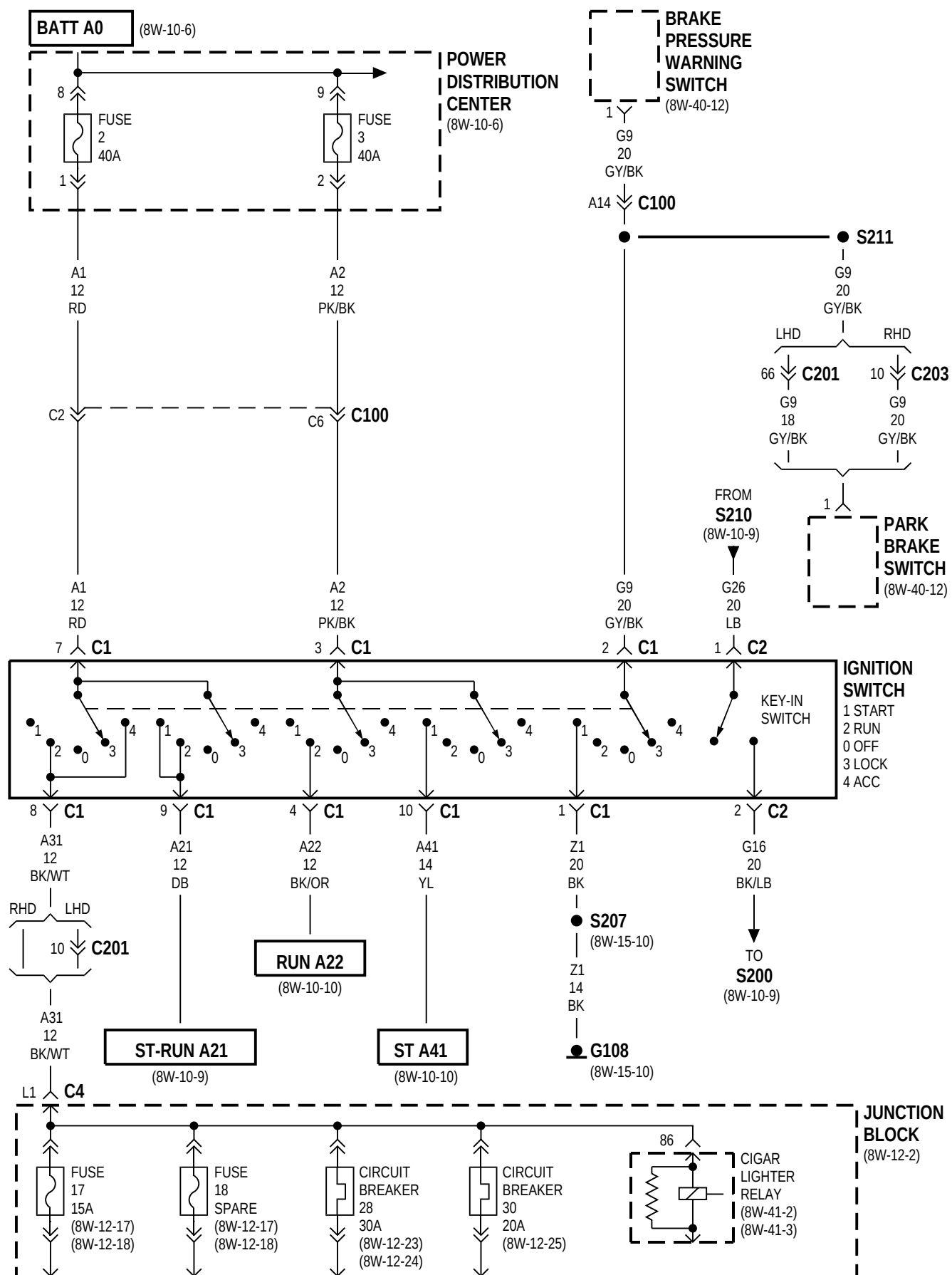
CAVITY	CIRCUIT	FUNCTION
D2	A61 14DG/BK	FUSED B(+)
	A61 14DG/BK	FUSED B(+)
D4	F12 18DB/WT	FUSED IGN. (ST-RUN)
D5	-	-
D6	K31 18BR	FUEL PUMP RELAY CONTROL
D8	A141 14DG/WT	FUEL PUMP RELAY OUTPUT

ENGINE STARTER MOTOR RELAY

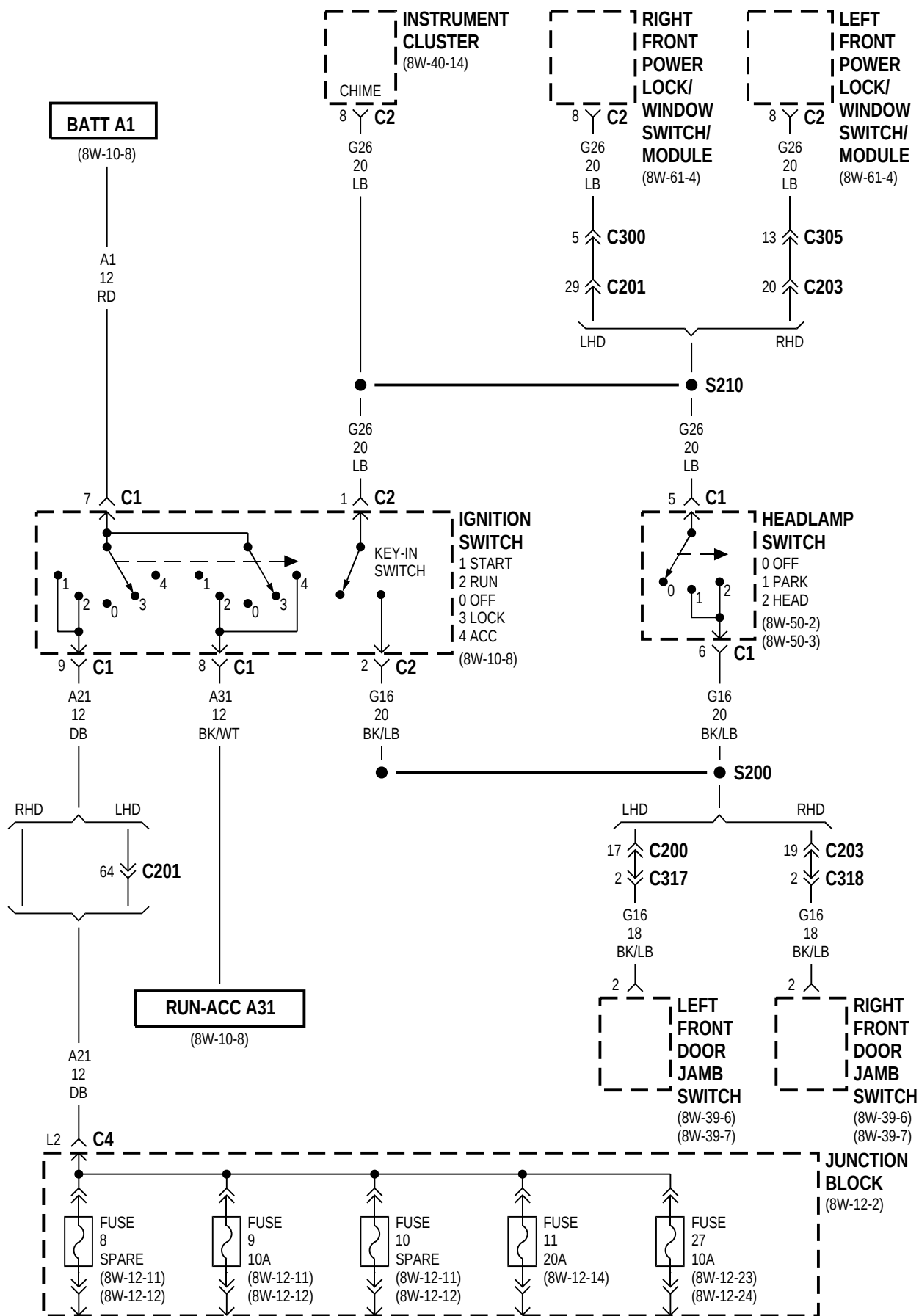
CAVITY	CIRCUIT	FUNCTION
D10	A4 14BK/PK	FUSED B(+)
D11 (A/T)	T41 20BK/WT	ENGINE STARTER MOTOR RELAY CONTROL
	T41 20BK/WT	ENGINE STARTER MOTOR RELAY CONTROL
D11 (M/T)	T41 20BR/LB	ENGINE STARTER MOTOR RELAY CONTROL
D12	-	-
D13 (A/T)	F45 20YL/RD	FUSED IGN. (ST)
D13 (M/T)	T141 20YL	SWITCHED FUSED IGN. (ST)
D14	T40 14BR	ENGINE STARTER MOTOR RELAY OUTPUT

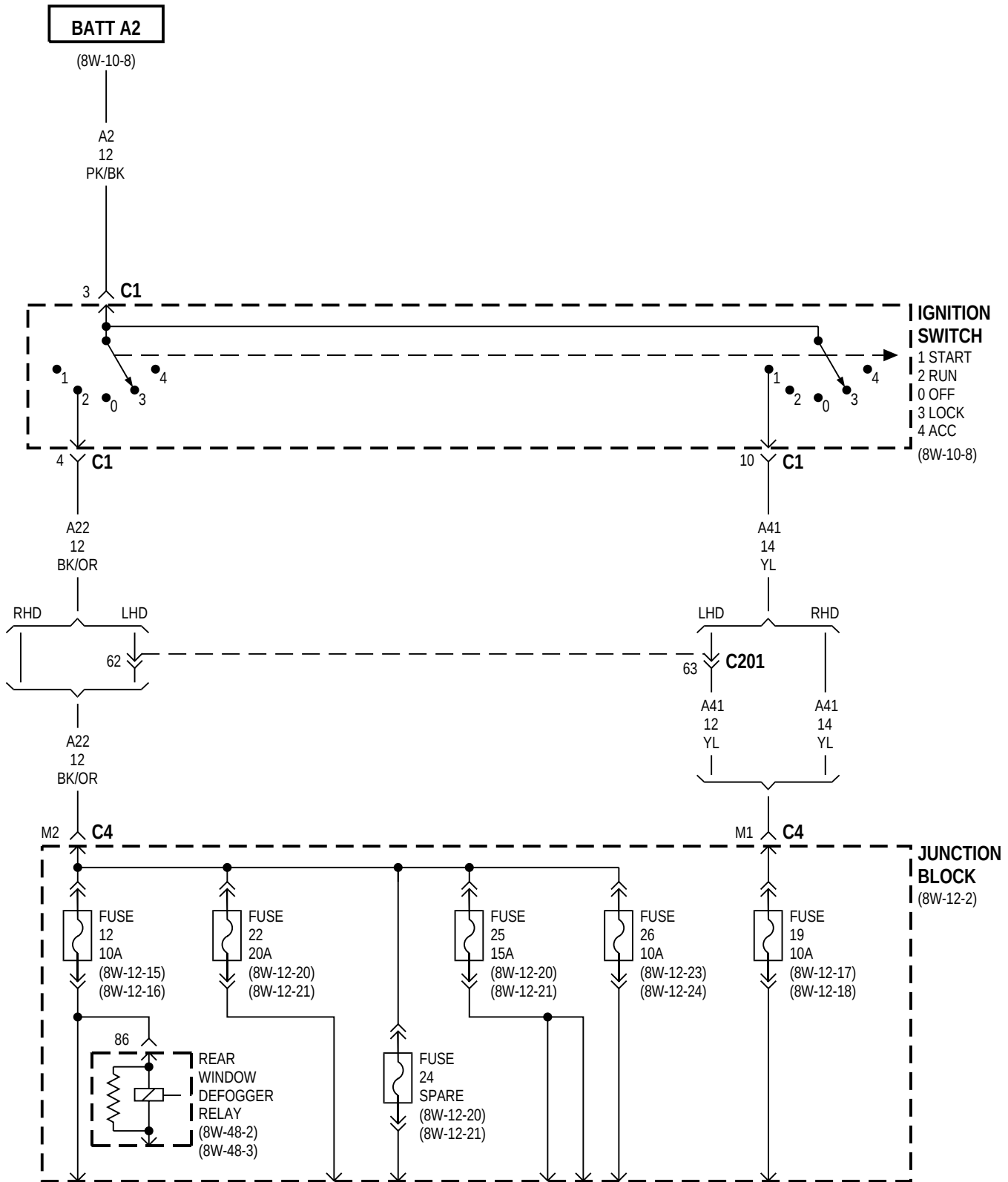


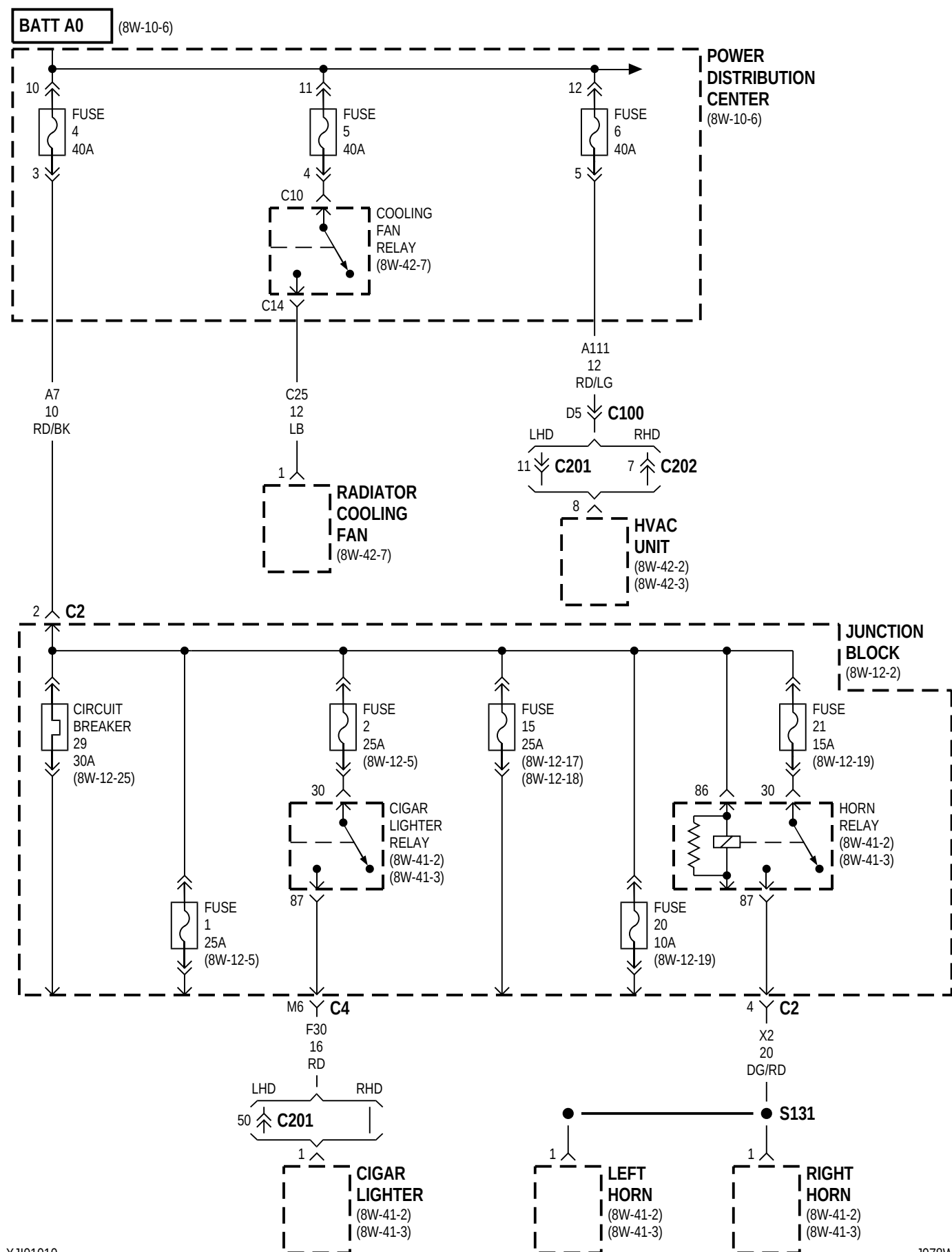
GAS

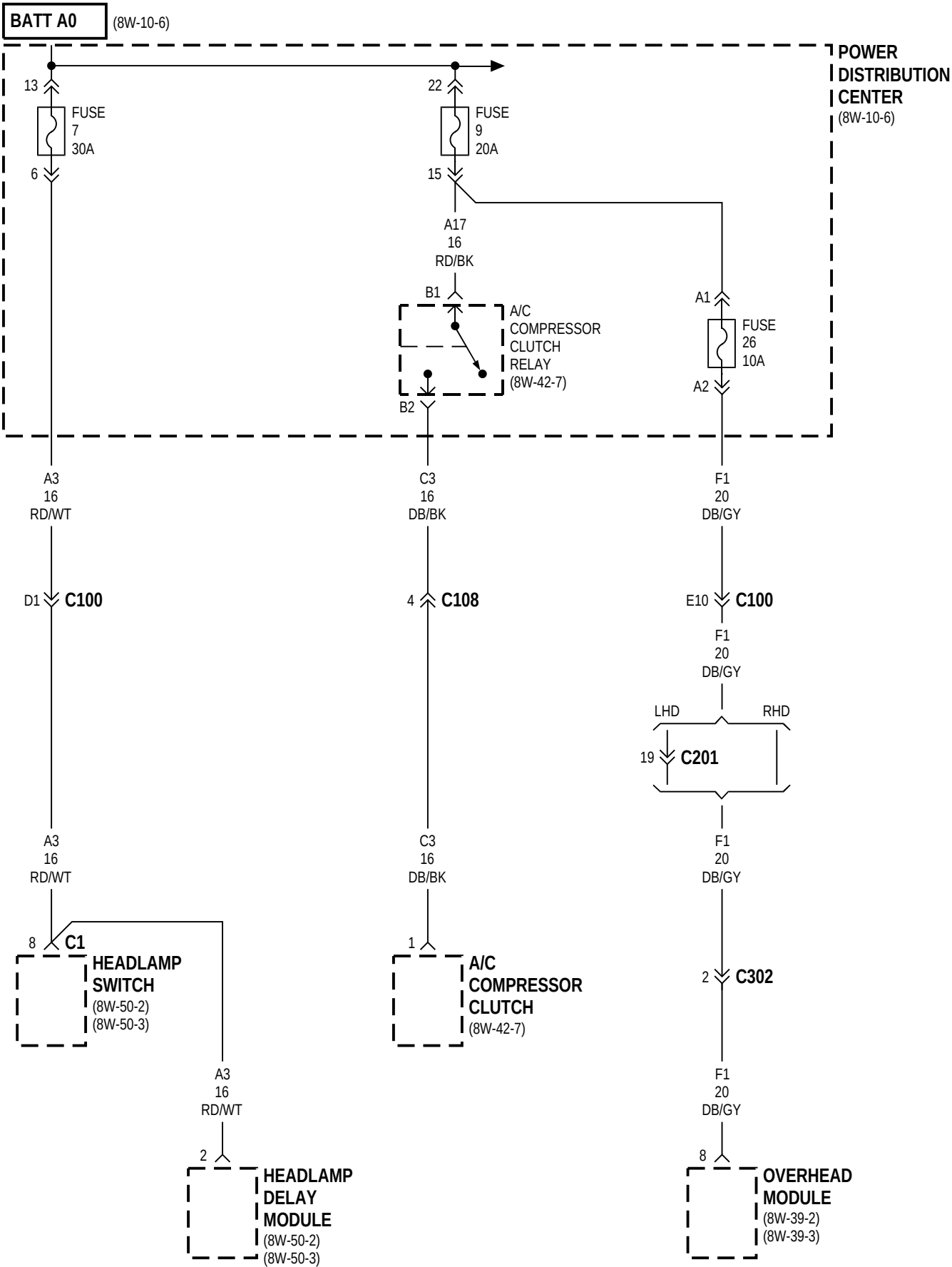


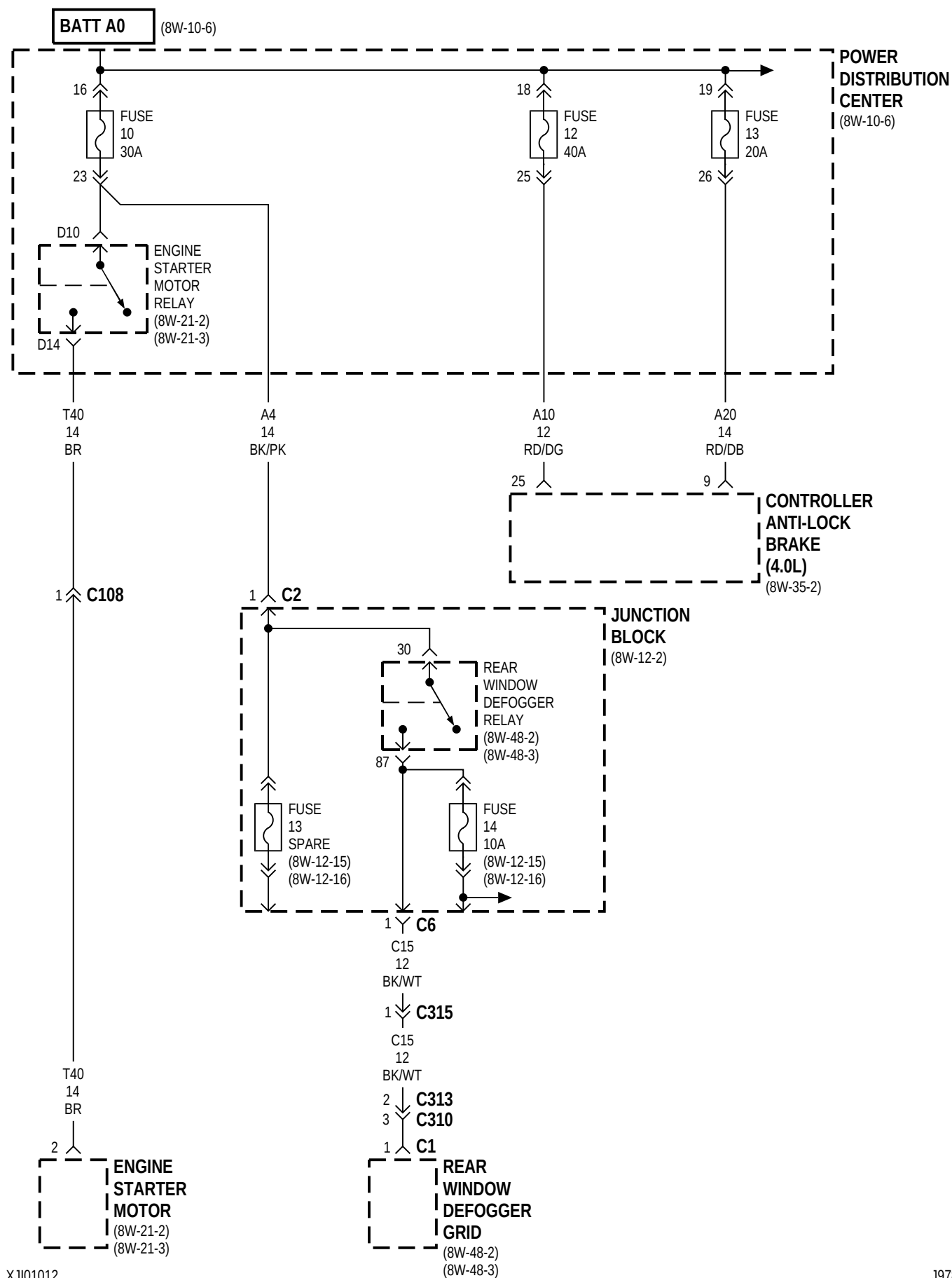
GAS

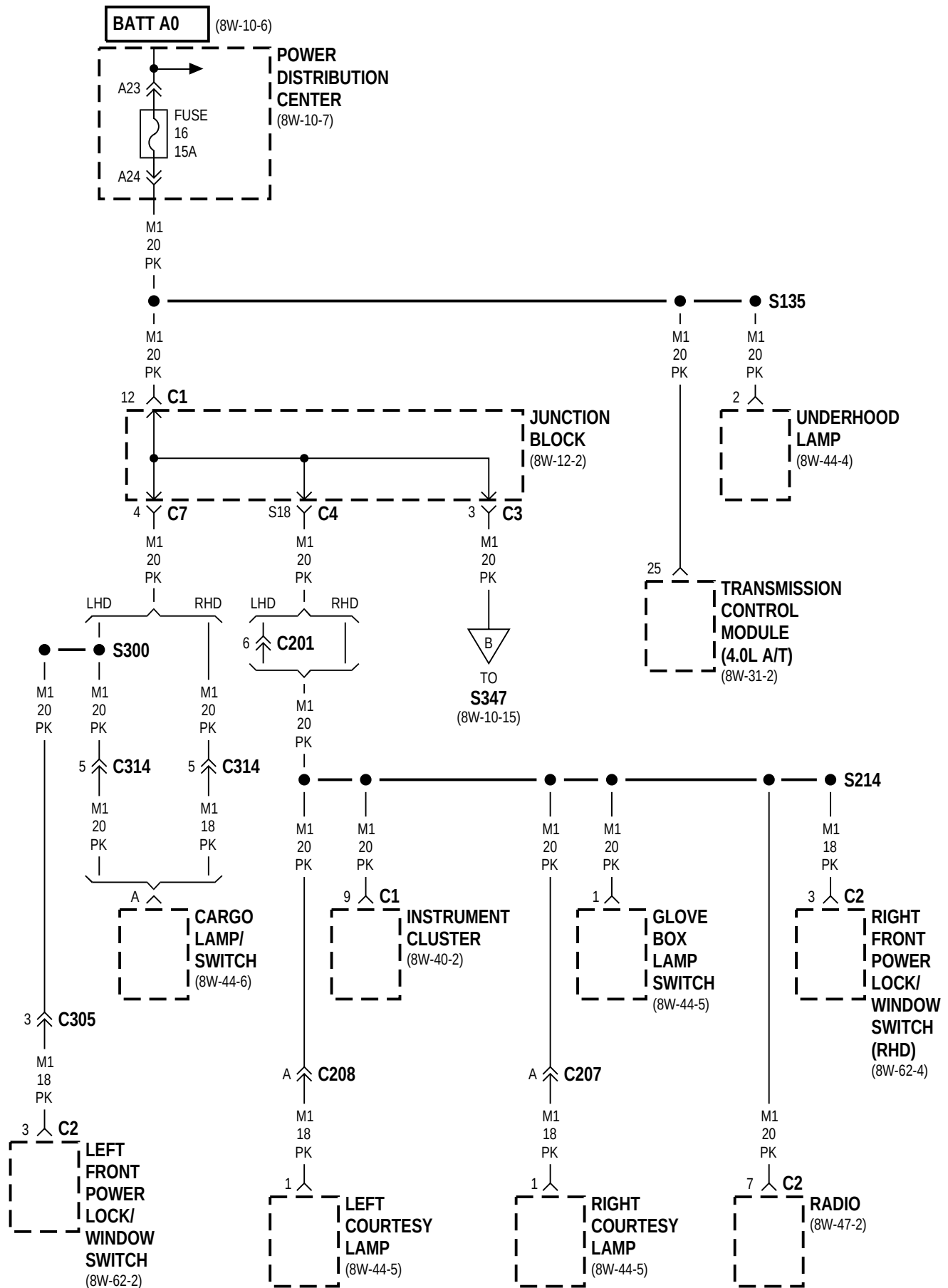


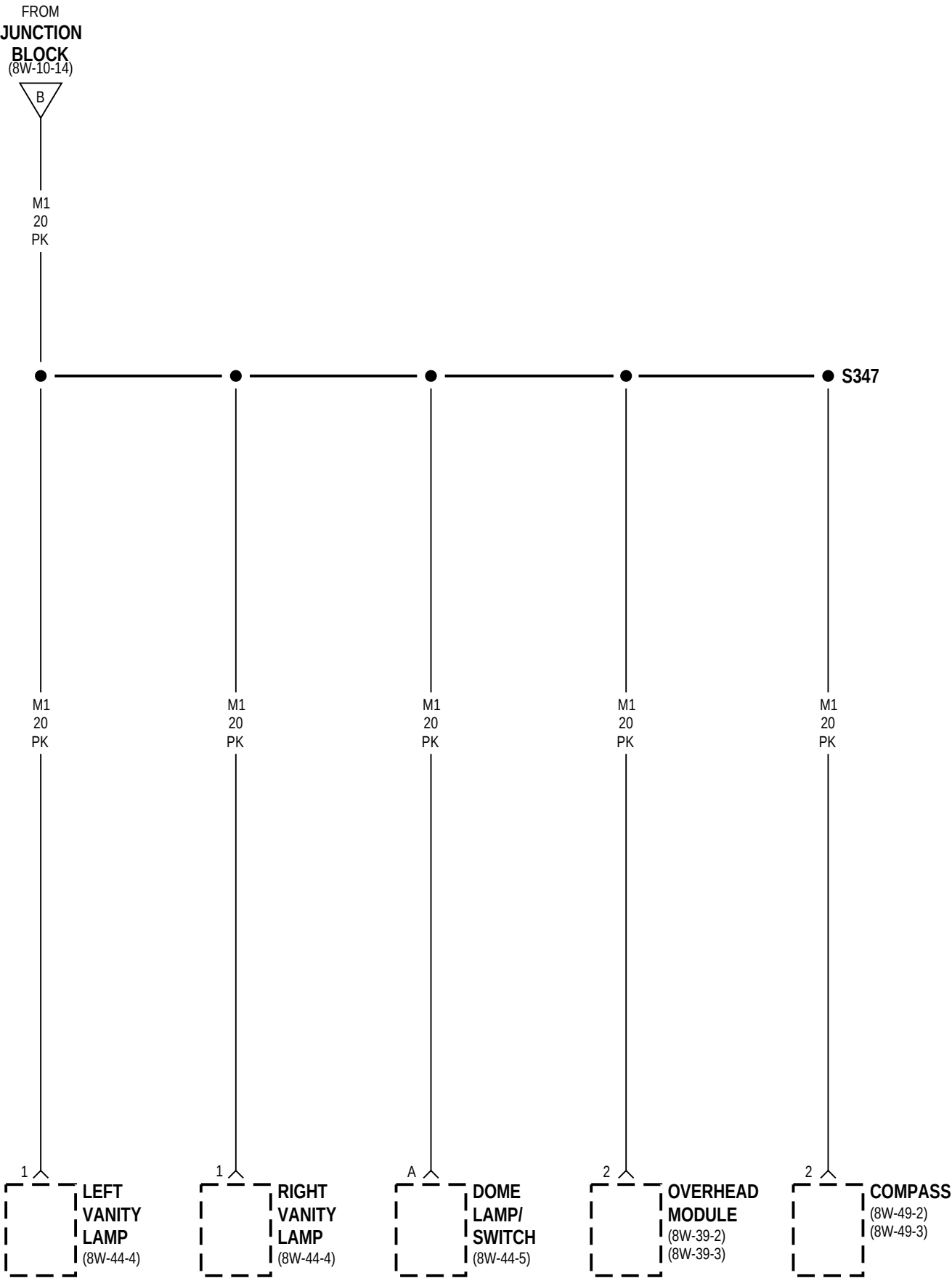


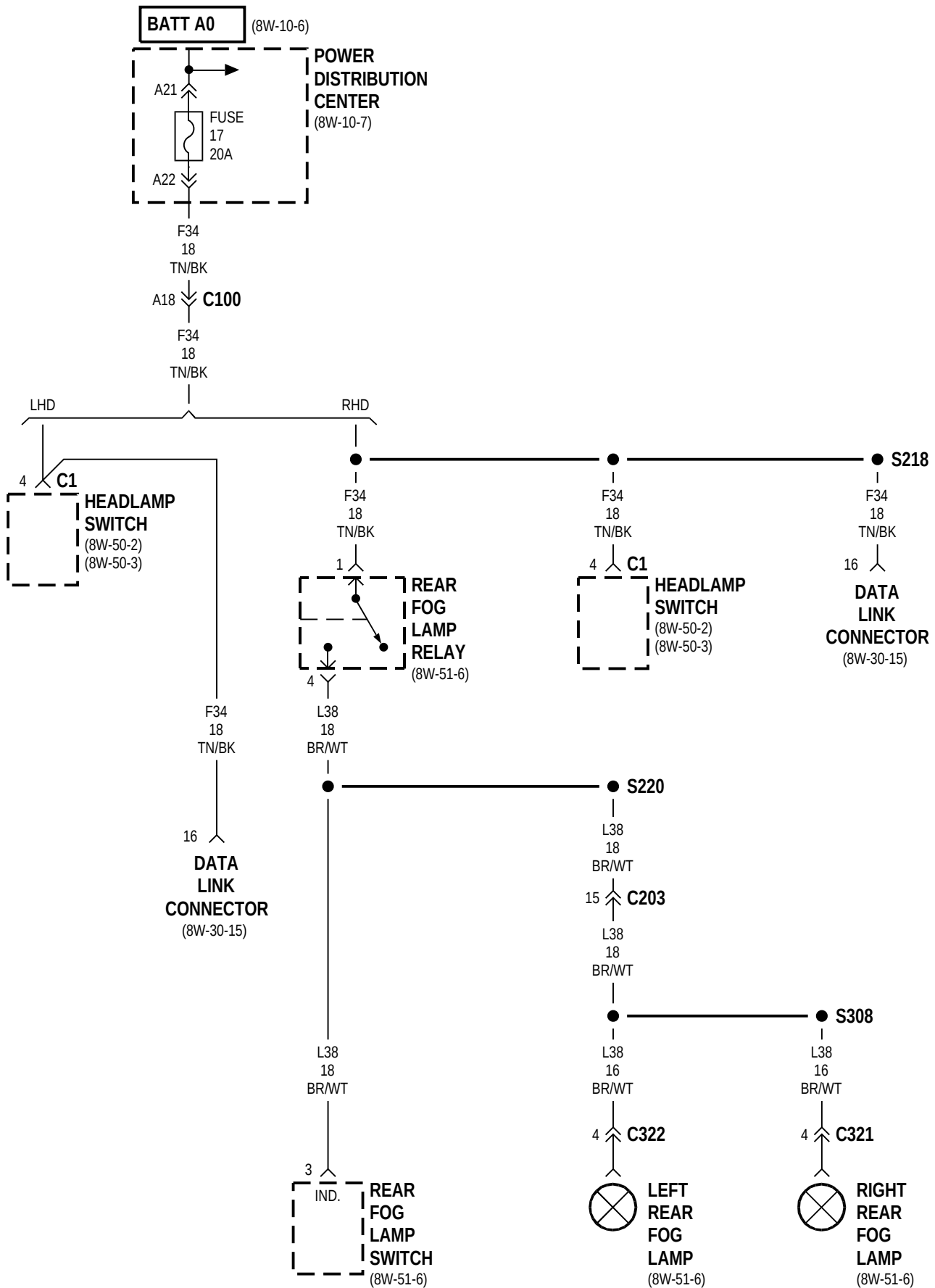


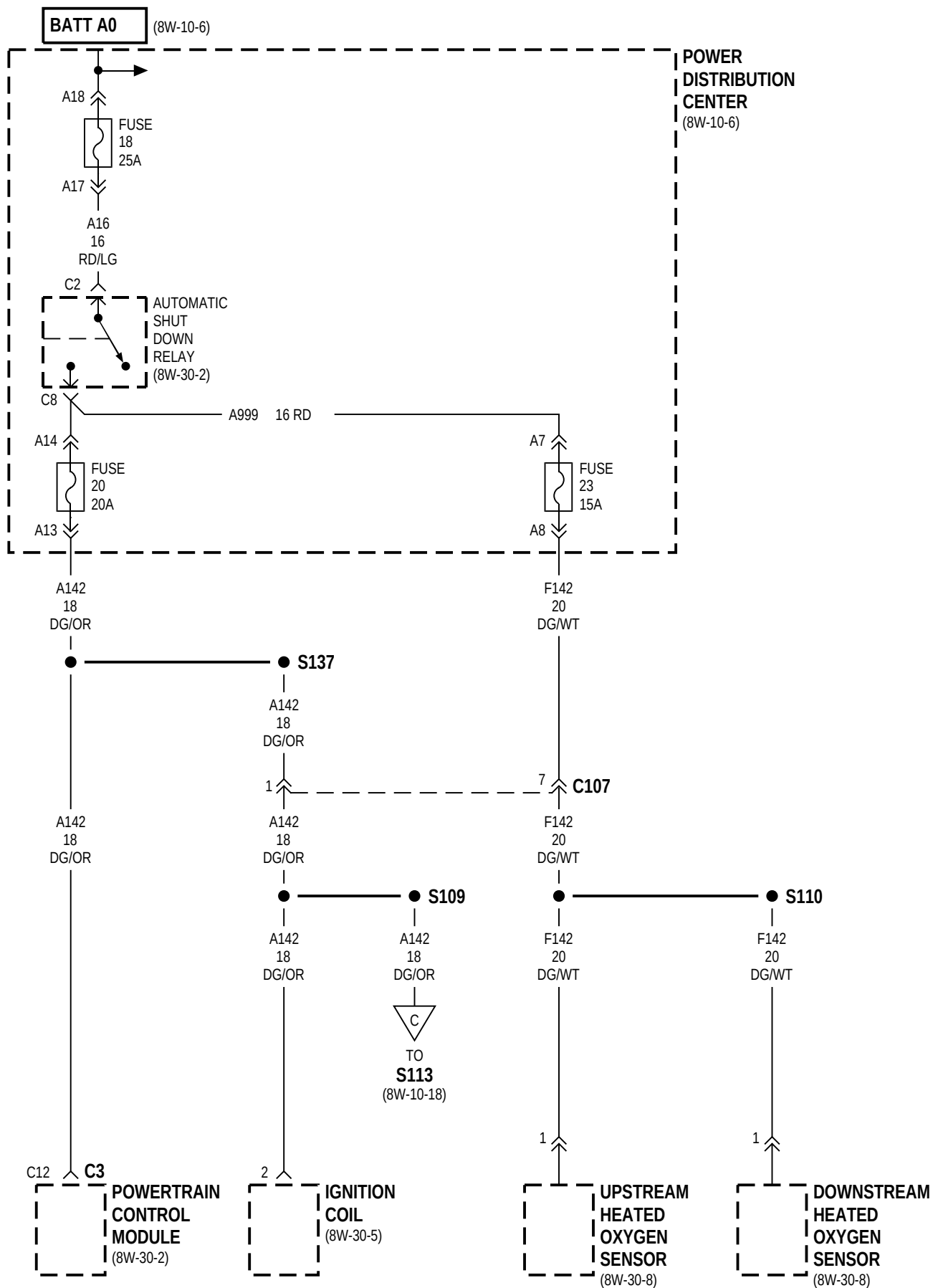


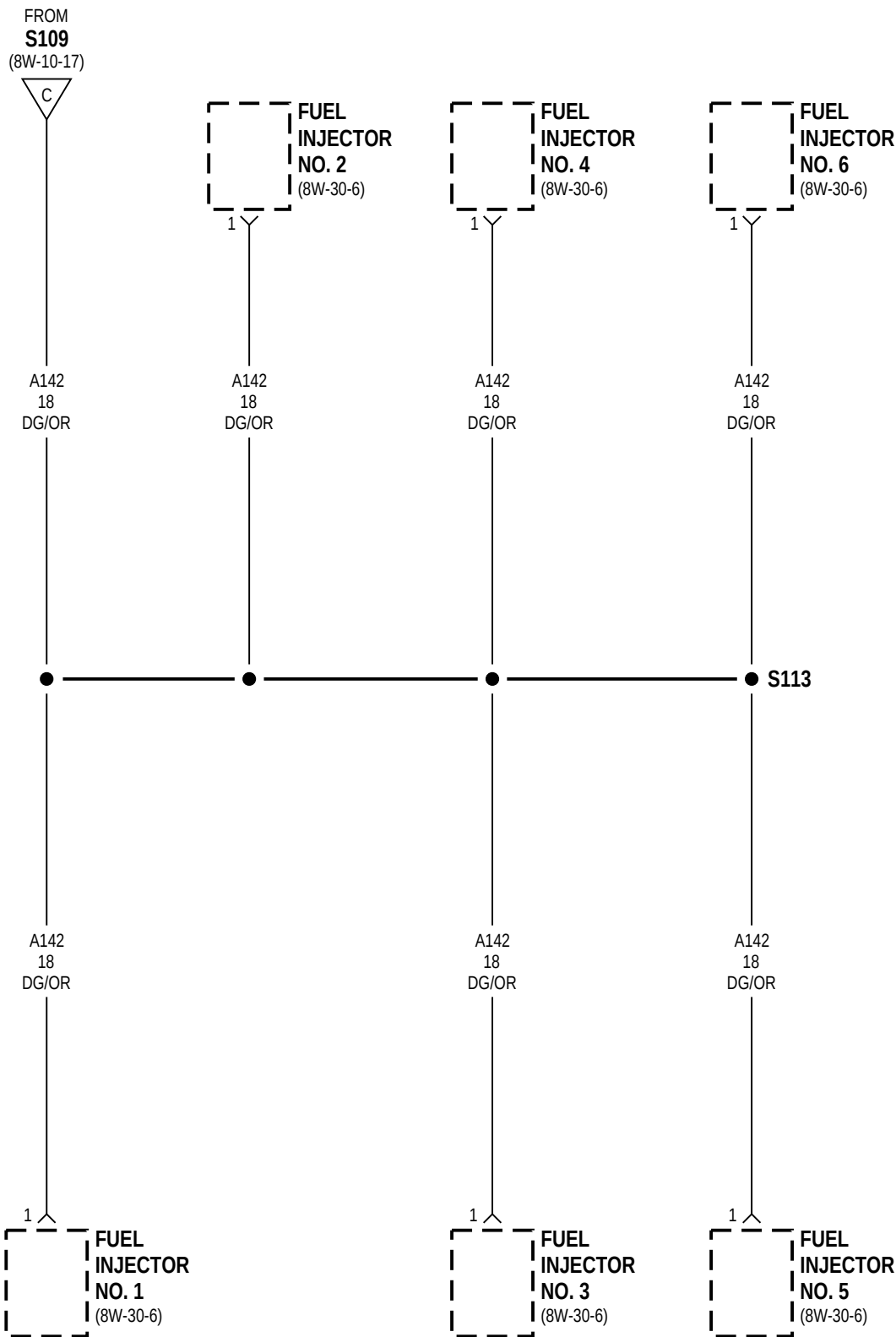


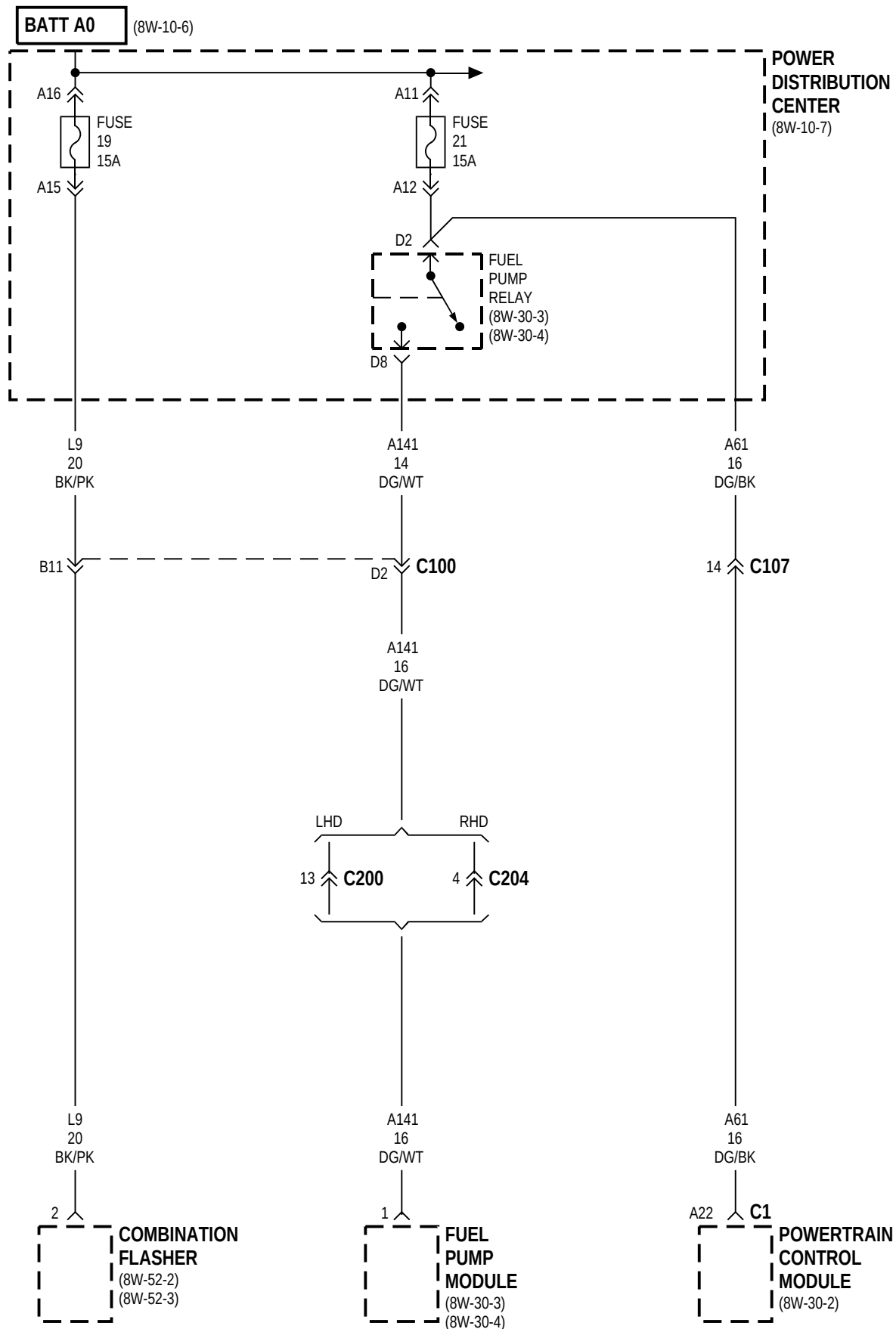


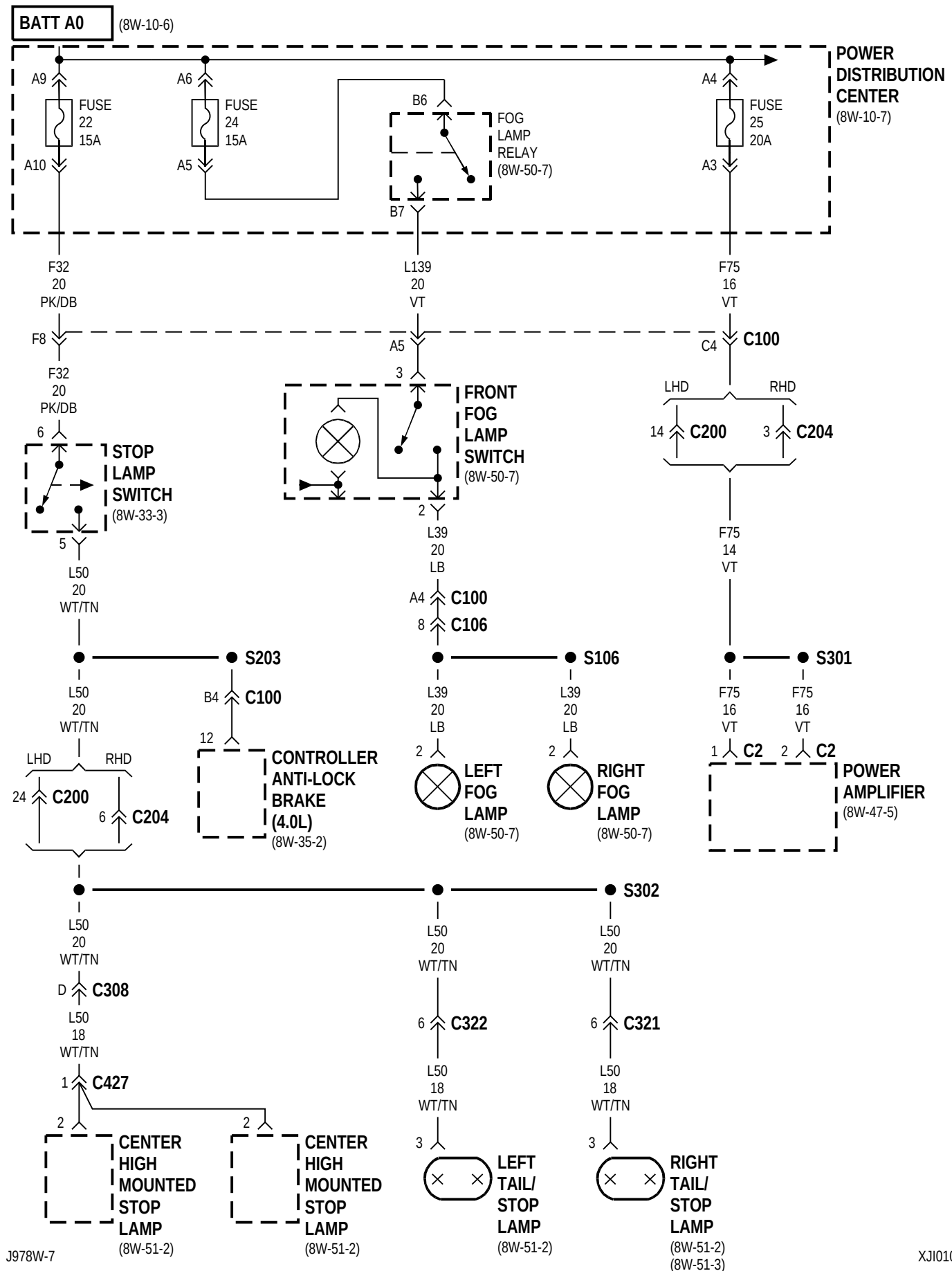




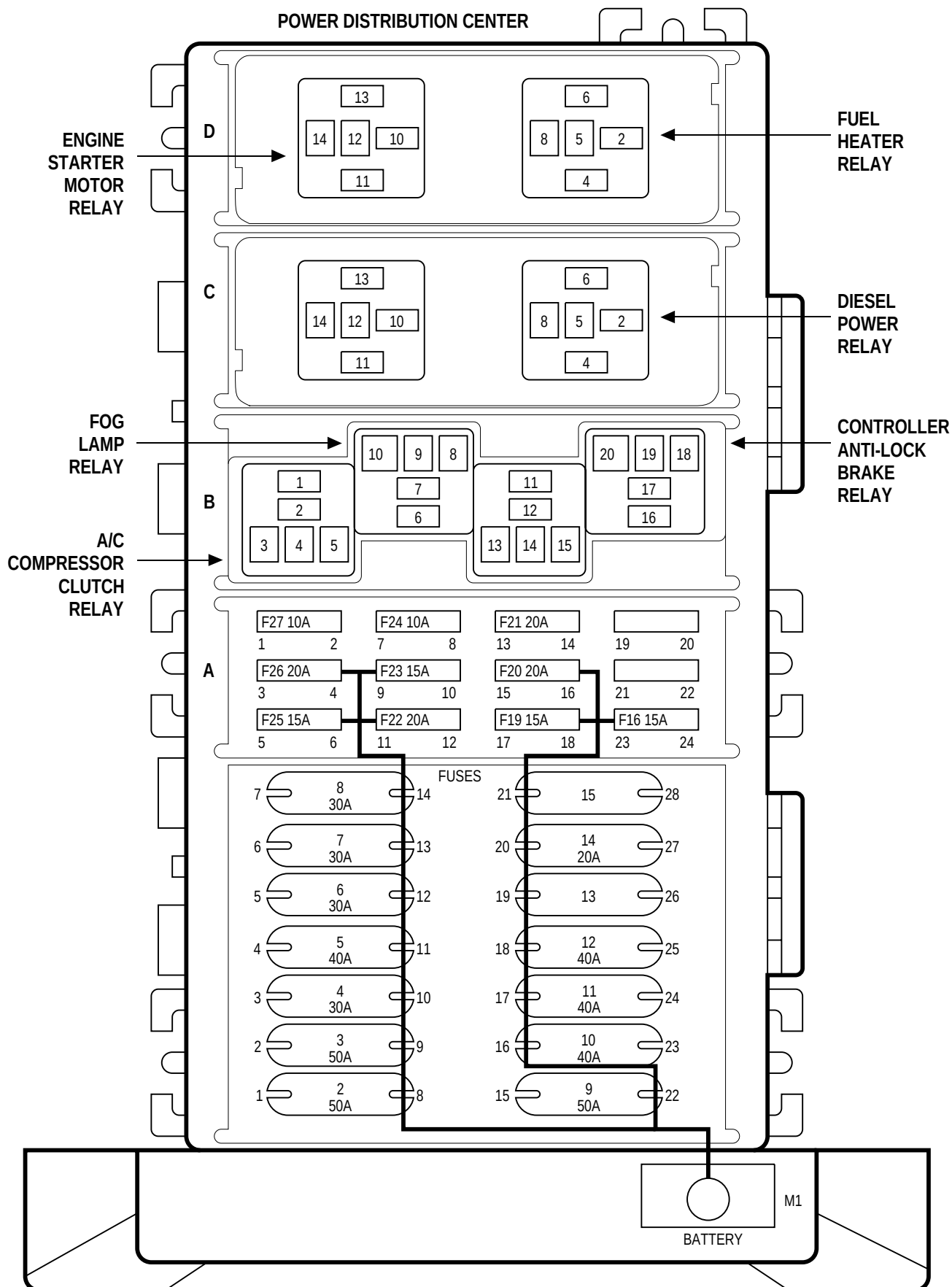








DIESEL



FUSES

FUSE NO.	AMPS	FUSED CIRCUIT	FEED CIRCUIT
1	-	-	-
2	50A	A54 12RD/GY GLOW PLUG RELAY	A0 6RD
3	50A	A54 12RD/GY GLOW PLUG RELAY	A0 6RD
4	30A	A16 12RD/LG	A0 6RD
5	40A	A1 12RD IGNITION SWITCH	A0 6RD
6	30A	A61 14LG/RD FUEL HEATER RELAY	A0 6RD
7	30A	A4 12BK/PK	A0 6RD
		A4 12BK/PK (LHD)	
		A4 14BK/PK (RHD)	
8	30A	A3 16RD/WT	A0 6RD
9	50A	A7 10RD/BK	A0 6RD
10	40A	A2 12PK/BK IGNITION SWITCH	A0 6RD
11	40A	A111 12RD/LG	A0 6RD
12	40A	A10 12RD/DG ABS CONTROL MODULE	A0 6RD
13	-	-	A0 6RD
14	20A	A20 14RD/DG ABS CONTROL MODULE	A0 6RD
15	-	-	-
16	15A	M1 20PK	A0 6RD
		M1 20PK	
17	-	-	-
18	-	-	-
19	15A	F32 20PK/DB	A0 6RD
20	20A	A17 20RD/BK	A0 6RD
		A17 16RD/BK	
21	20A	F142 16DG/OR	A142 16DG/OR
22	20A	F75 16VT	A0 6RD
23	15A	L9 20BK/WT	A0 6RD
24	10A	F16 16RD/LG	A16 12RD/LG
25	15A	F61 20WT/OR FOG LAMP RELAY	A0 6RD
26	20A	F34 18TN/BK	A0 6RD
27	10A	F1 20DB/GY	A17 20RD/BK

A/C COMPRESSOR CLUTCH RELAY

CAVITY	CIRCUIT	FUNCTION
B1	A17 16RD/BK	FUSED B(+)
B2	C3 12DB/BK	A/C COMPRESSOR CLUTCH RELAY OUTPUT
B3	C13 20DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
B4	-	-
B5	F142 18DG/OR	SWITCHED IGN. (ST-RUN)

FOG LAMP RELAY

CAVITY	CIRCUIT	FUNCTION
B6	F61 20WT/OR	FUSED B(+)
B7	L139 20WT	FOG LAMP RELAY OUTPUT
B8	L77 18BR/YL	FUSED HEADLAMP SWITCH OUTPUT
	L77 20BR/YL	FUSED HEADLAMP SWITCH OUTPUT
B9	-	-
B10	Z1 20BK	GROUND
	Z1 20BK	GROUND

CONTROLLER ANTI-LOCK BRAKE RELAY

CAVITY	CIRCUIT	FUNCTION
B16	G19 20LG/OR	CONTROLLER ANTI-LOCK BRAKE INDICATOR OUTPUT
B17	-	-
B18	F15 20DB/WT	FUSED IGNITION (RUN)
	F15 20DB/WT	FUSED IGNITION (RUN)
B19	Z1 20BK	GROUND
B20	G83 20GY/WT	CONTROLLER ANTI-LOCK BRAKE RELAY CONTROL

DIESEL POWER RELAY

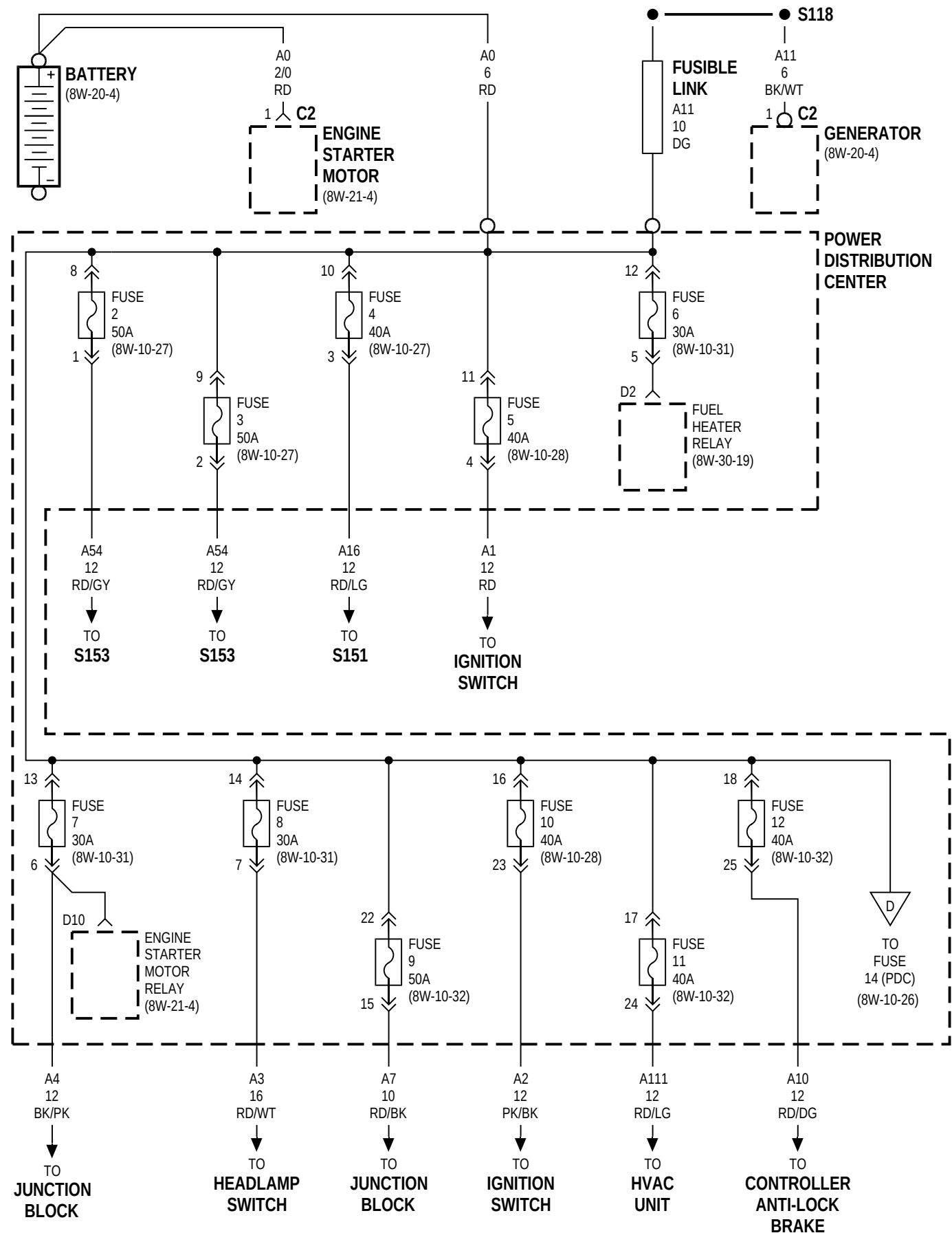
CAVITY	CIRCUIT	FUNCTION
C2	A16 12RD/LG	FUSED B(+)
C4	A16 12RD/LG	FUSED B(+)
C5	-	-
C6	K51 20DB/YL	DIESEL POWER RELAY CONTROL
C8	A142 16DG/OR	DIESEL POWER RELAY OUTPUT

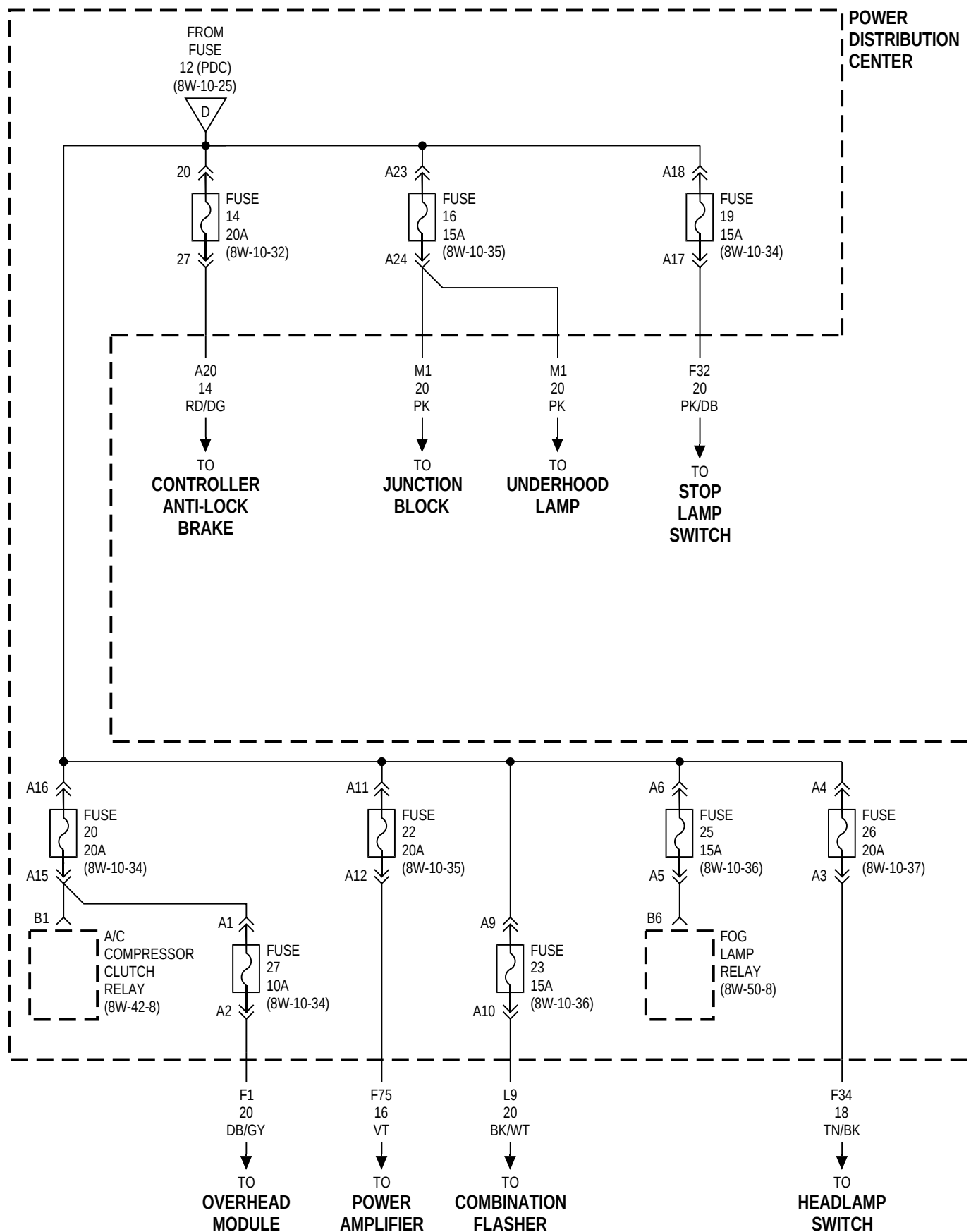
FUEL HEATER RELAY

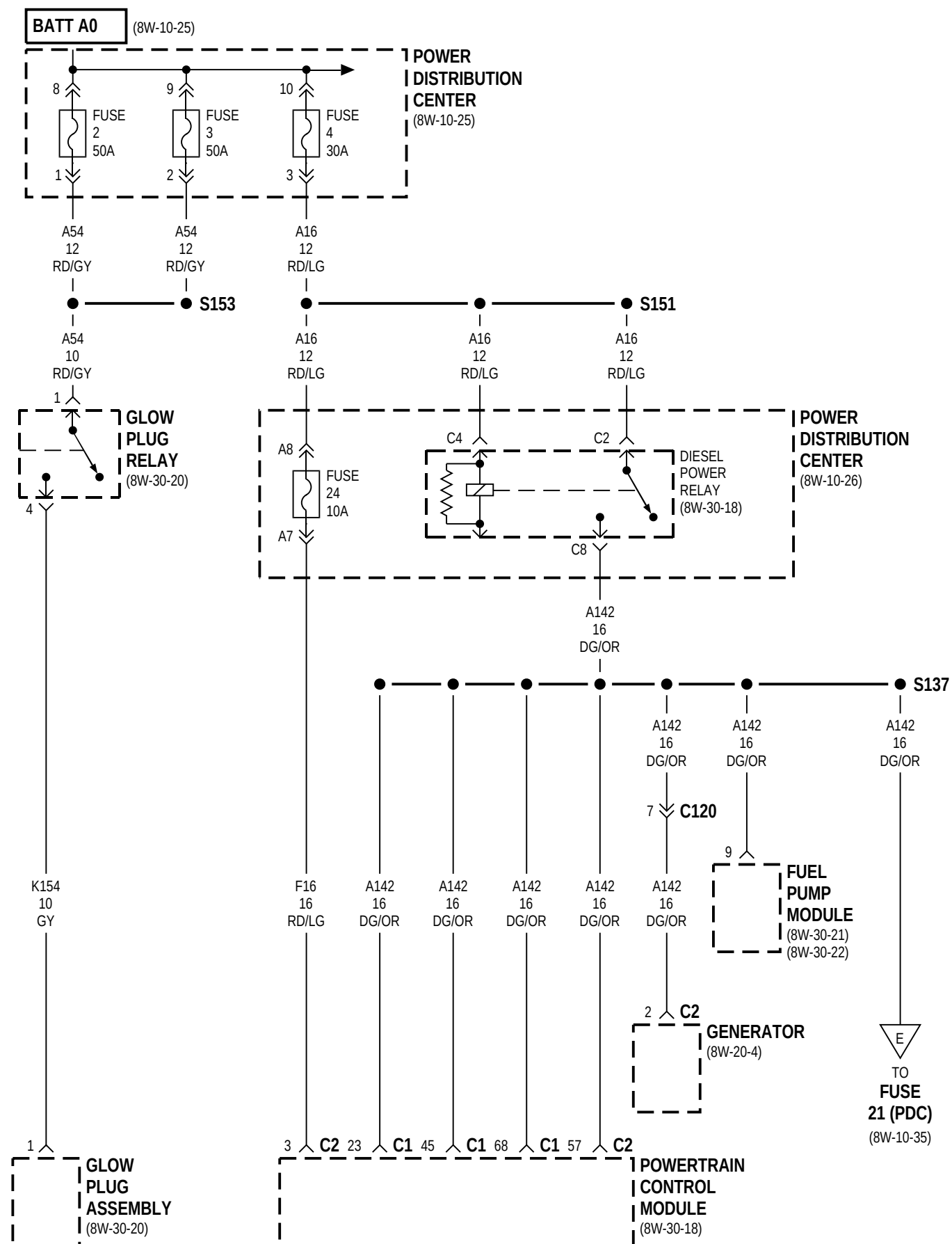
CAVITY	CIRCUIT	FUNCTION
D2	A61 14LG/RD	FUSED B(+)
D4	F12 18DB/WT	FUSED IGN. (ST-RUN)
D5	-	-
D6	Z1 18BK	GROUND
D8	A93 14RD/BK	FUEL HEATER RELAY OUTPUT

ENGINE STARTER MOTOR RELAY

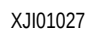
CAVITY	CIRCUIT	FUNCTION
D10 (LHD)	A4 12BK/PK	FUSED B(+)
D10 (RHD)	A4 14BK/PK	FUSED B(+)
D11	T141 20YL	SWITCHED FUSED IGN. (ST)
D12	-	-
D13	Z1 20BK	GROUND
D14	T40 14BR	ENGINE STARTER MOTOR RELAY OUTPUT



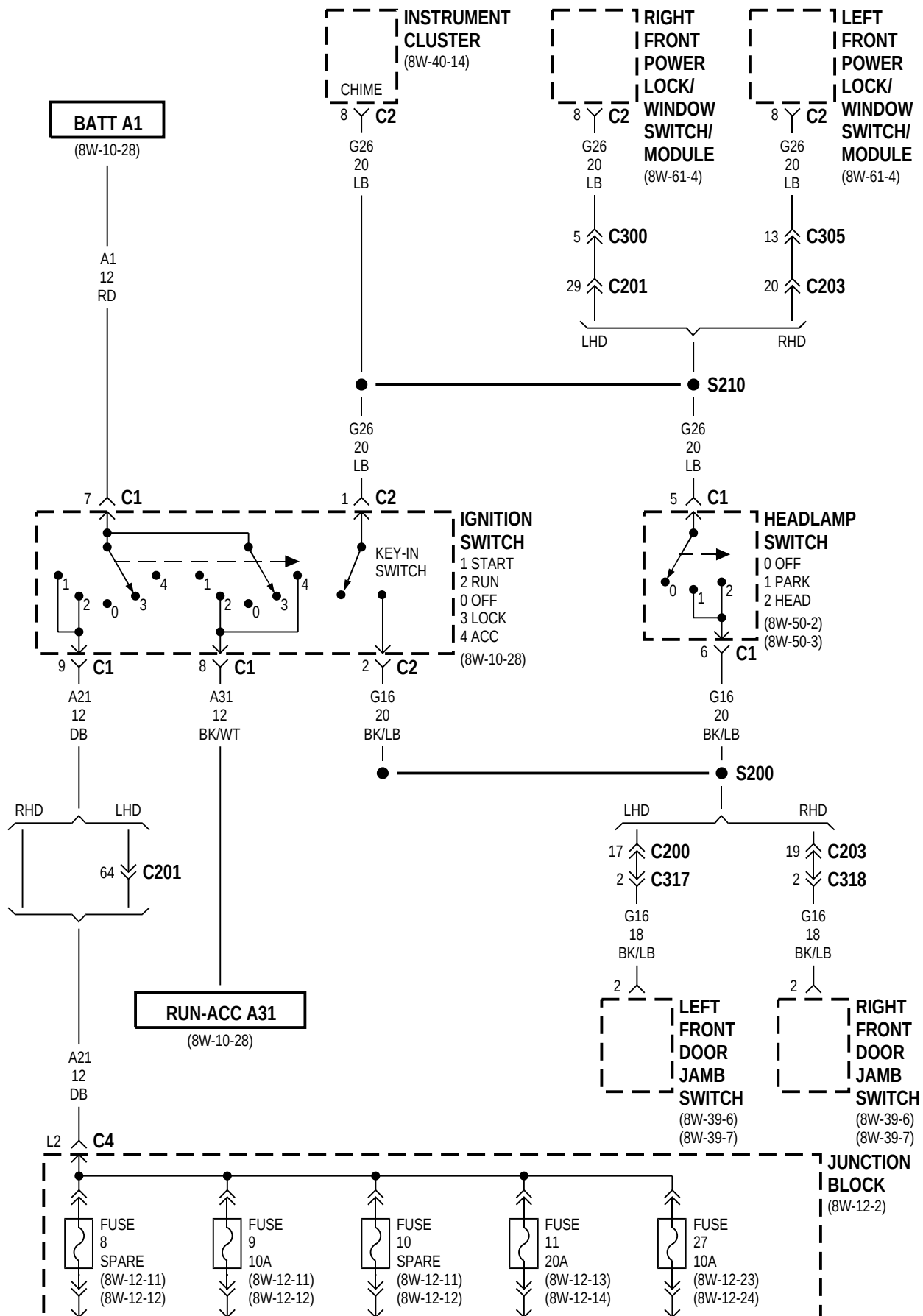


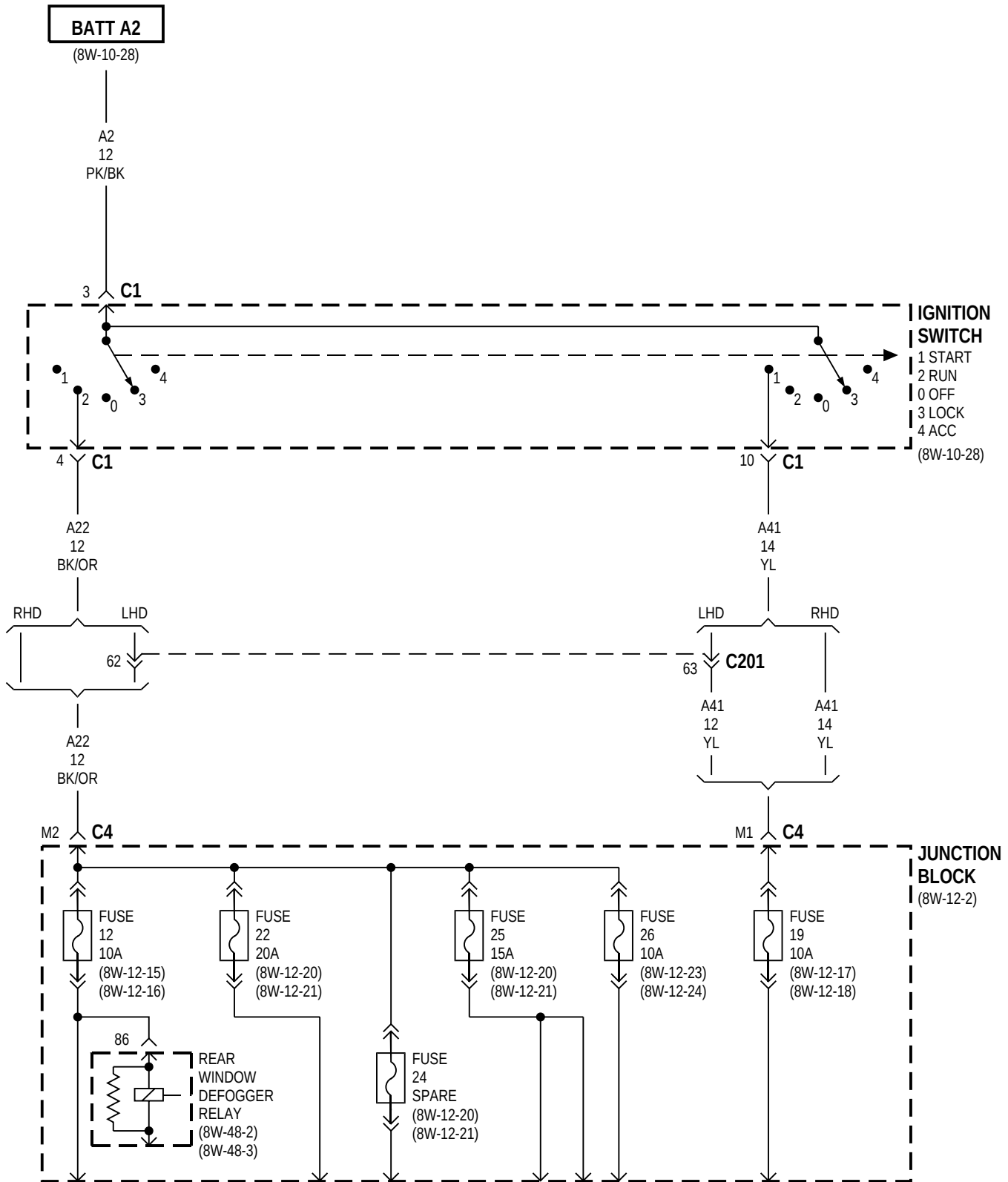


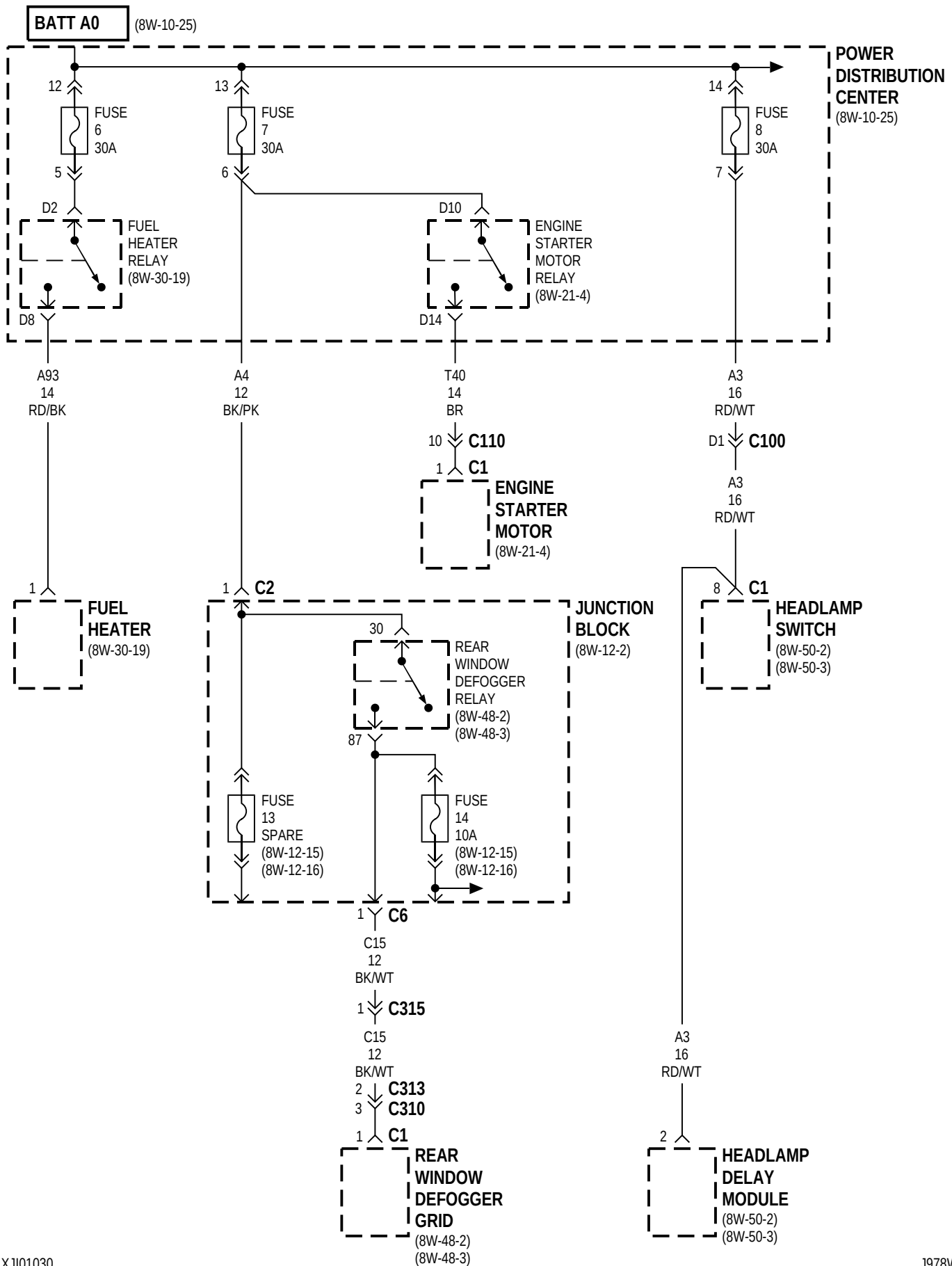
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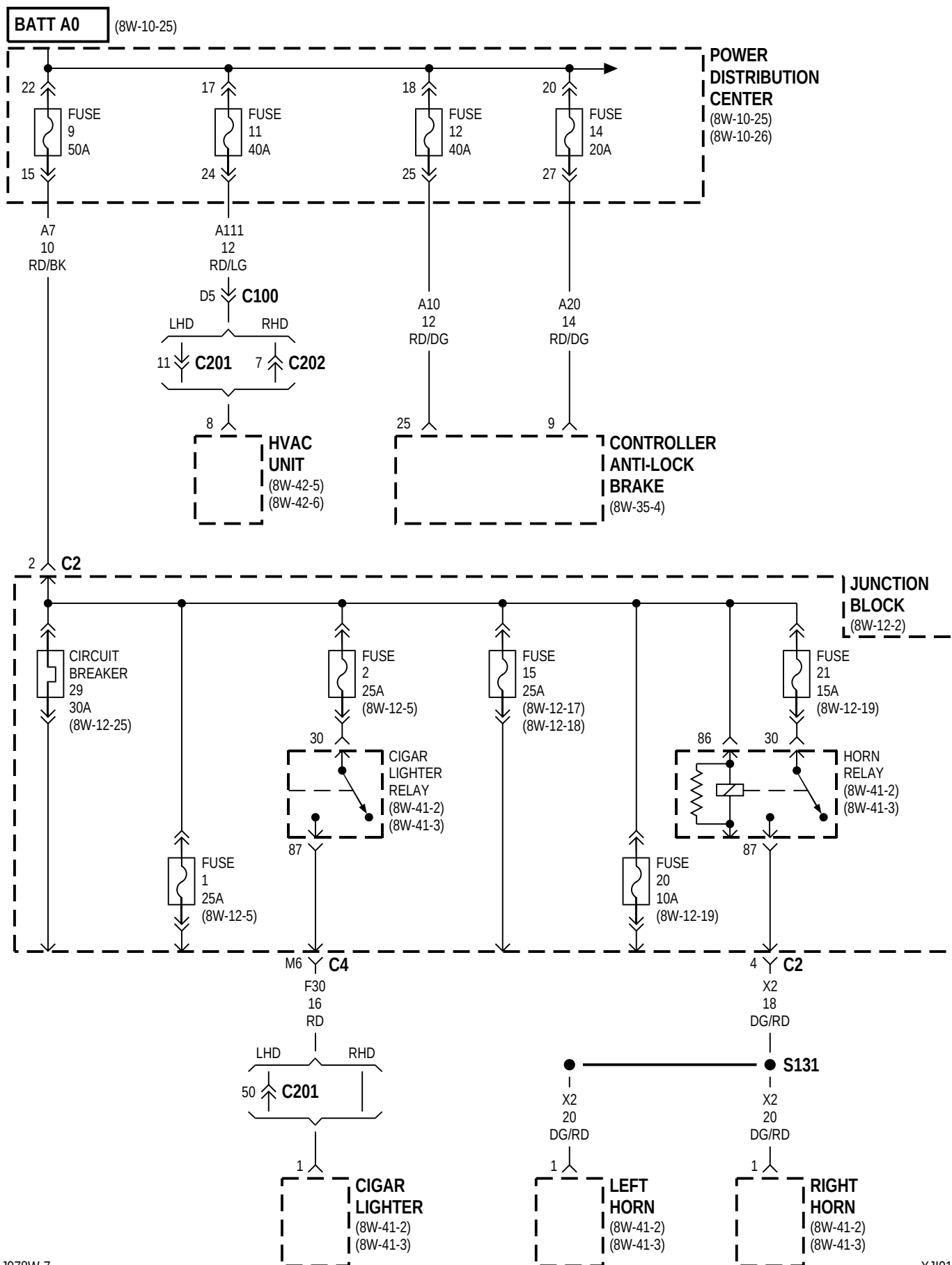
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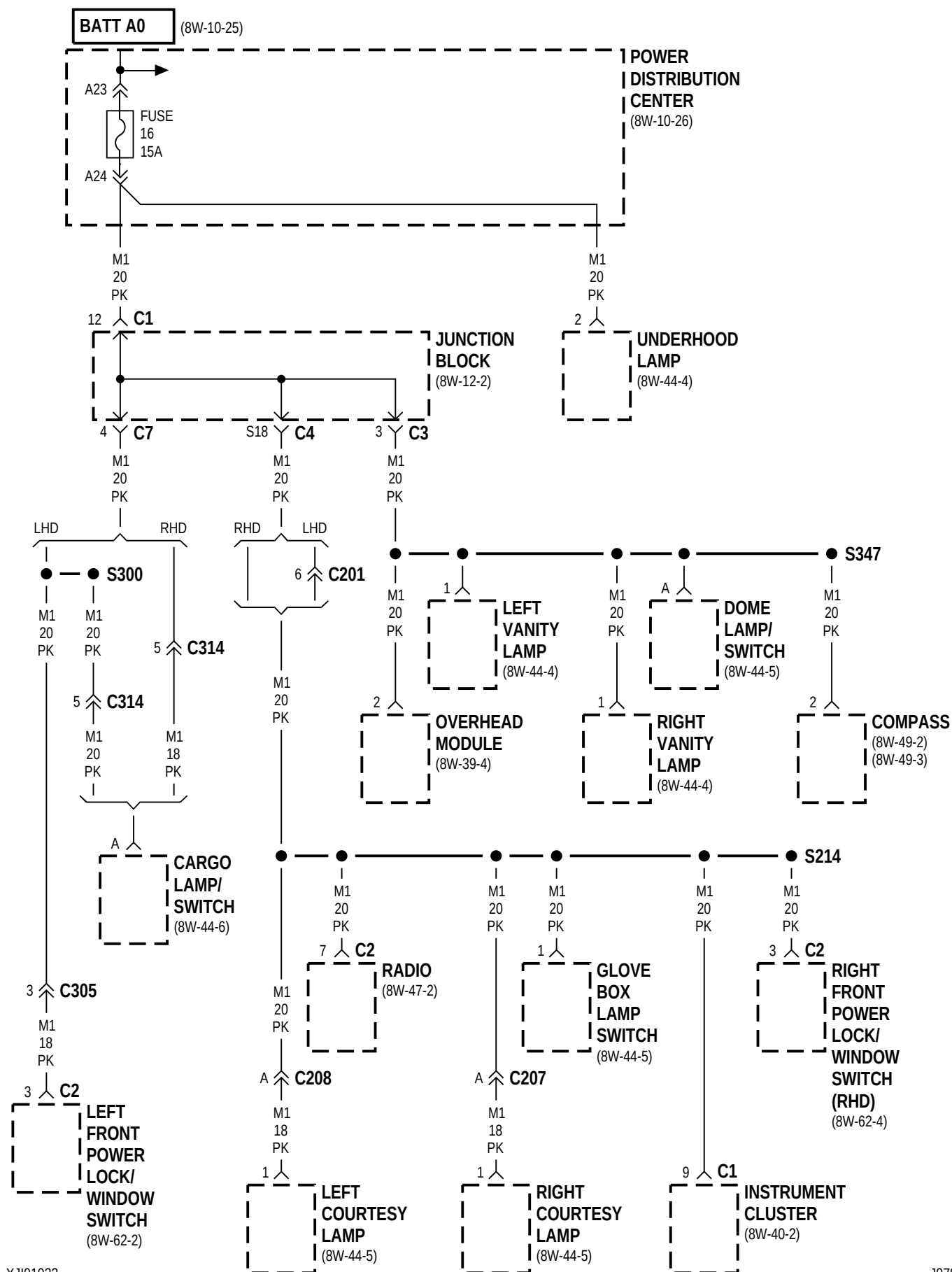




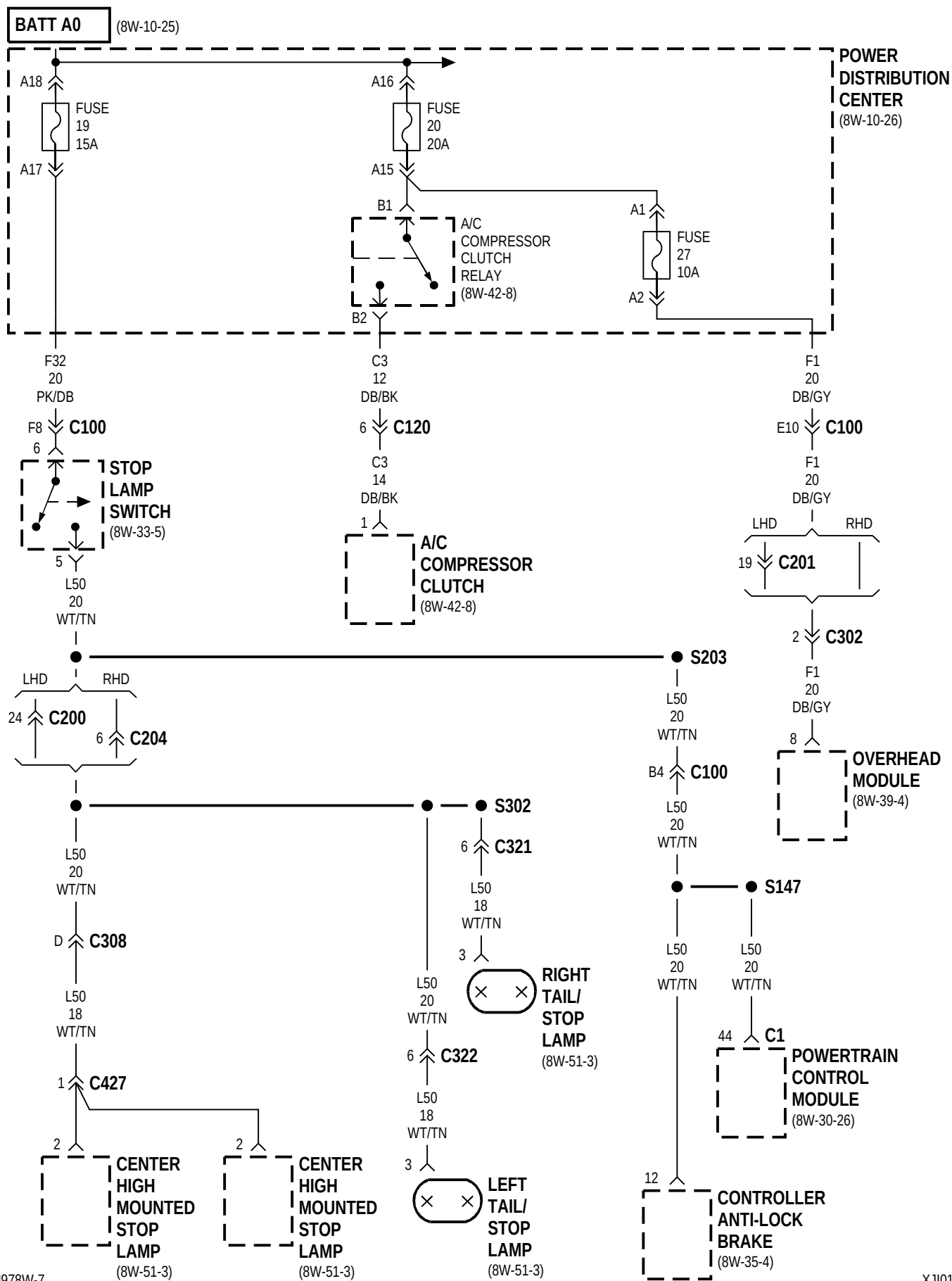


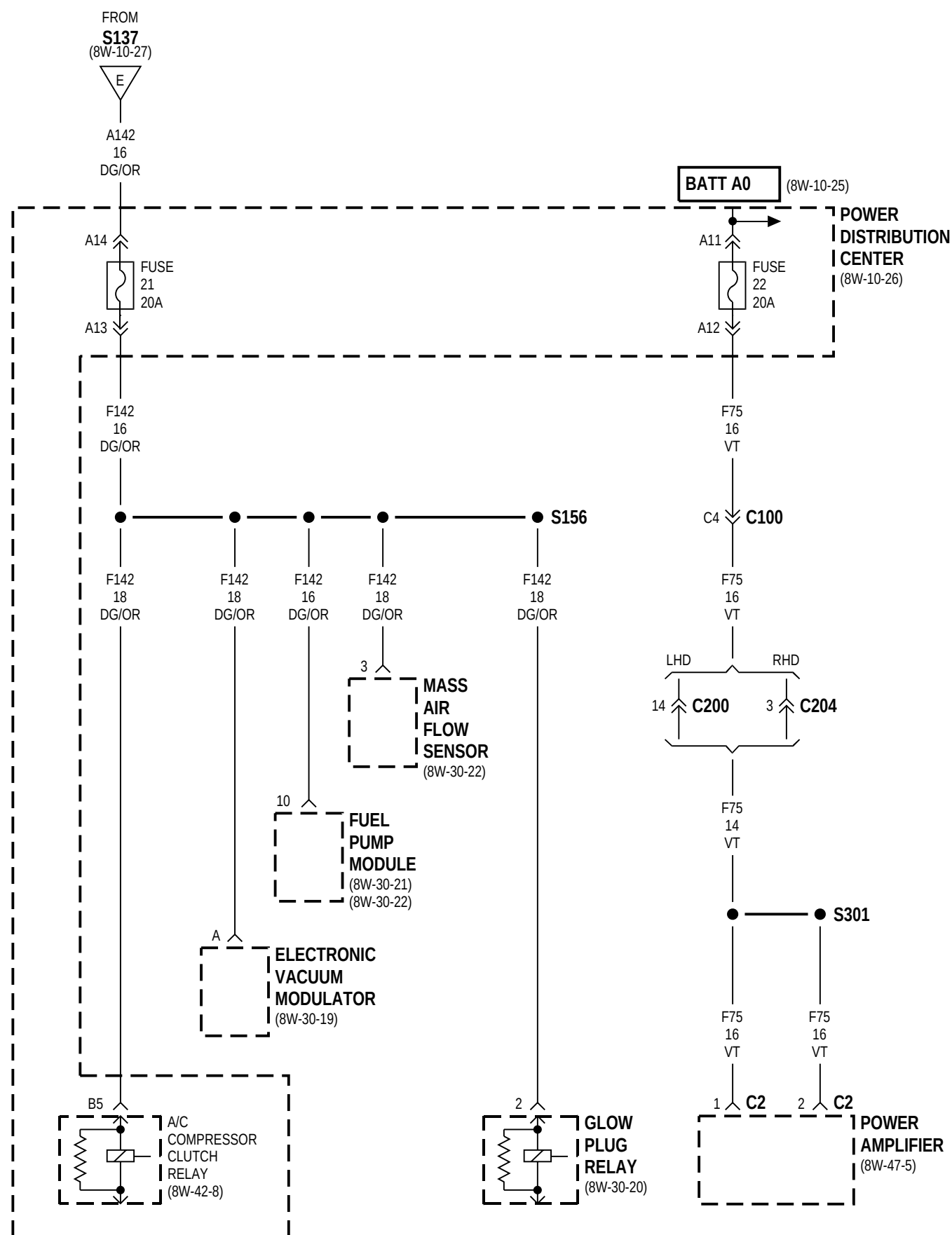
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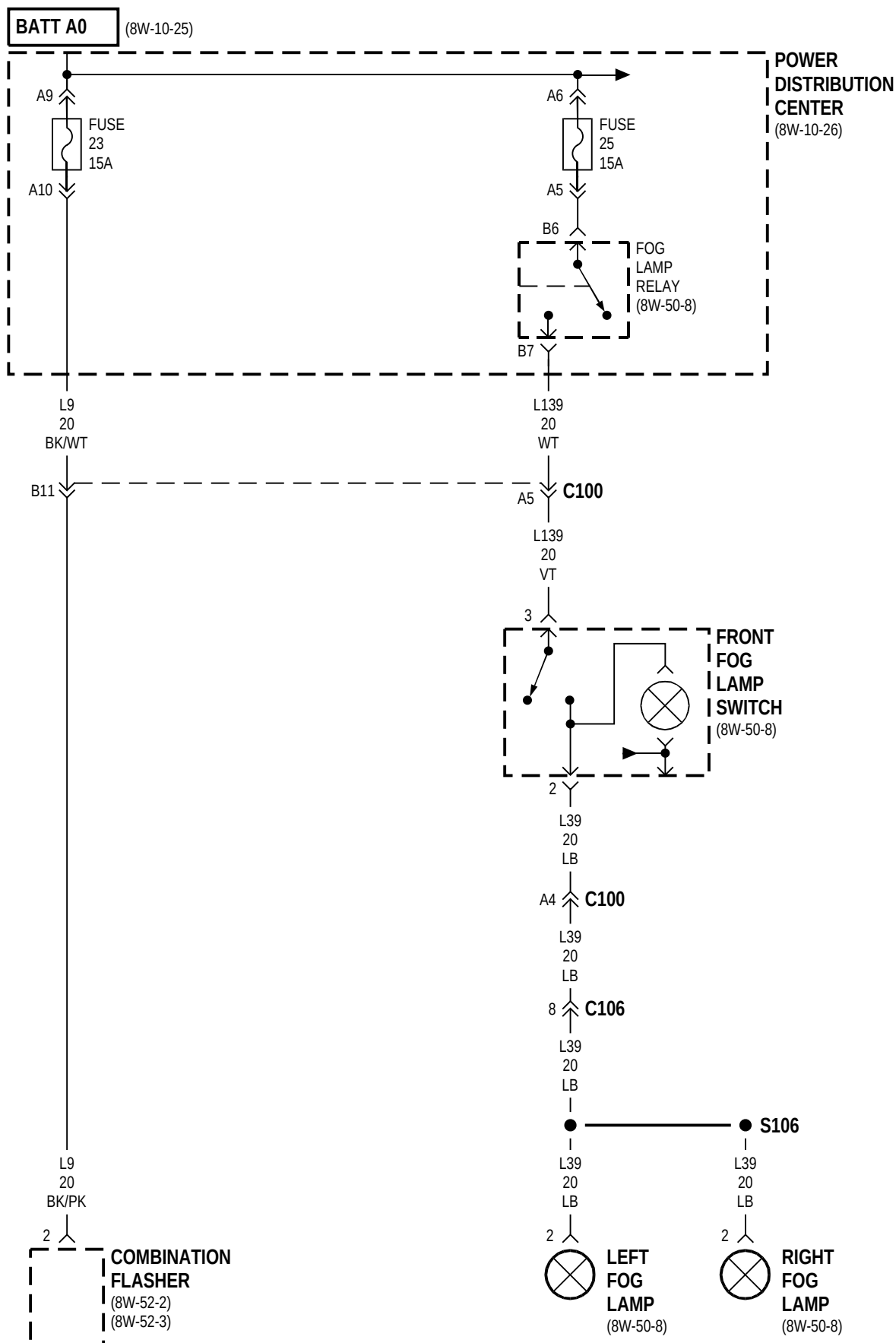


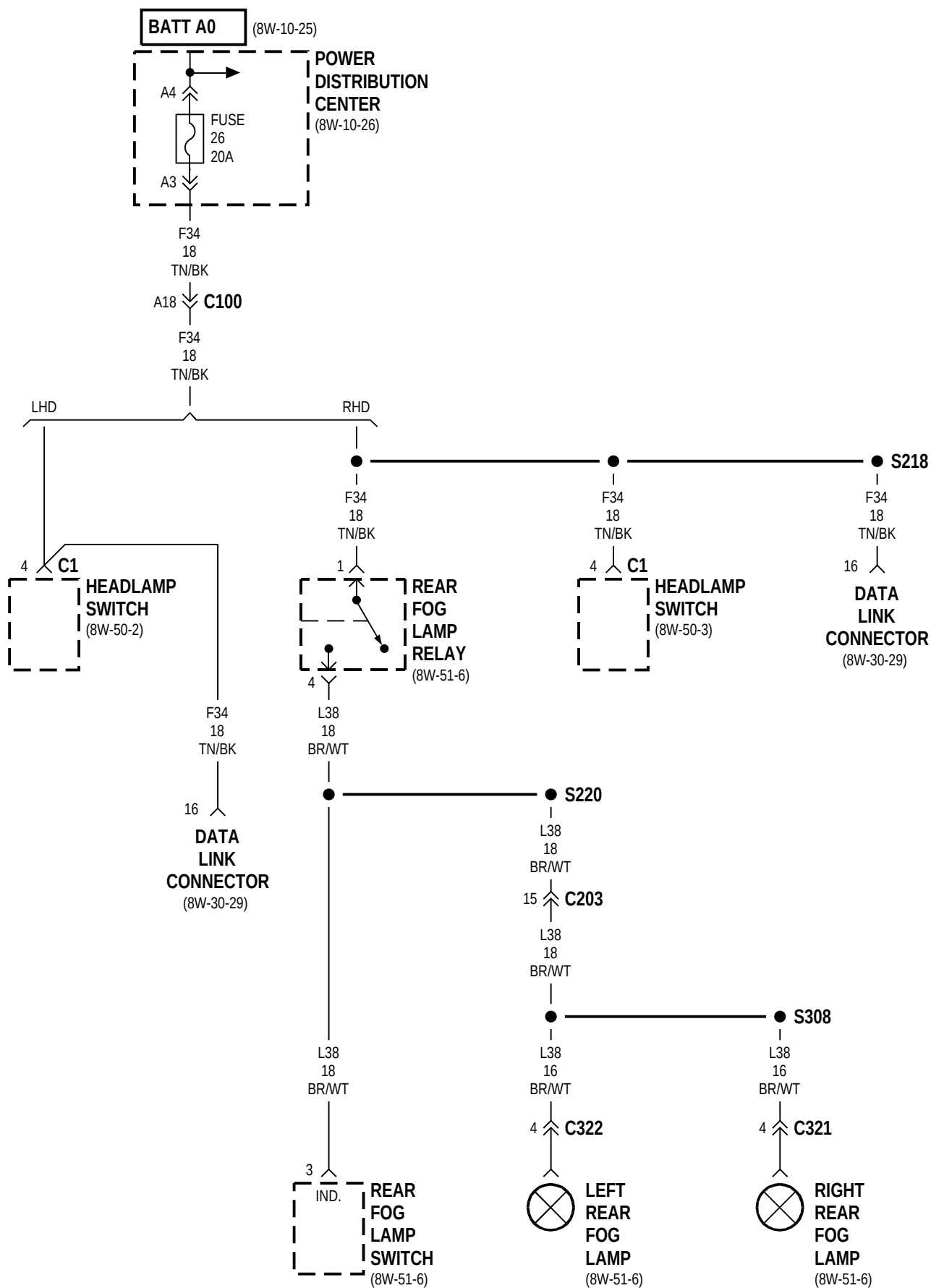
DIESEL





DIESEL





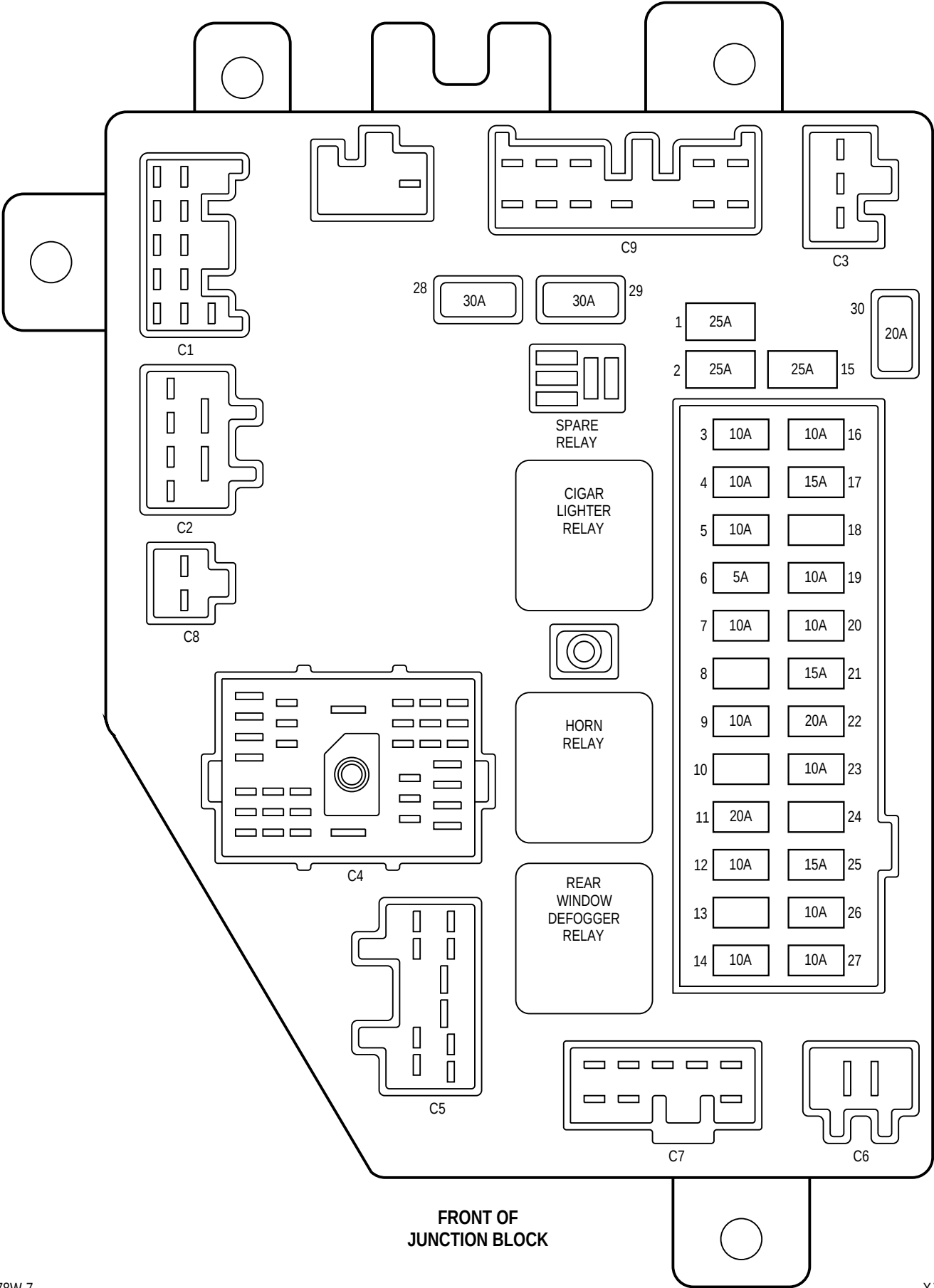
8W-12 JUNCTION BLOCK

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FUSES

FUSE NO.	AMPS	FUSED CIRCUIT	FEED CIRCUIT
1	25A	F38 16RD/LB	A7 10RD/BK
2	25A	-	A7 10RD/BK
3	10A	L33	L3 16RD/OR
4	10A	L43	L4 16VT/WT
5	10A	L44	L4 16VT/WT
6	5A	E2 20OR	E1 20TN
7	10A	L77	L7 18BK/YL
8	-	-	A21 12DB
9	10A	F87 20WT/BK	A21 12DB
10	-	-	A21 12DB
11	20A	F12 18DB/WT	A21 12DB
12	10A	L5 20BK	A22 12BK/OR
13	-	-	A4 14PK/BK
14	10A	C16	C15
15	25A	F35 16RD	A7 10RD/BK
16	10A	L34	L3 16RD/OR
17	15A	X12 16RD/WT	A31 12BK/WT
18	-	-	A31 12BK/WT
19	10A	F45 20YL/RD	A41
20	10A	A6 20RD/OR	A7 10RD/BK
21	15A	-	A7 10RD/BK
22	20A	V23 18BR/PK	A22 12BK/OR
23	10A	L78	L7 18BK/YL
24	-	-	
25	15A	F15 20DB/WT	A22 12BK/OR
26	10A	F14 18LG/YL	A22 12BK/OR
27	10A	F23 18DB/YL	A21 12DB

CIRCUIT BREAKERS

CB NO.	AMPS	FUSED CIRCUIT	FEED CIRCUIT
28	30A	F81 12TN	A31 12BK/WT
29	30A	F37 14RD/LB	A7 10RD/BK
30	20A	V6 16DB	A31 12BK/WT

CIGAR LIGHTER RELAY

CAVITY	CIRCUIT	FUNCTION
30	-	FUSED B (+)
85	C81 20LB/WT	GROUND
86	A31 12BK/WT	FUSED B (+)
87	F30 16RD	CIGAR LIGHTER RELAY OUTPUT
-	-	-

HORN RELAY

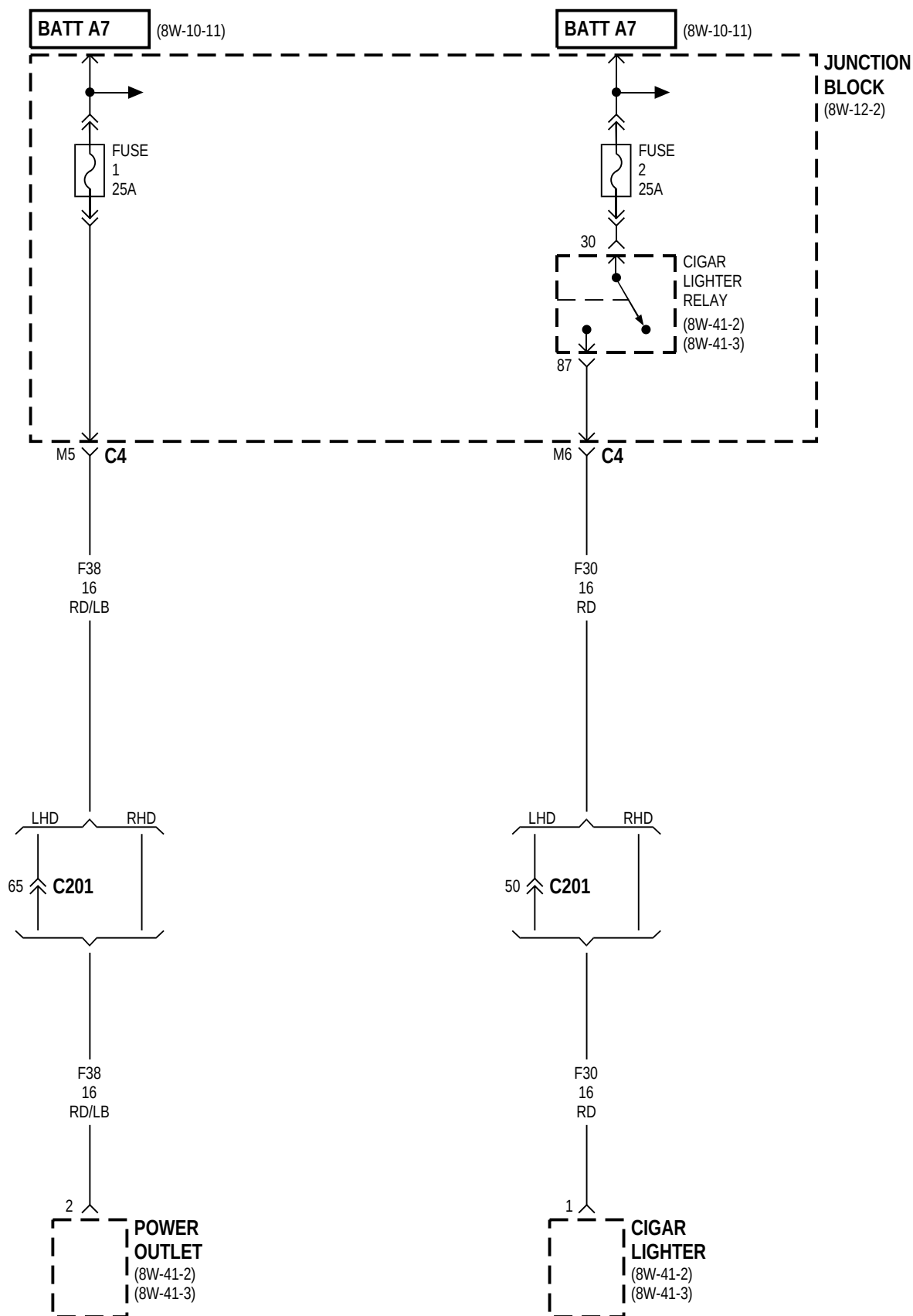
CAVITY	CIRCUIT	FUNCTION
30	-	FUSED B (+)
85	X3 20BK/RD	HORN RELAY CONTROL
86	A2	FUSED B (+)
87	X2	HORN RELAY OUTPUT
-	-	-

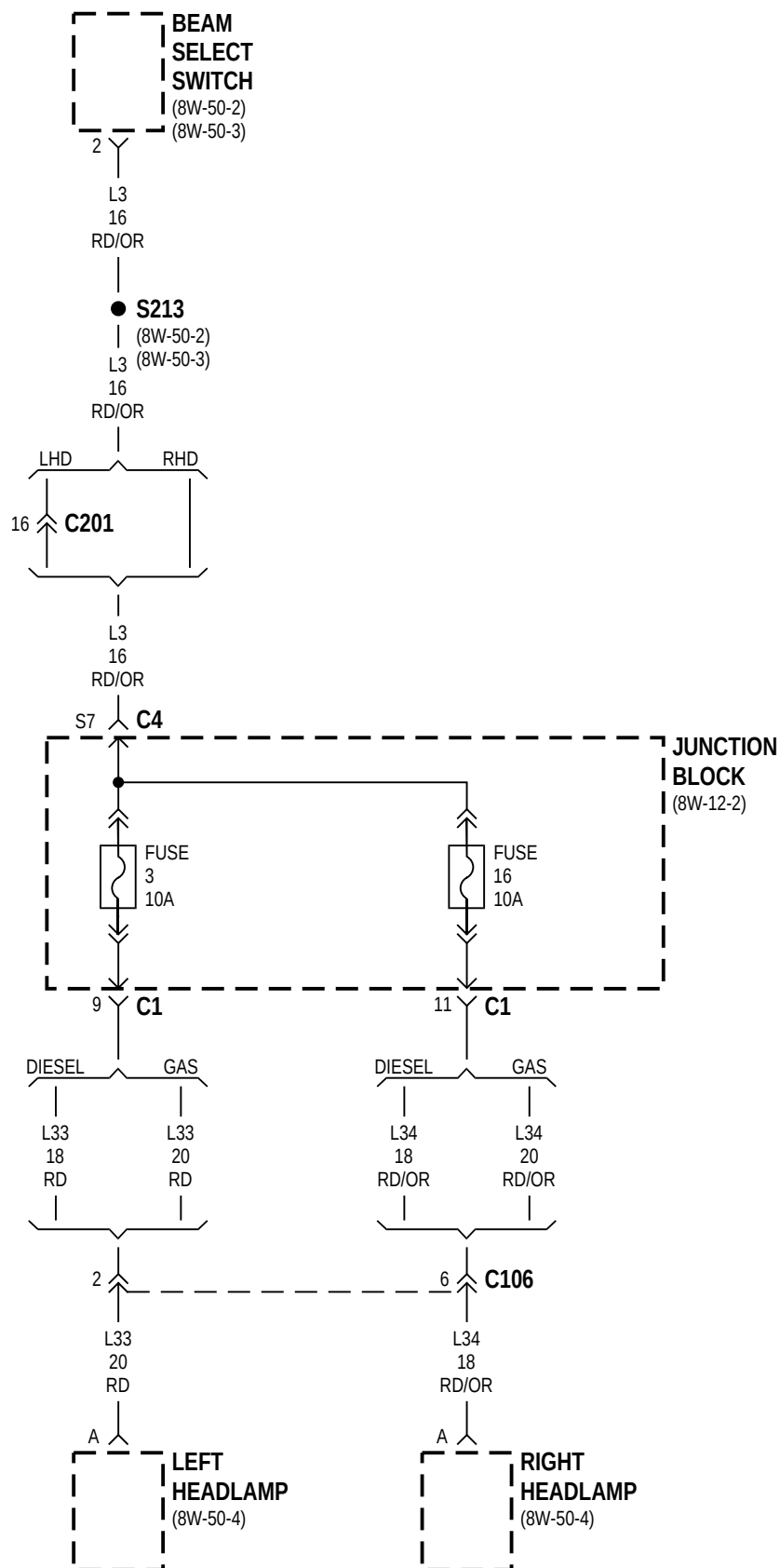
REAR WINDOW DEFOGGER RELAY

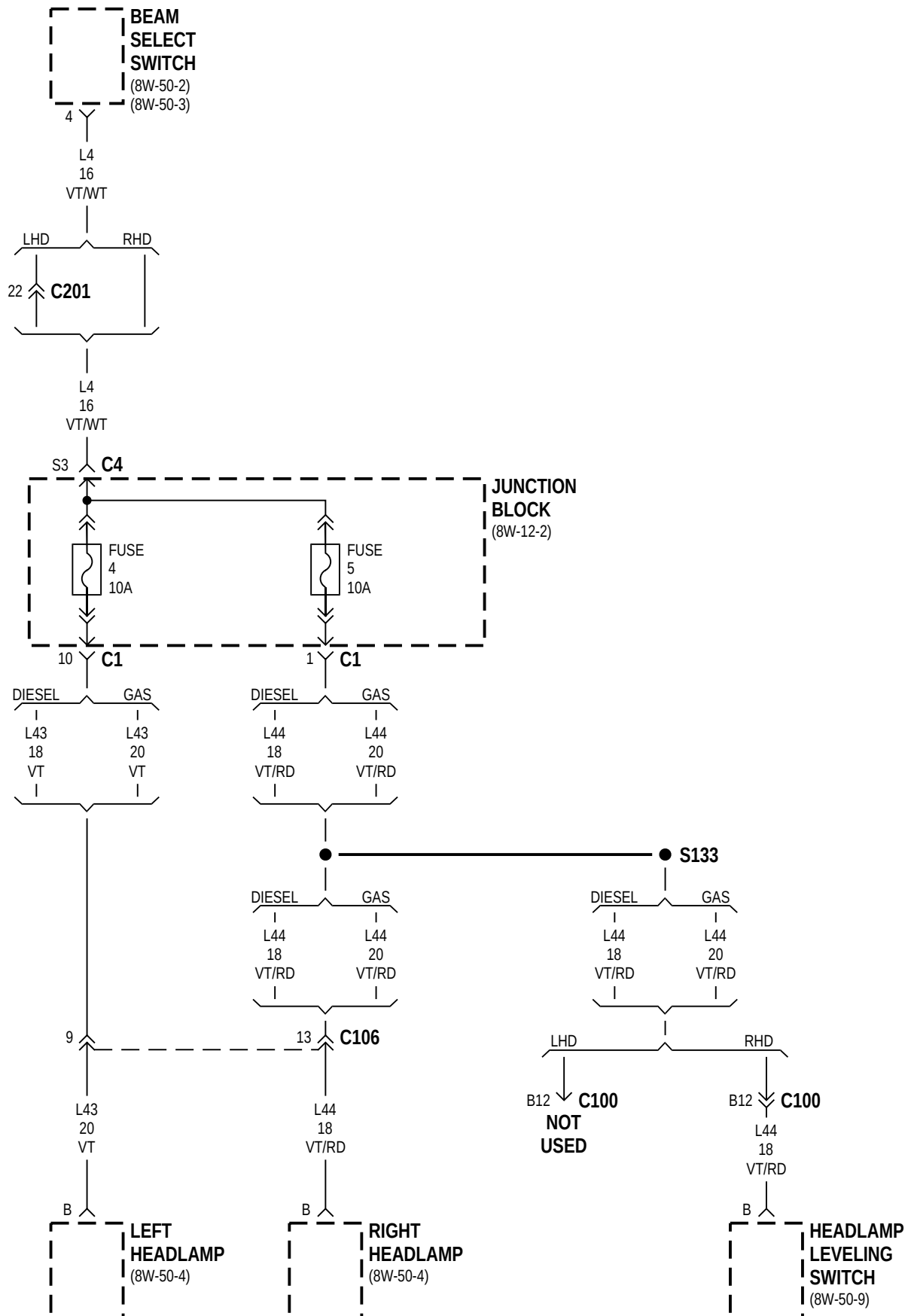
CAVITY	CIRCUIT	FUNCTION
30	A4 12PK/BK	FUSED B (+)
85	C81 20LB/WT	REAR WINDOW DEFOGGER RELAY CONTROL
86	L5	FUSED B (+)
87	C15	REAR WINDOW DEFOGGER RELAY OUTPUT
-	-	-

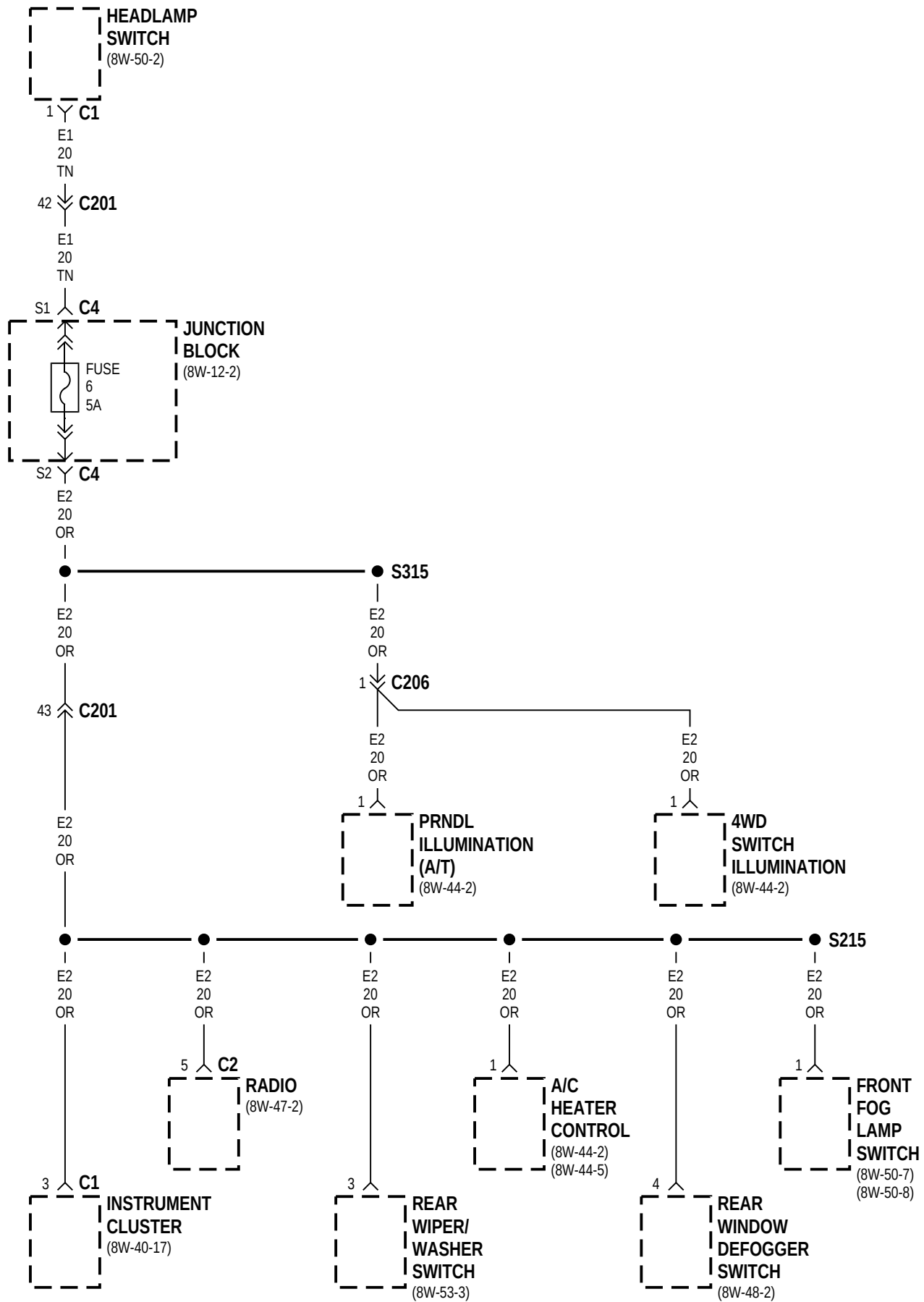
SPARE RELAY

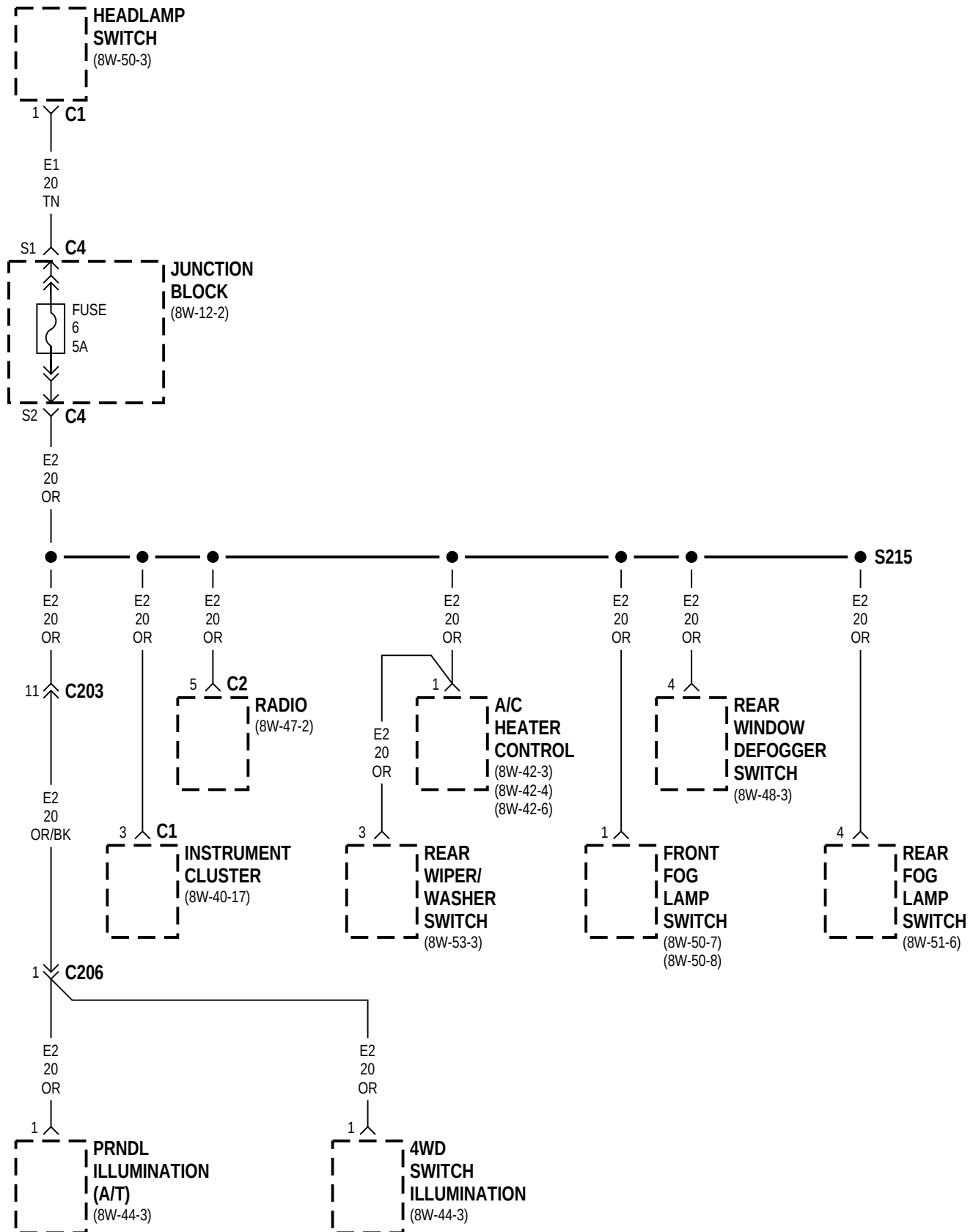
CAVITY	CIRCUIT	FUNCTION
30	-	-
85	-	-
86	-	-
87	-	-
87A	-	-

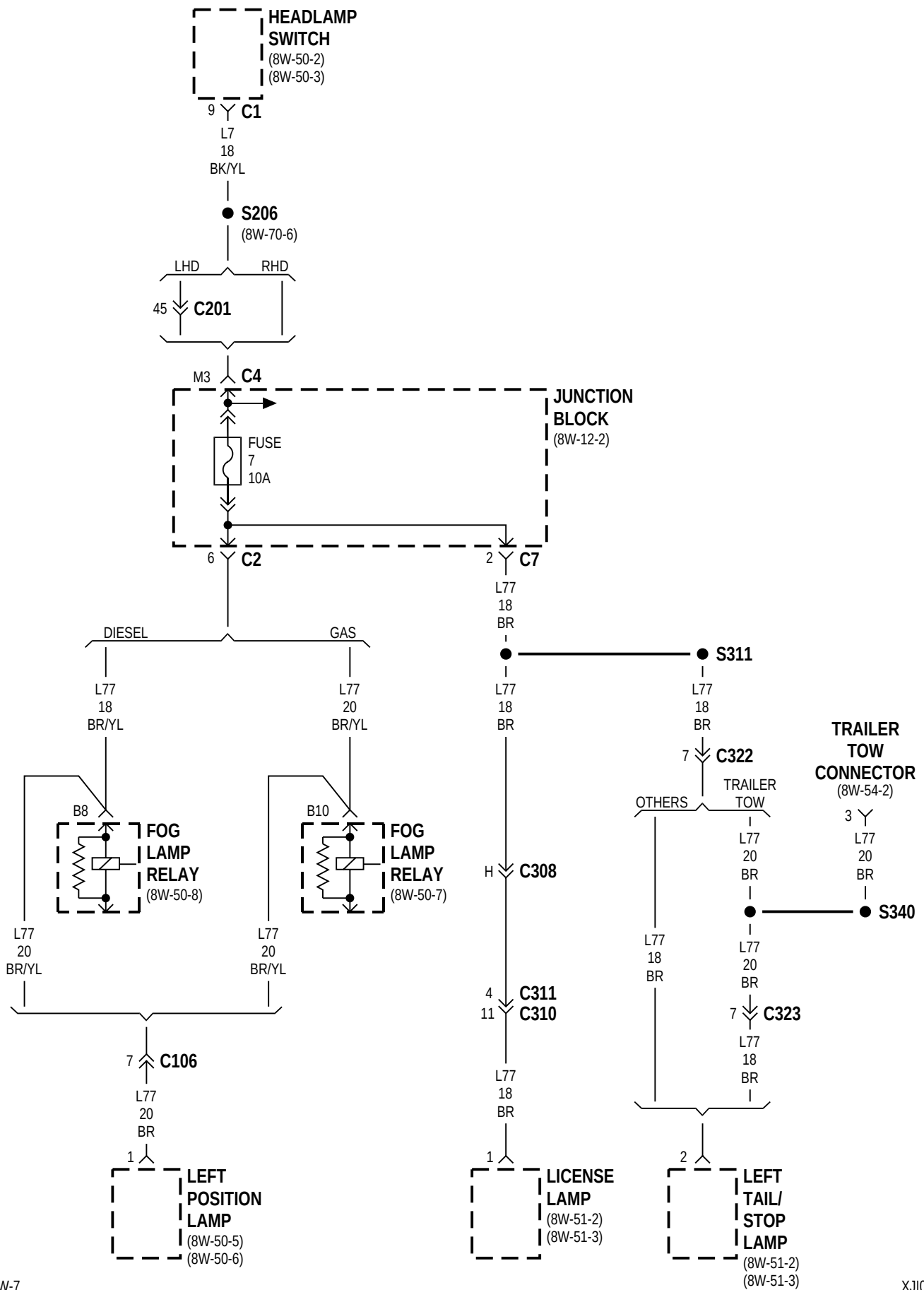


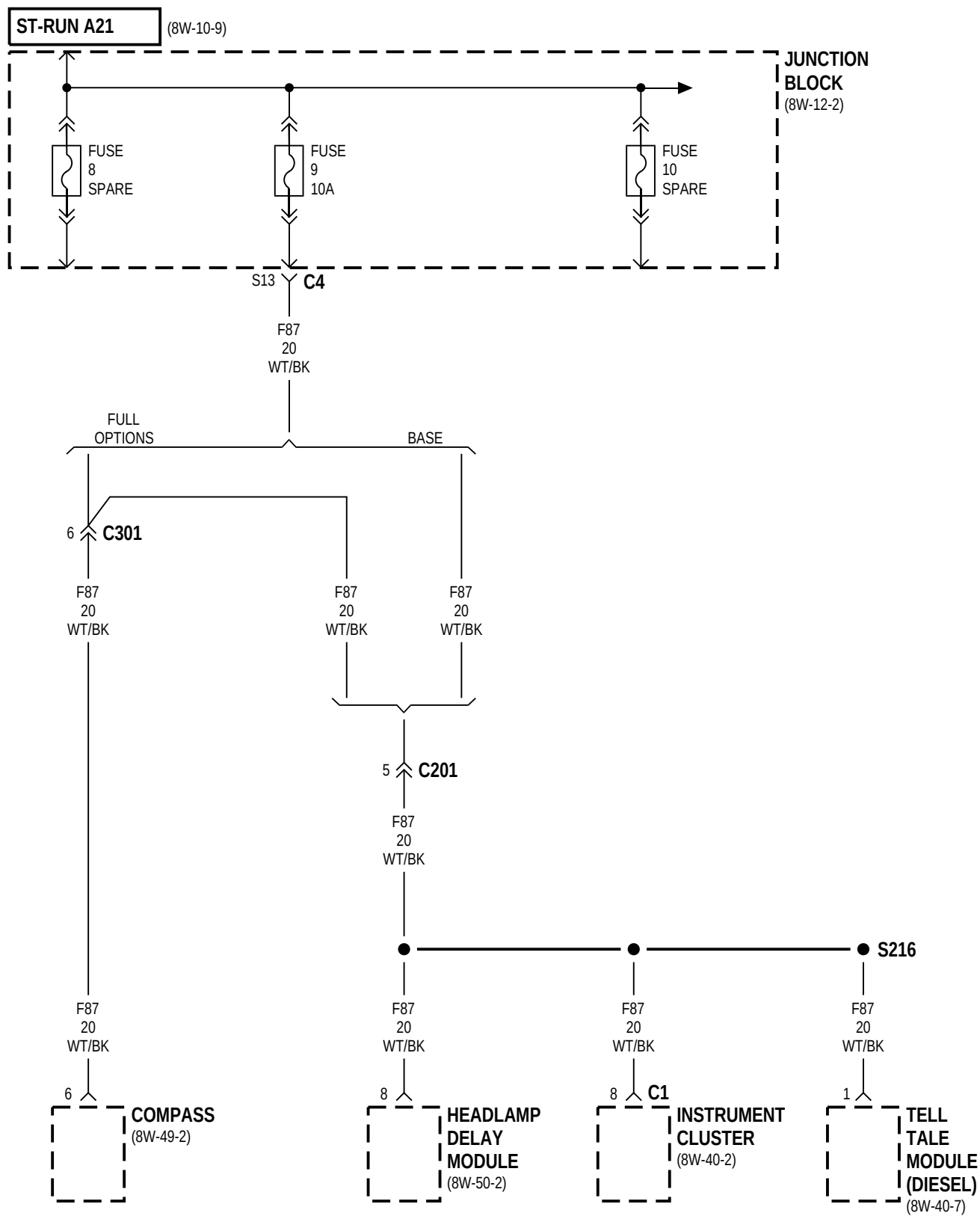


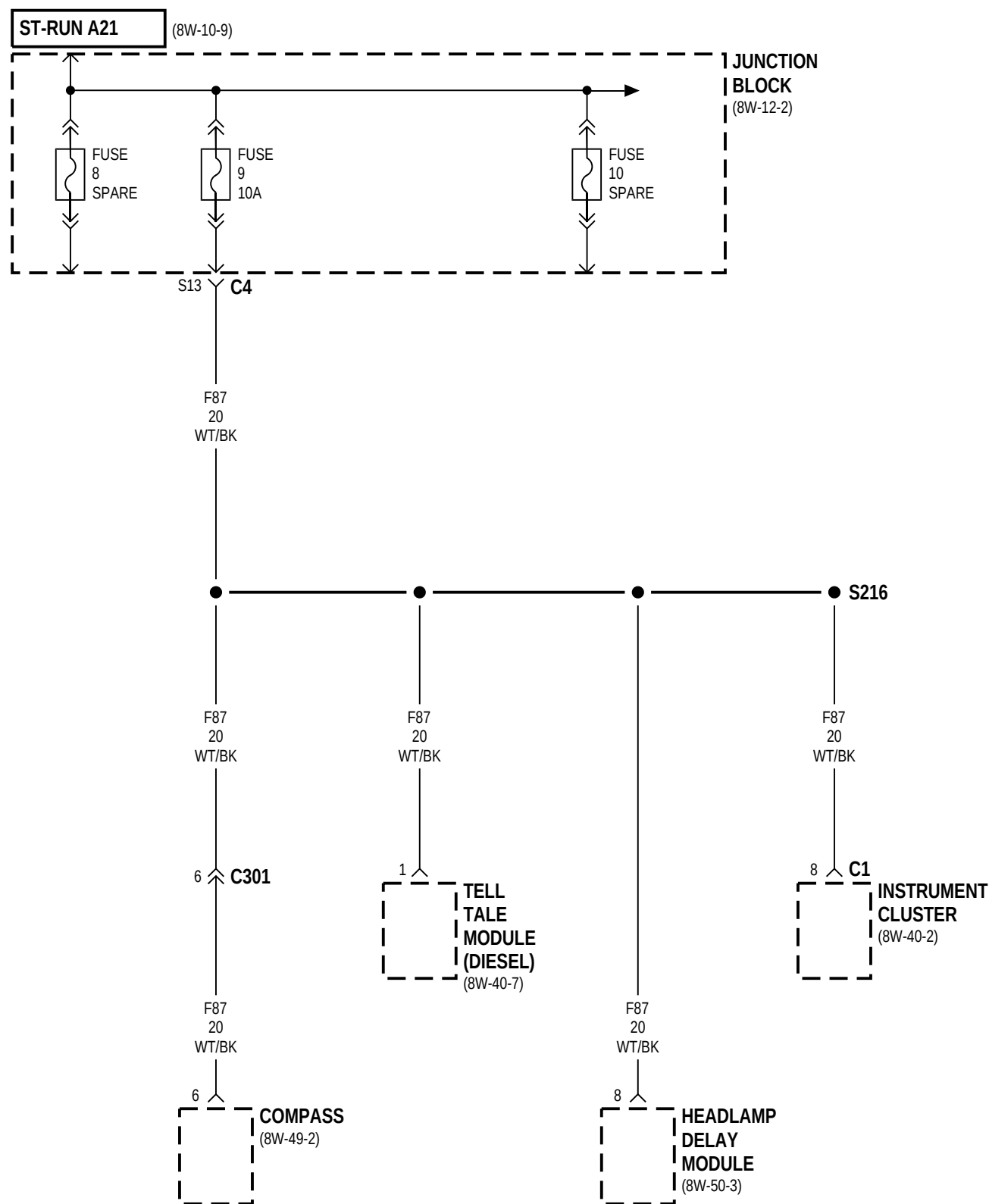


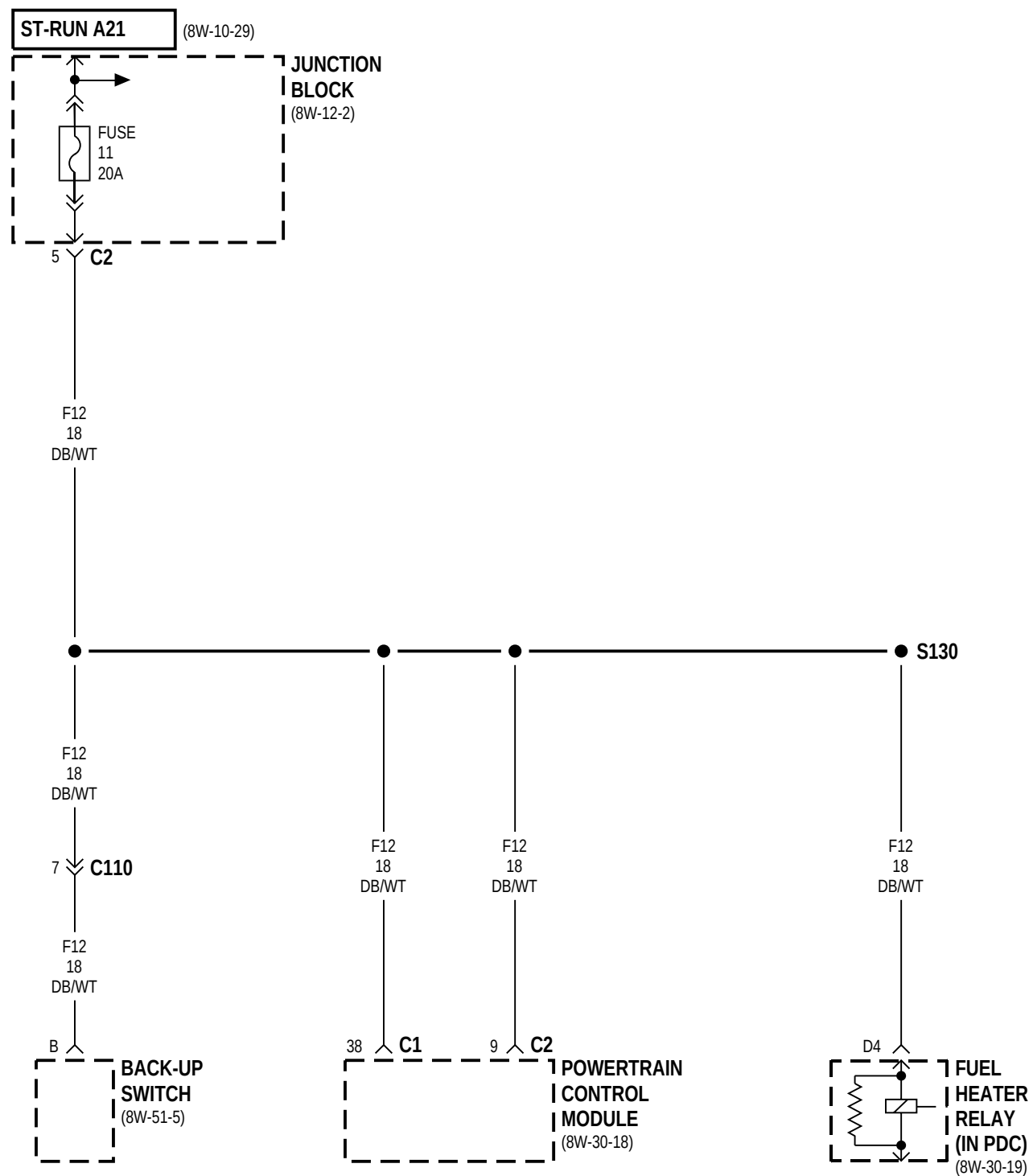


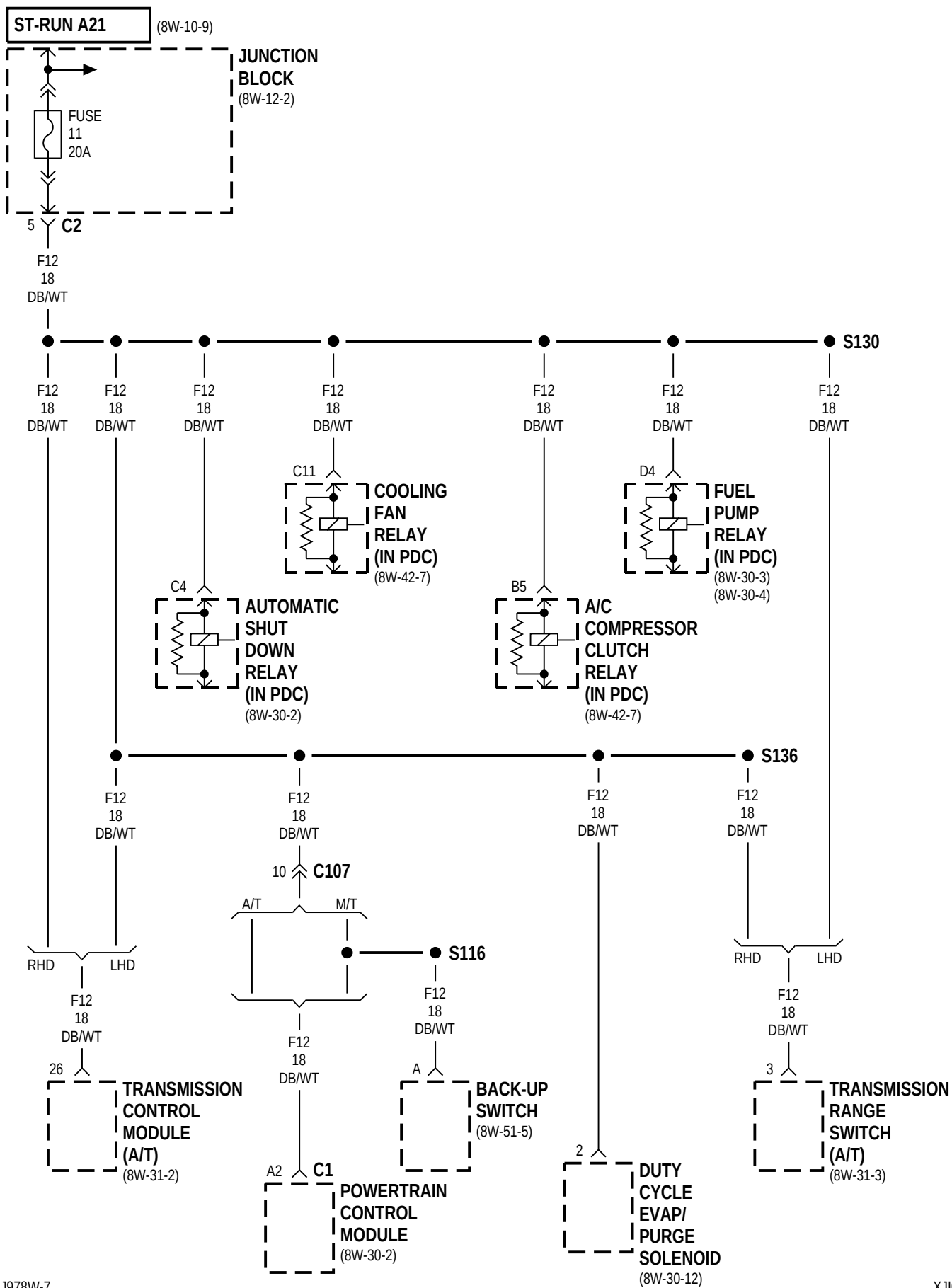




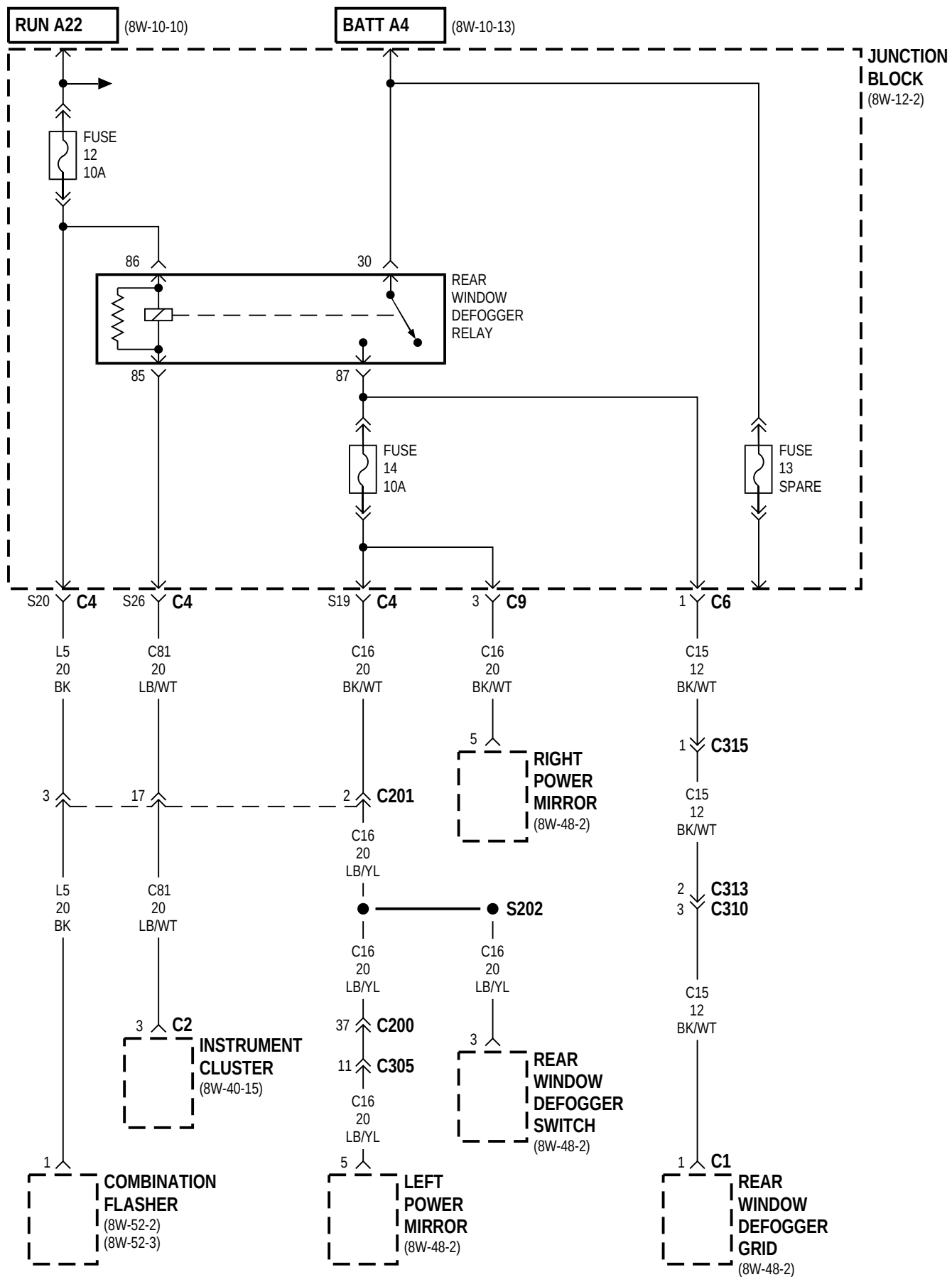




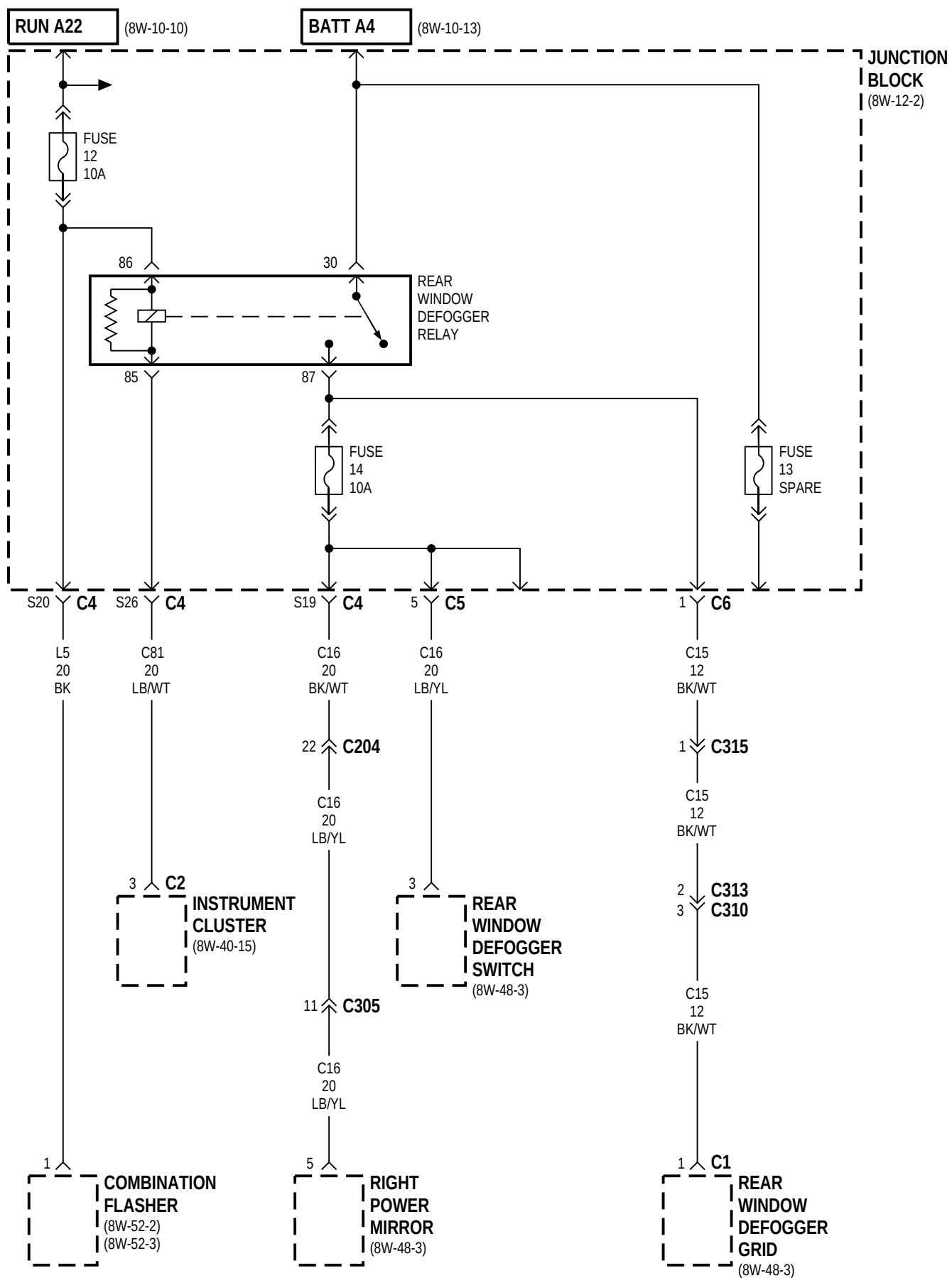




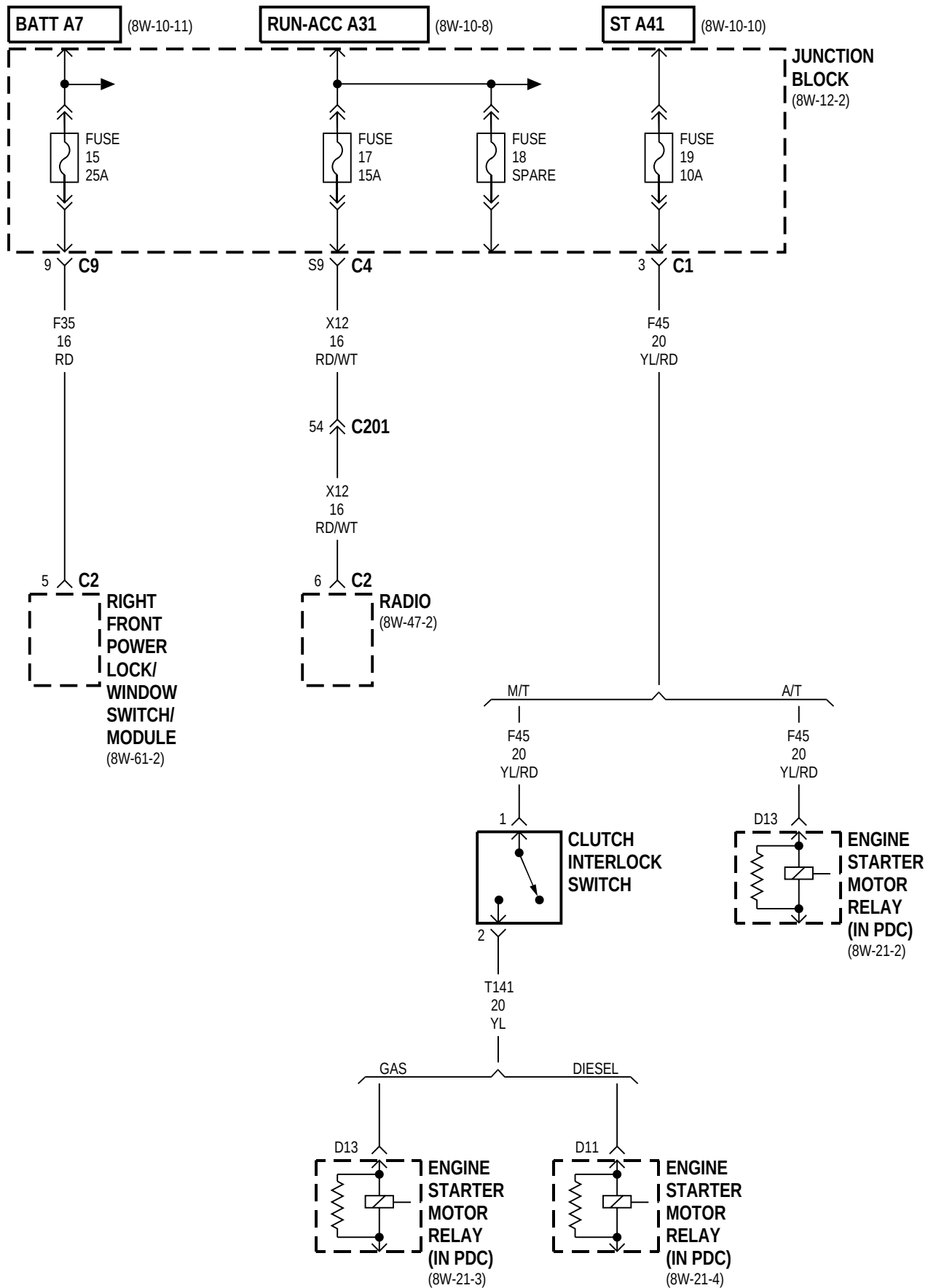
LHD



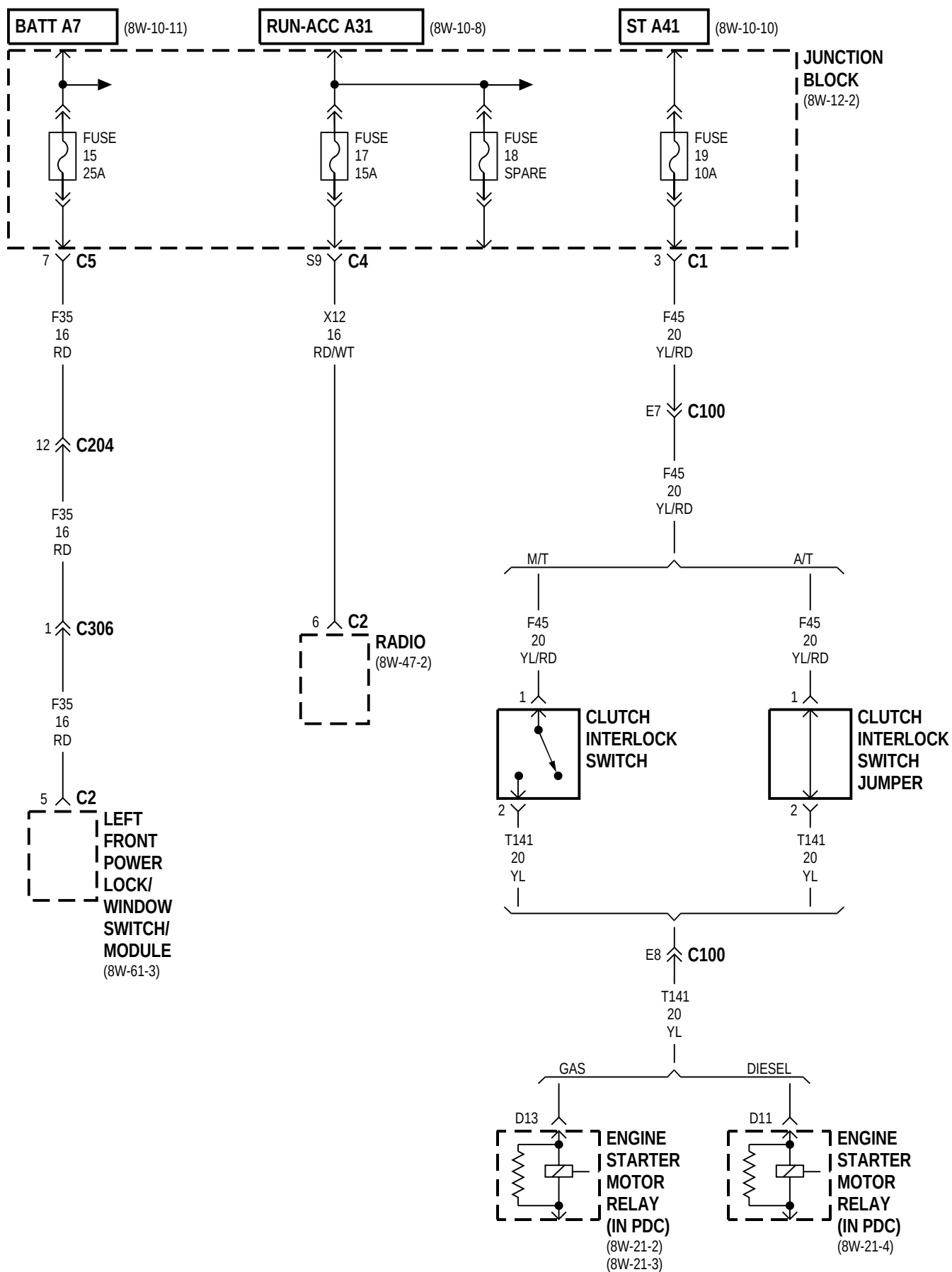
RHD

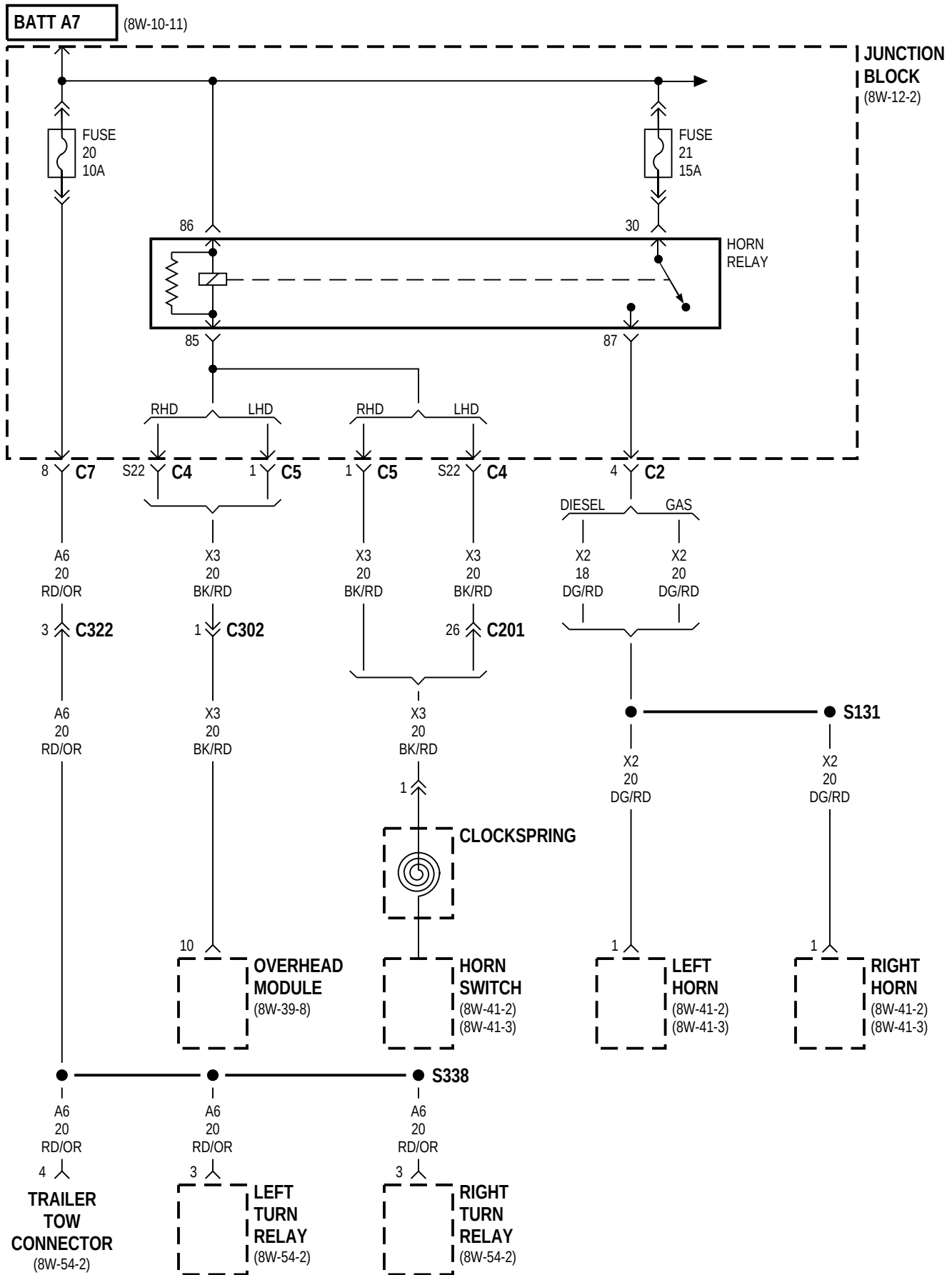


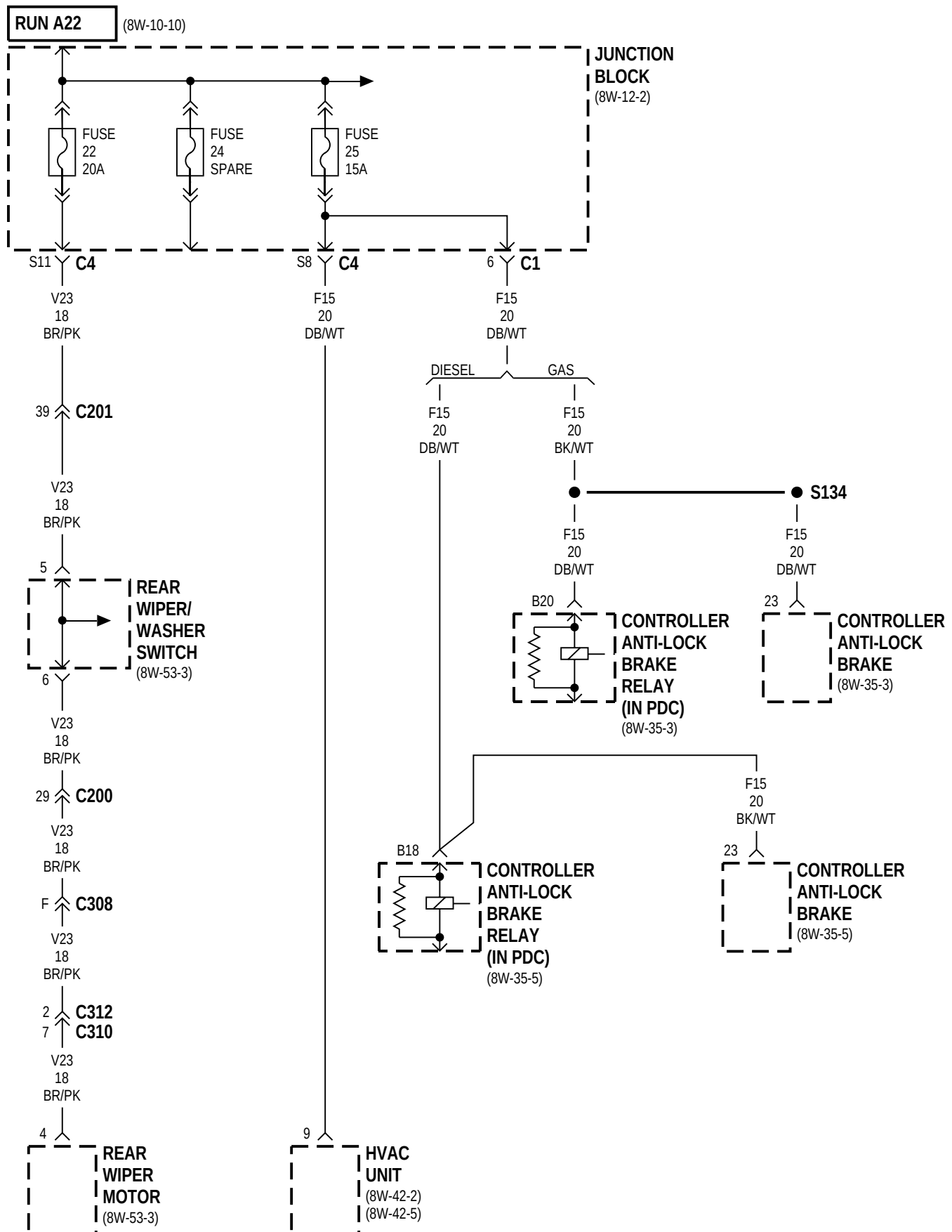
LHD

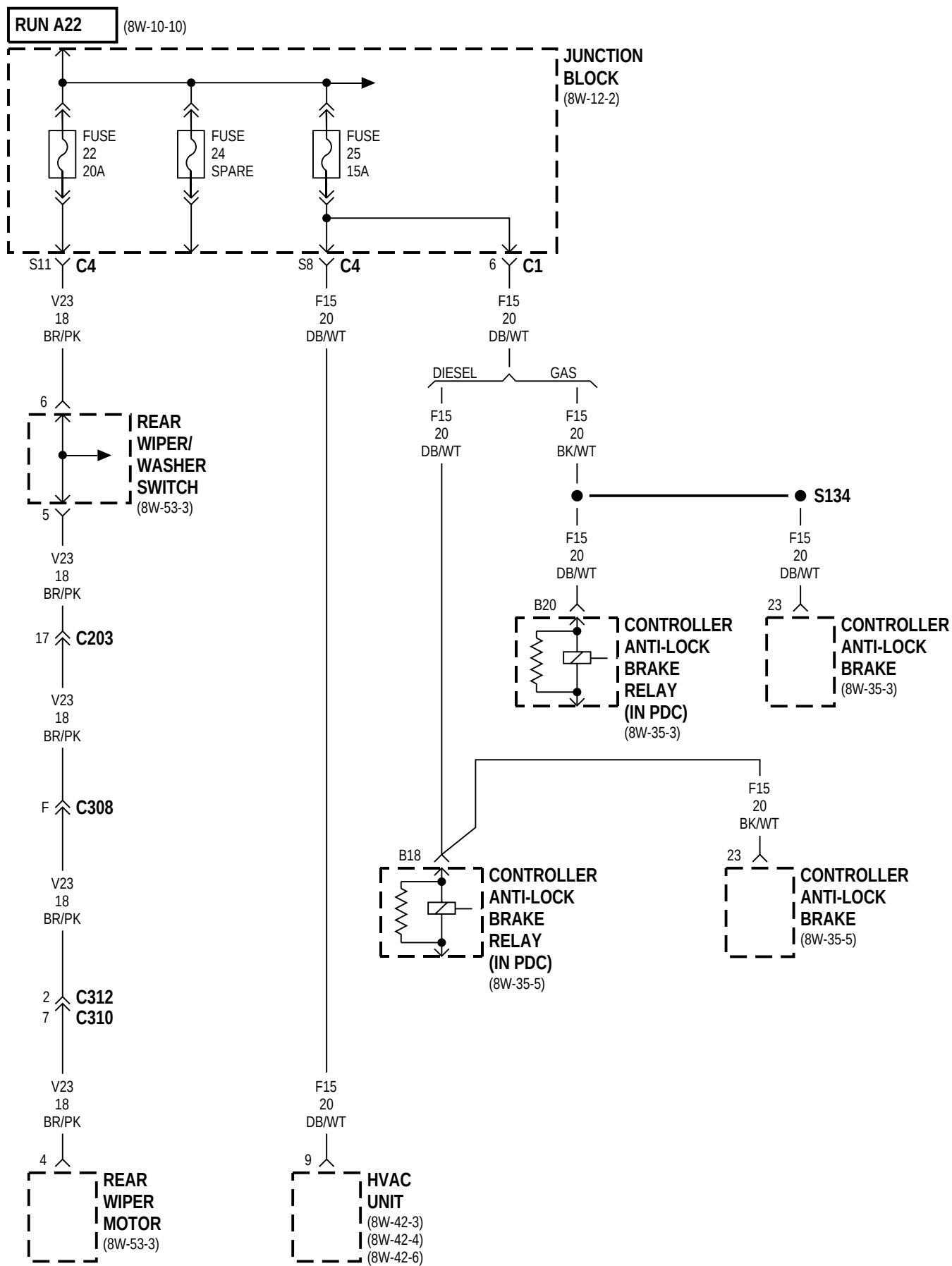


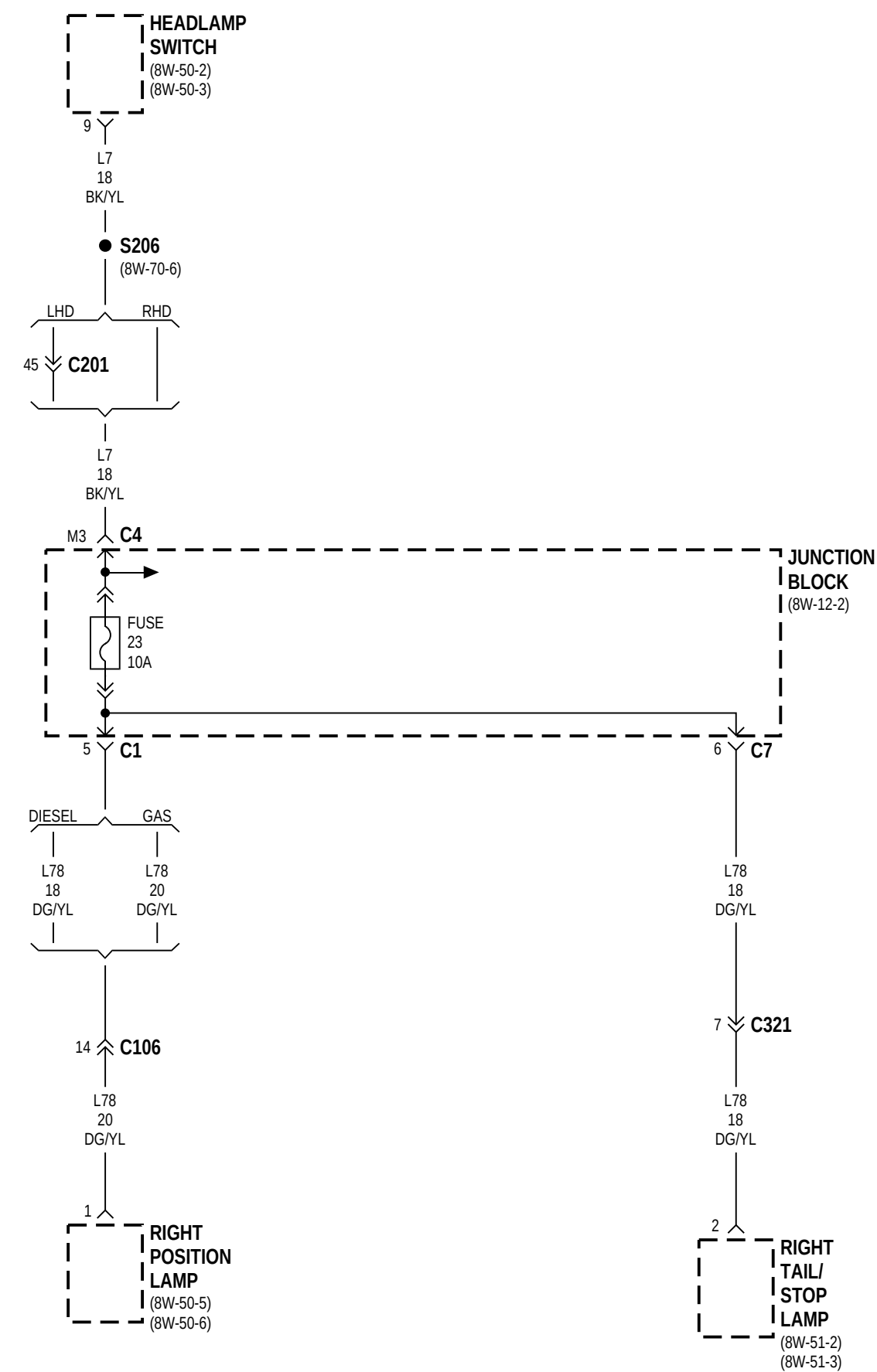
RHD

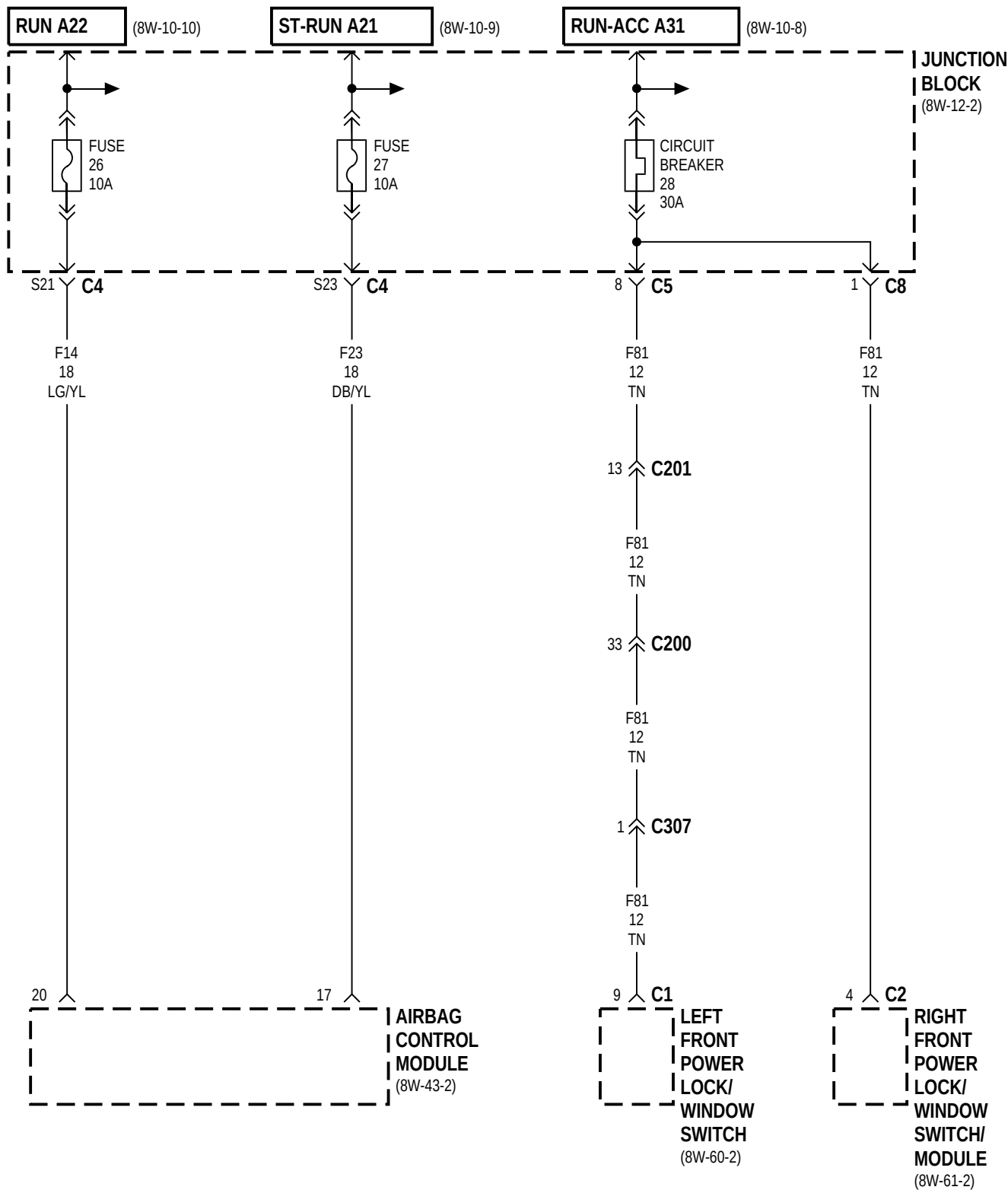


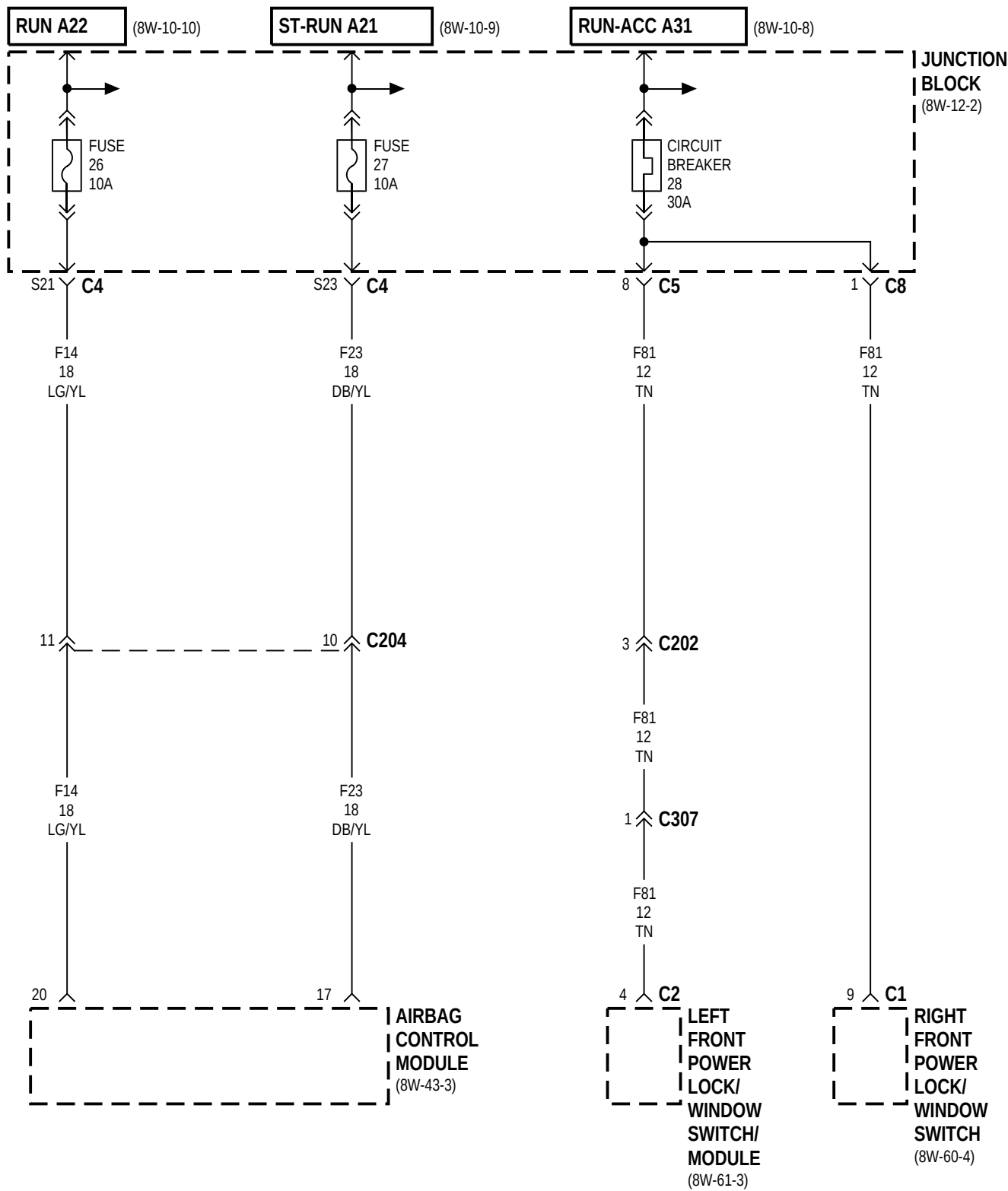


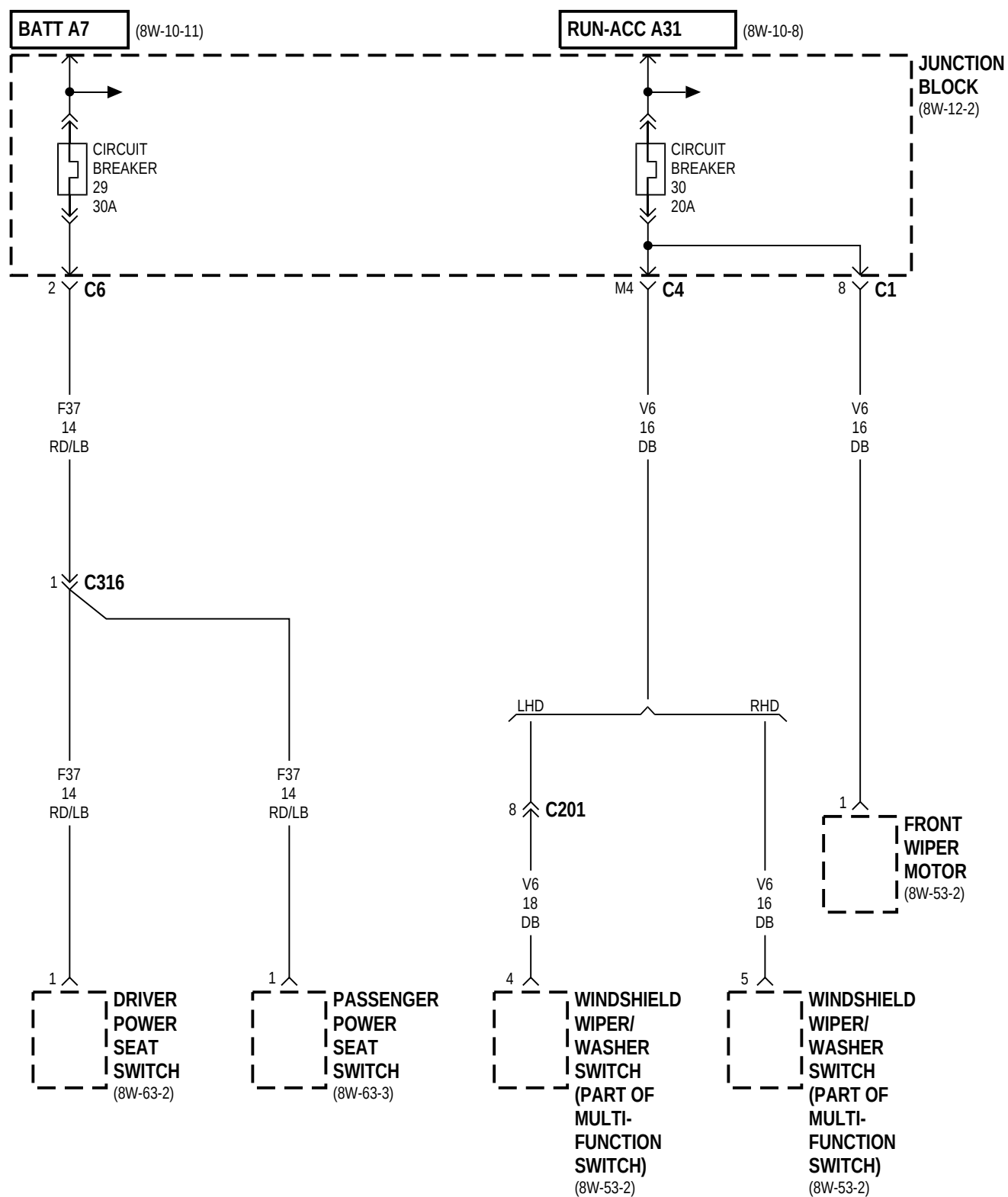


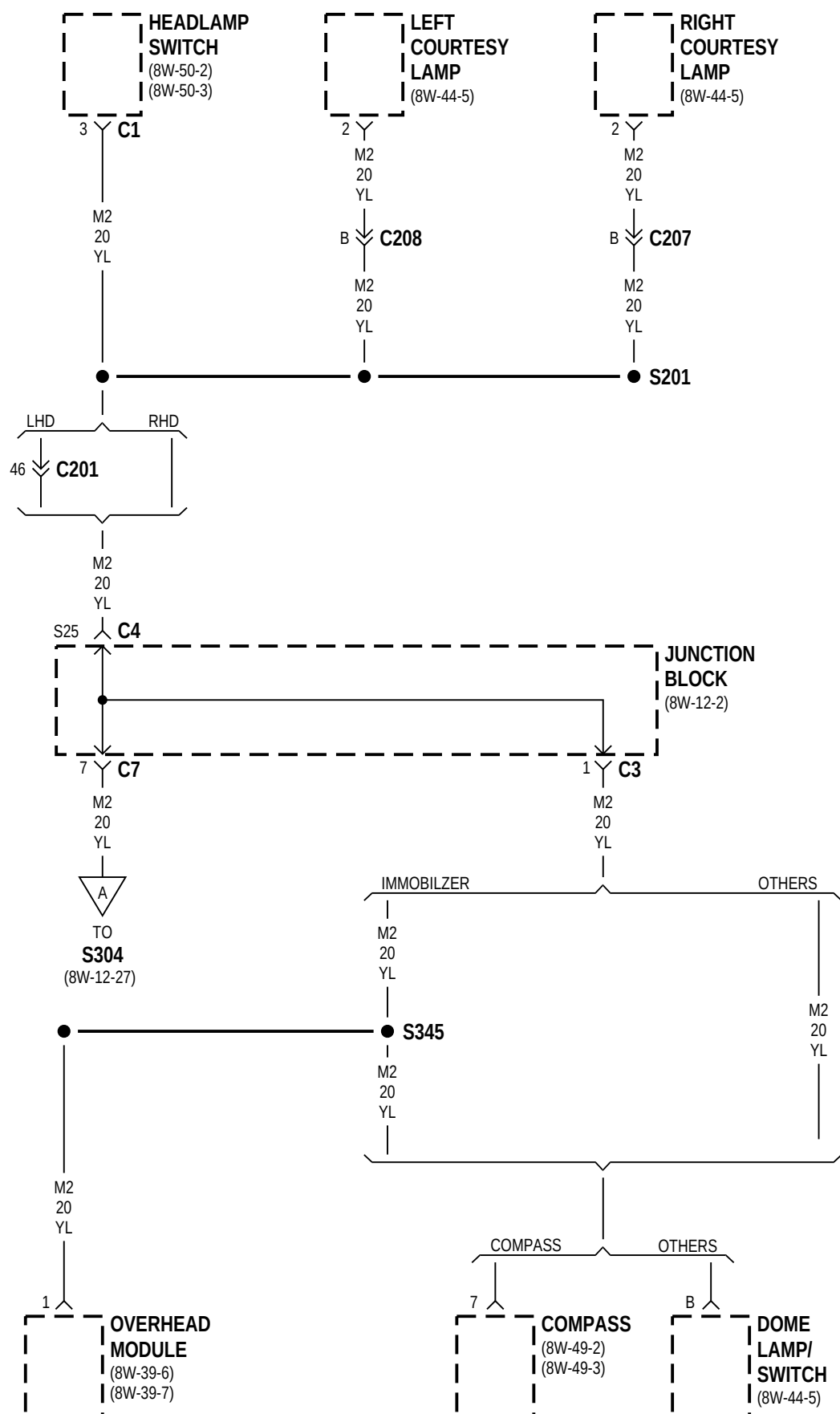


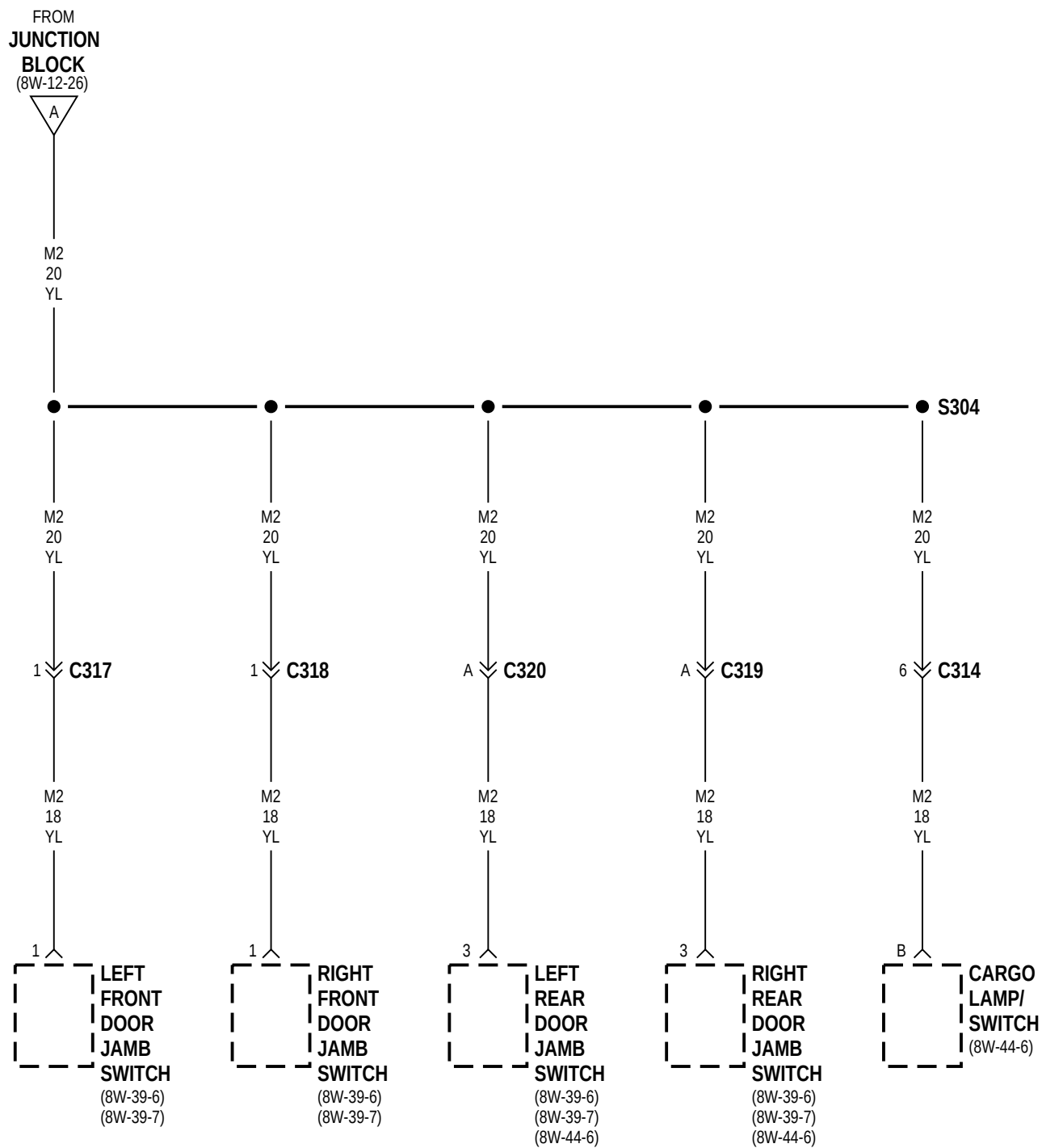




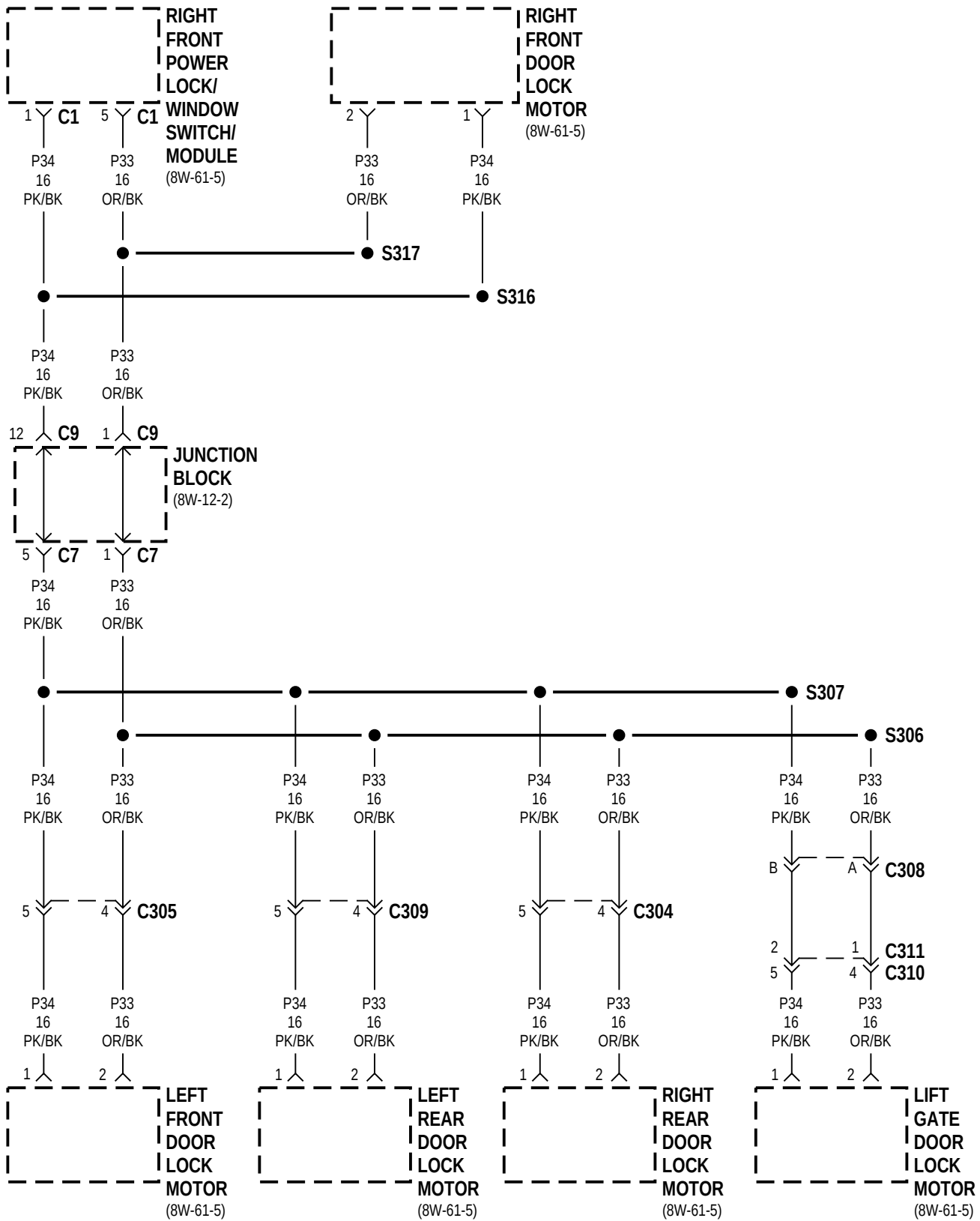


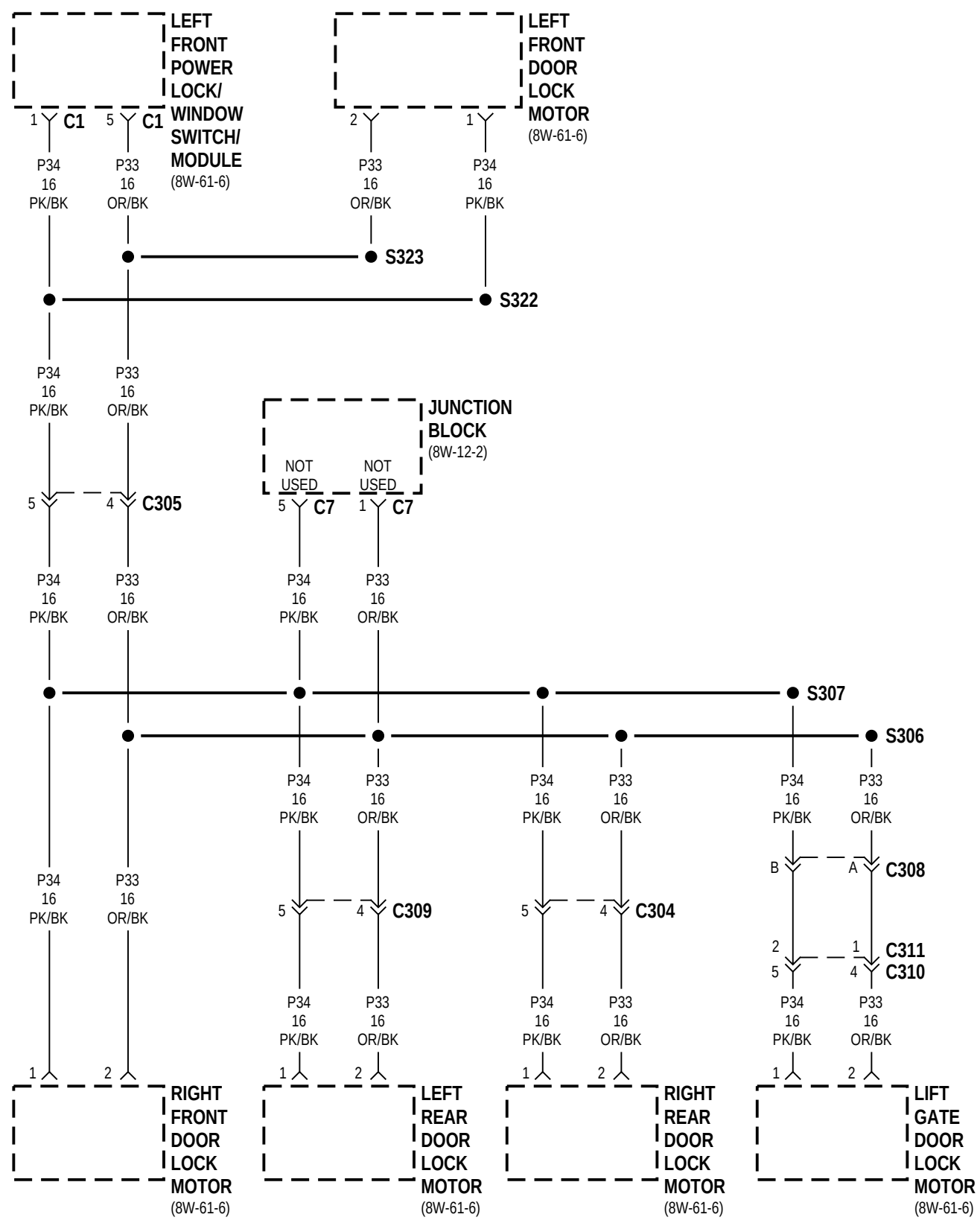


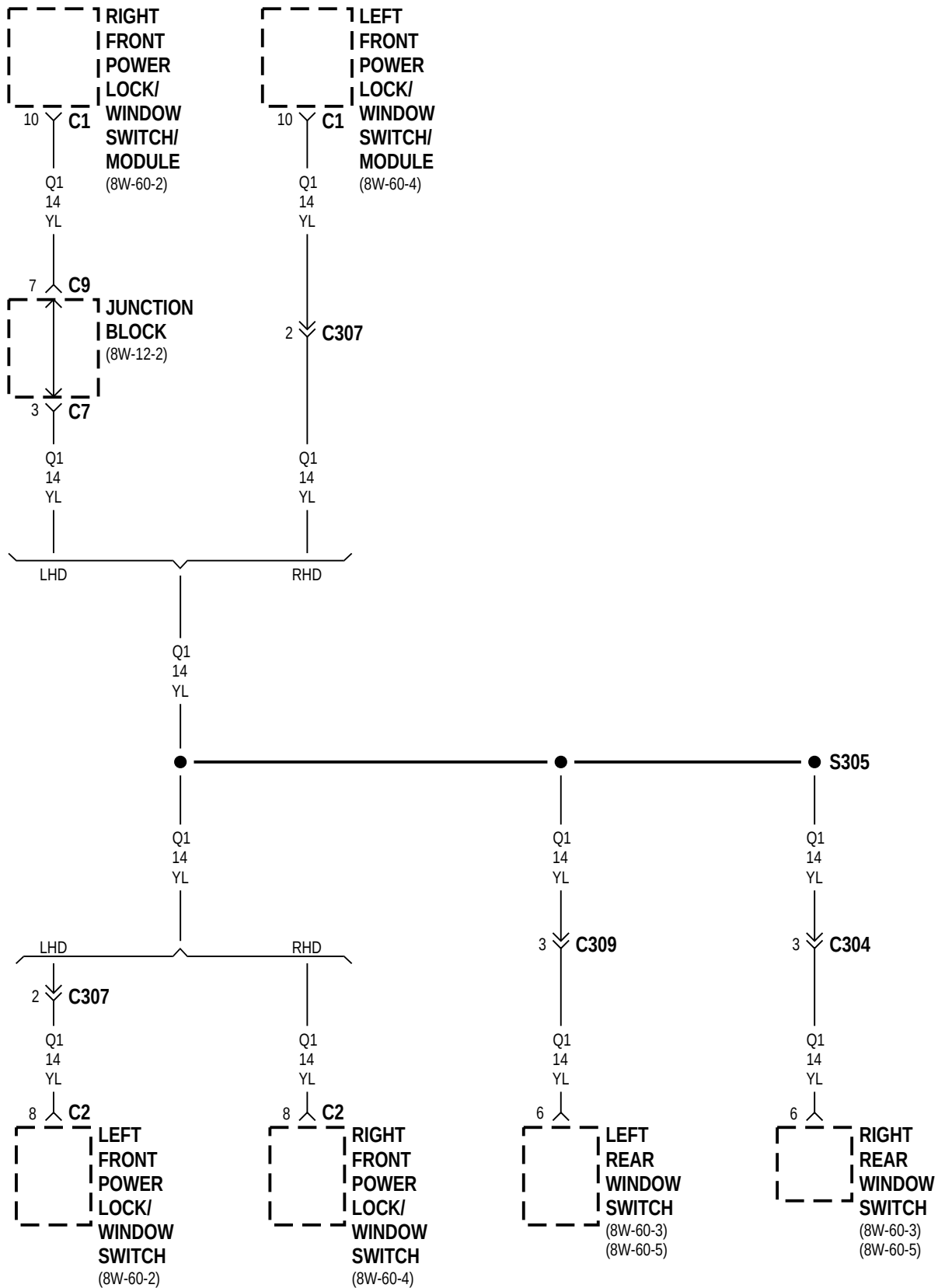




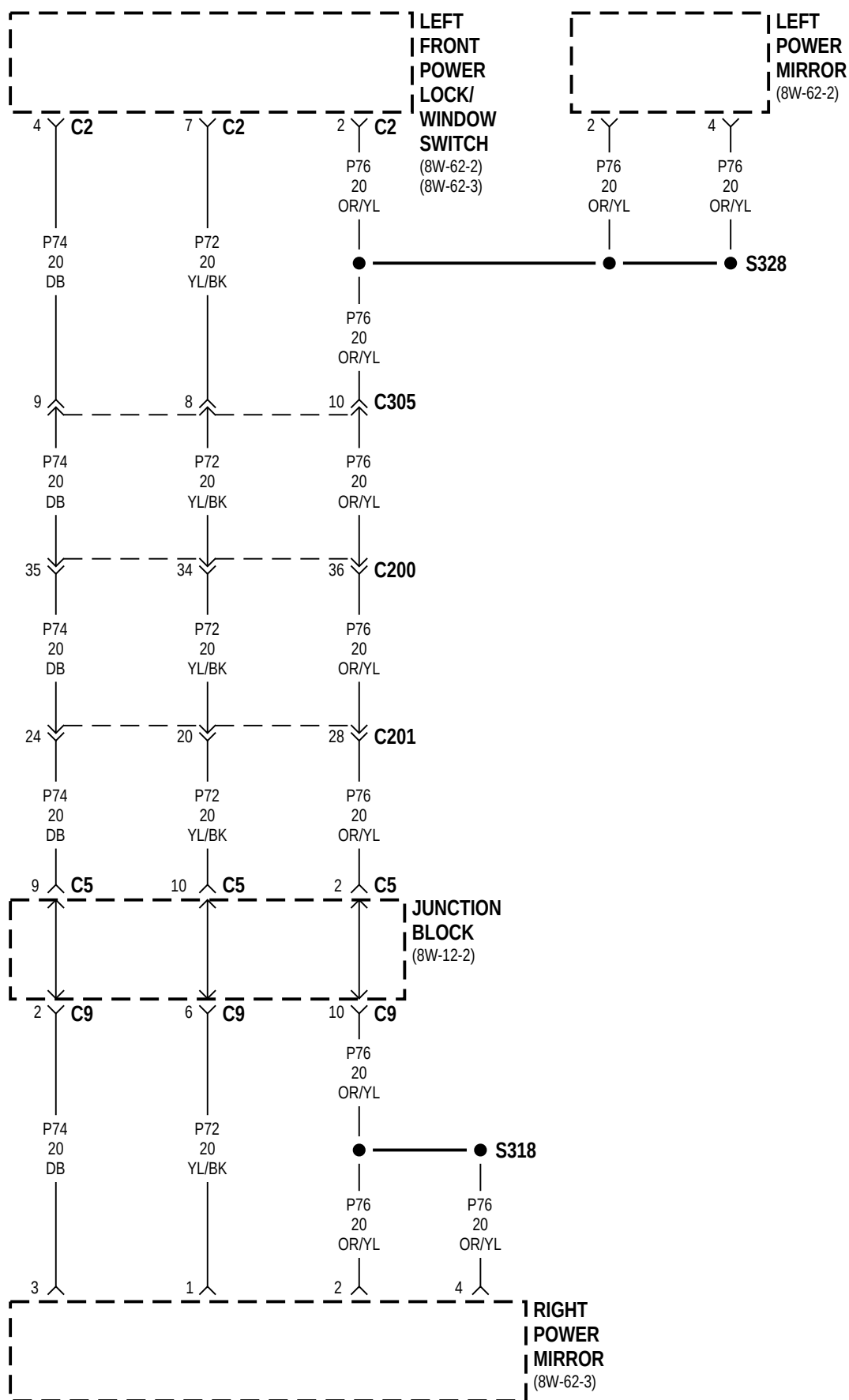
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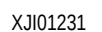


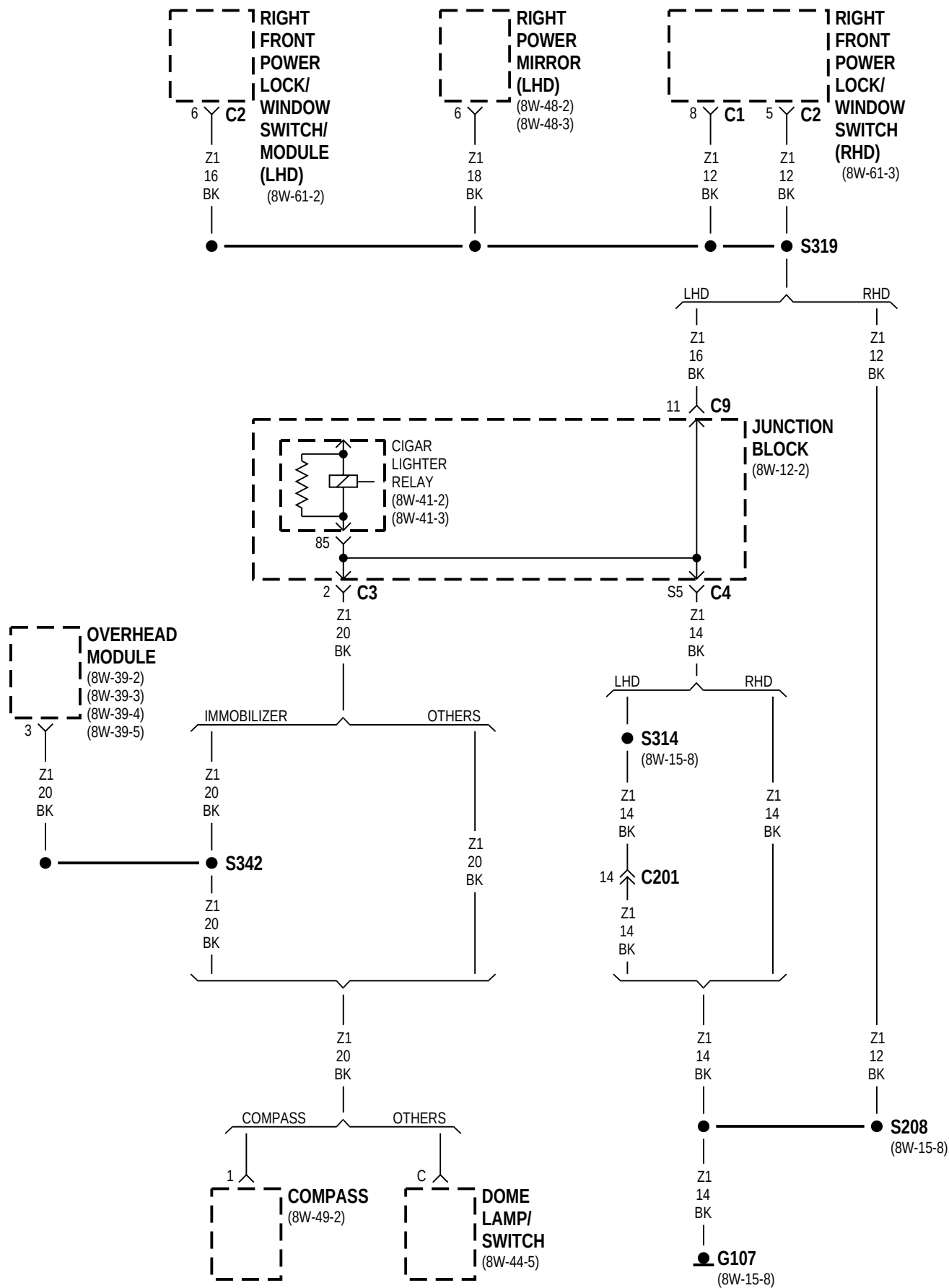




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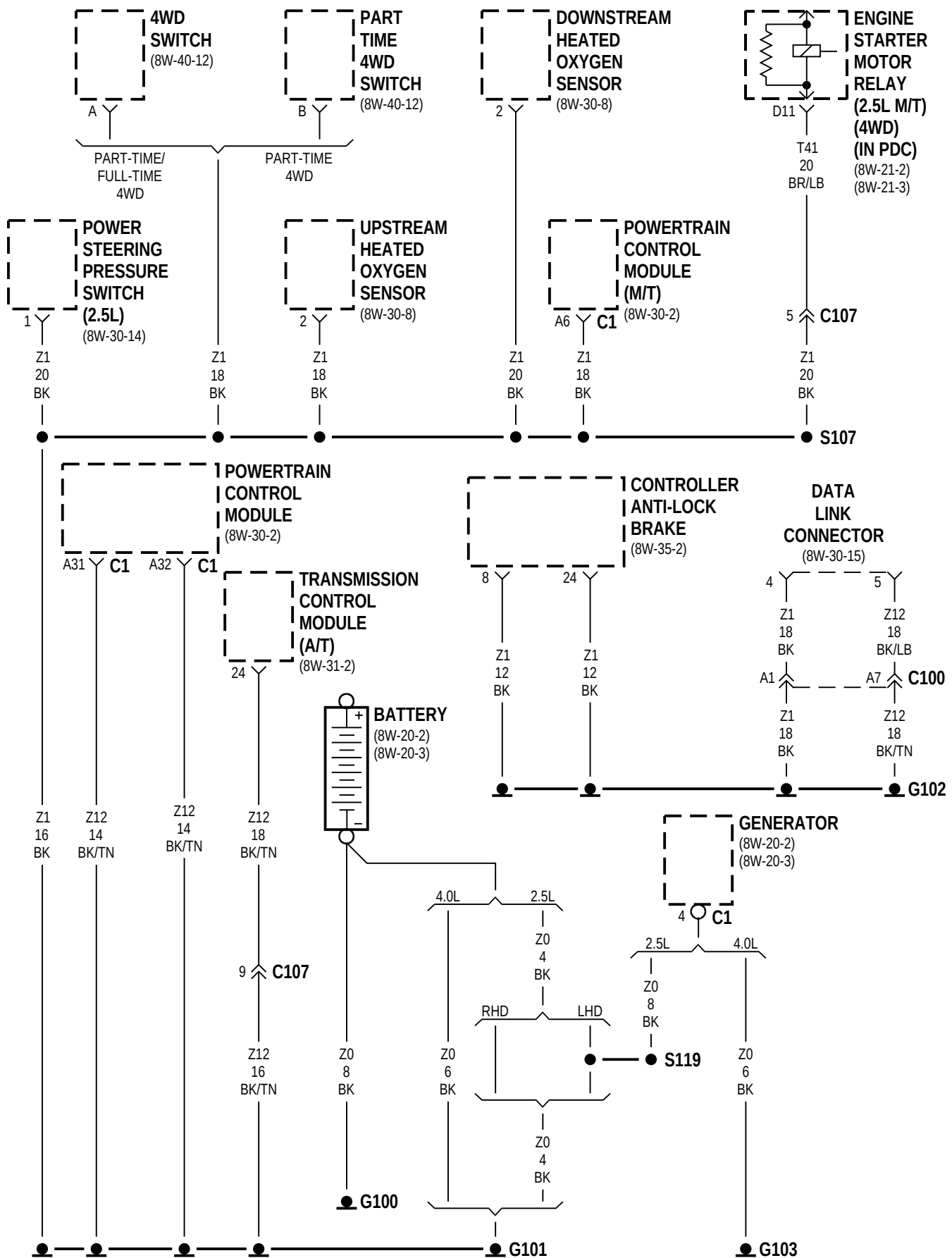
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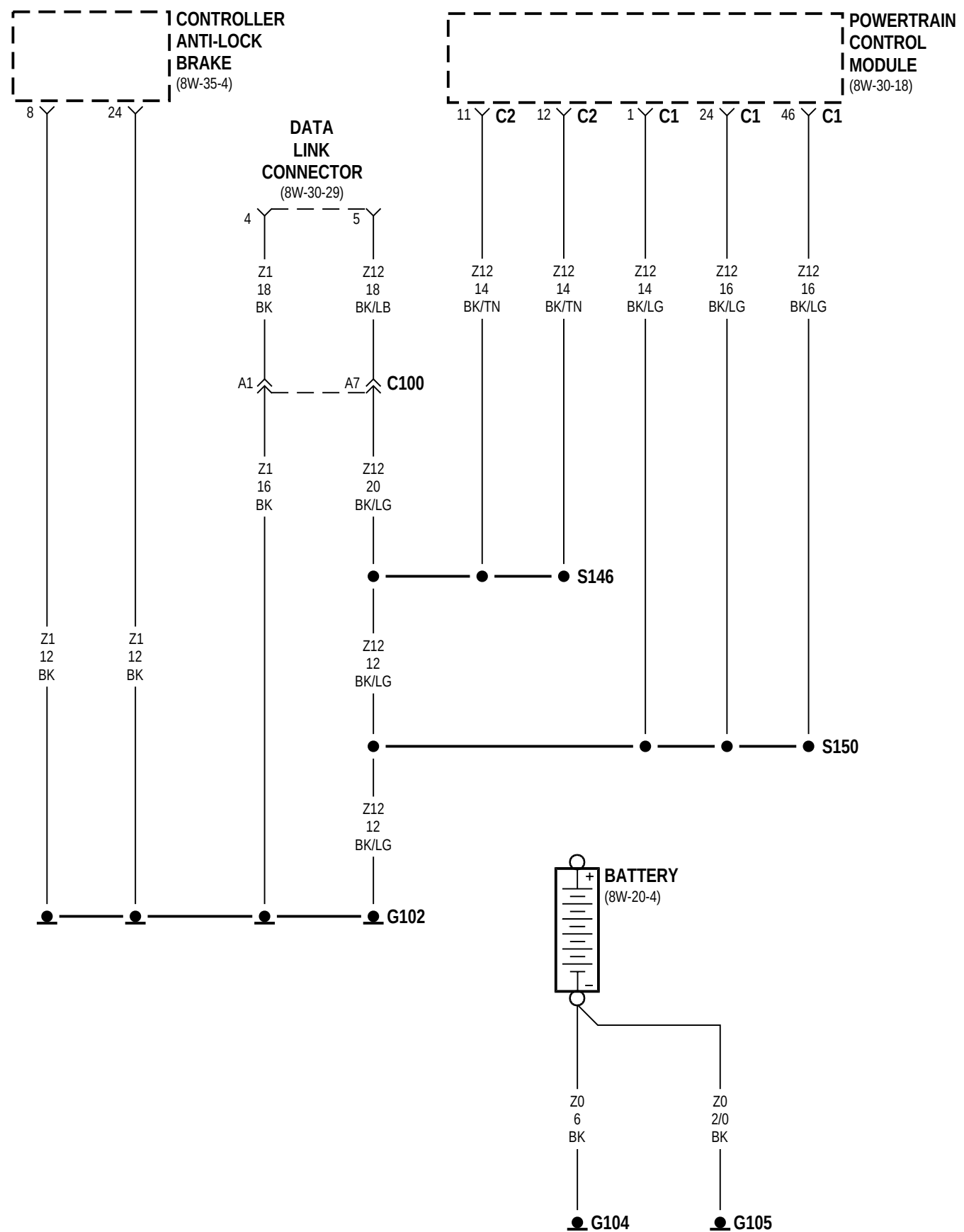
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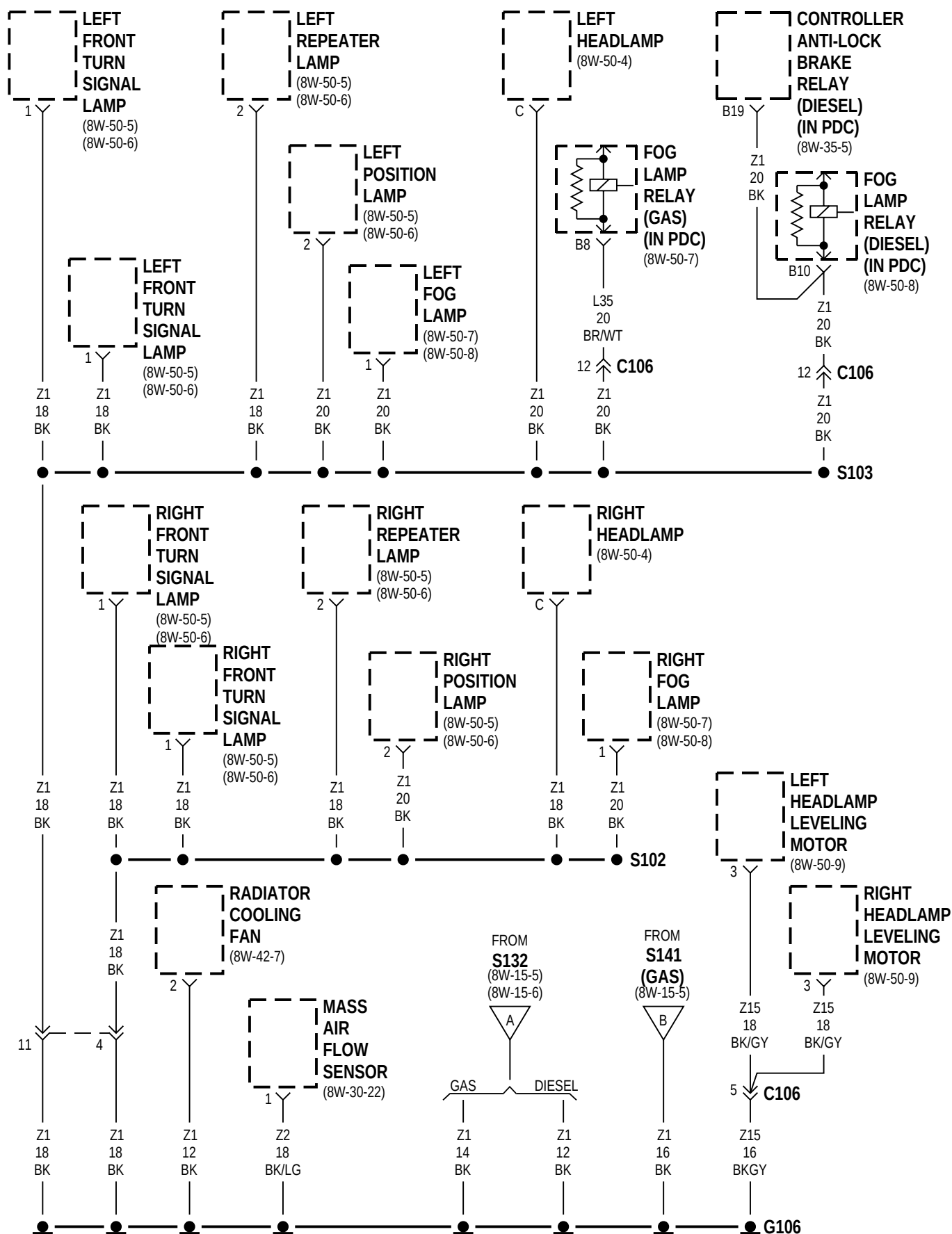
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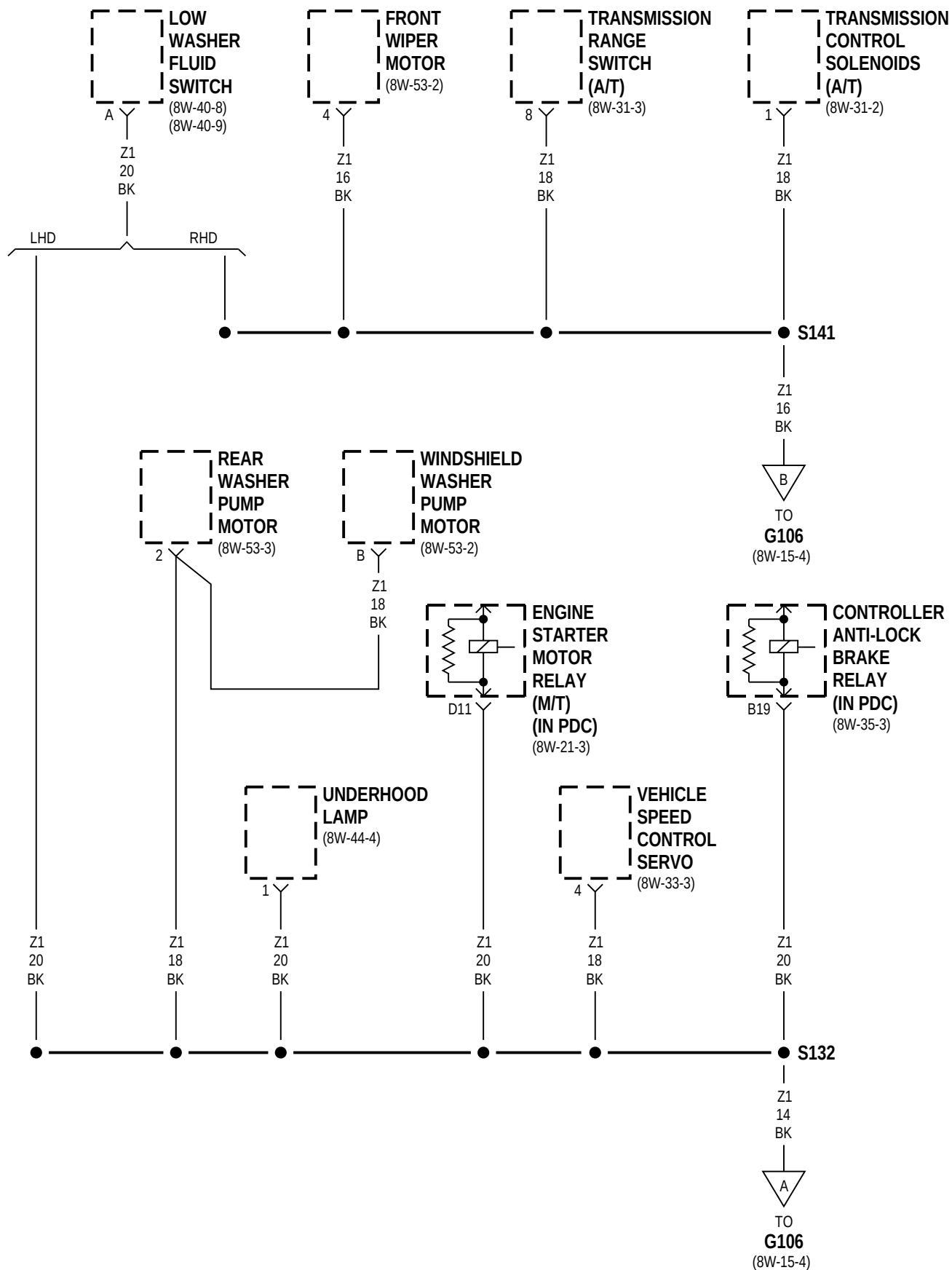
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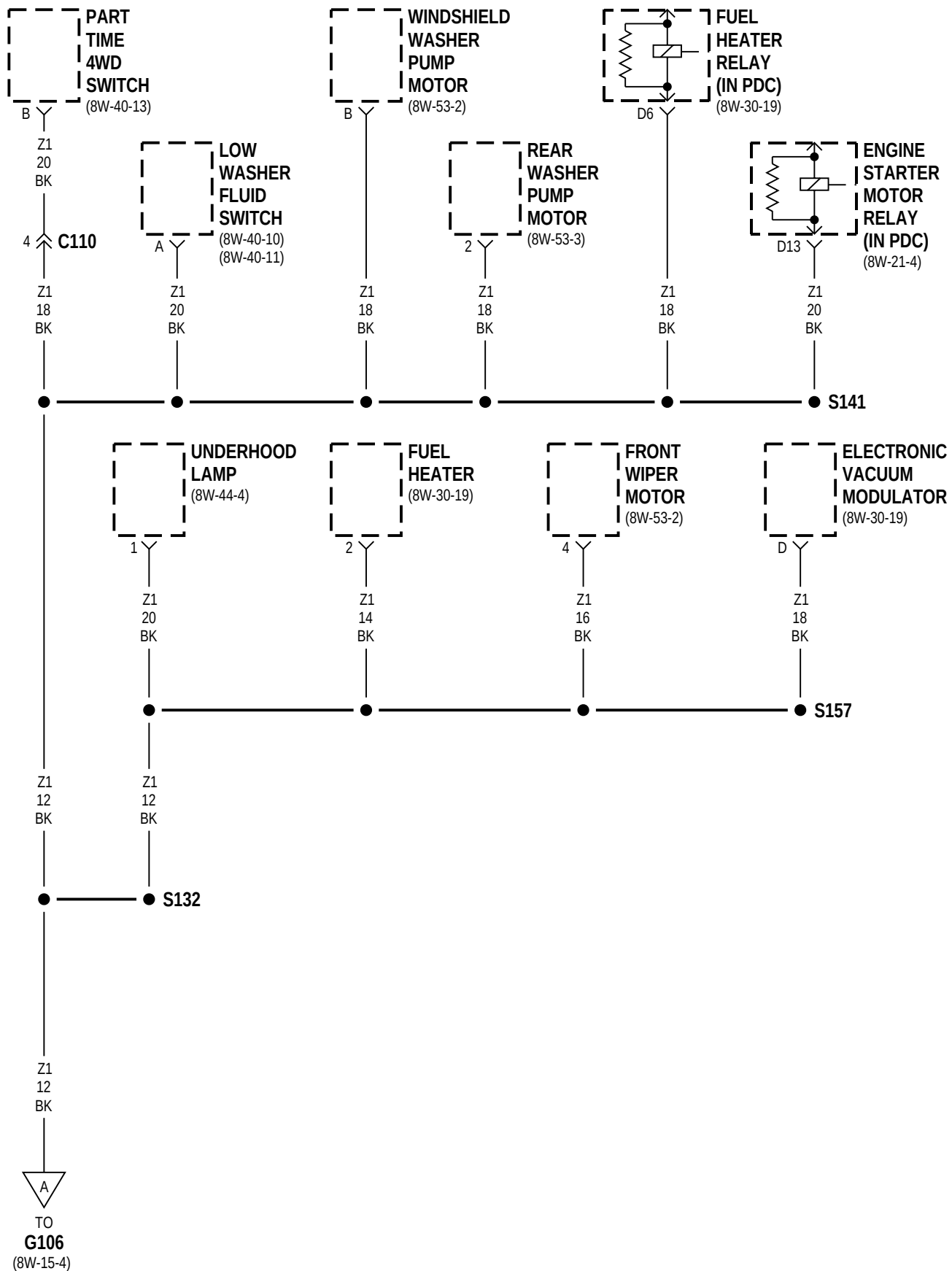
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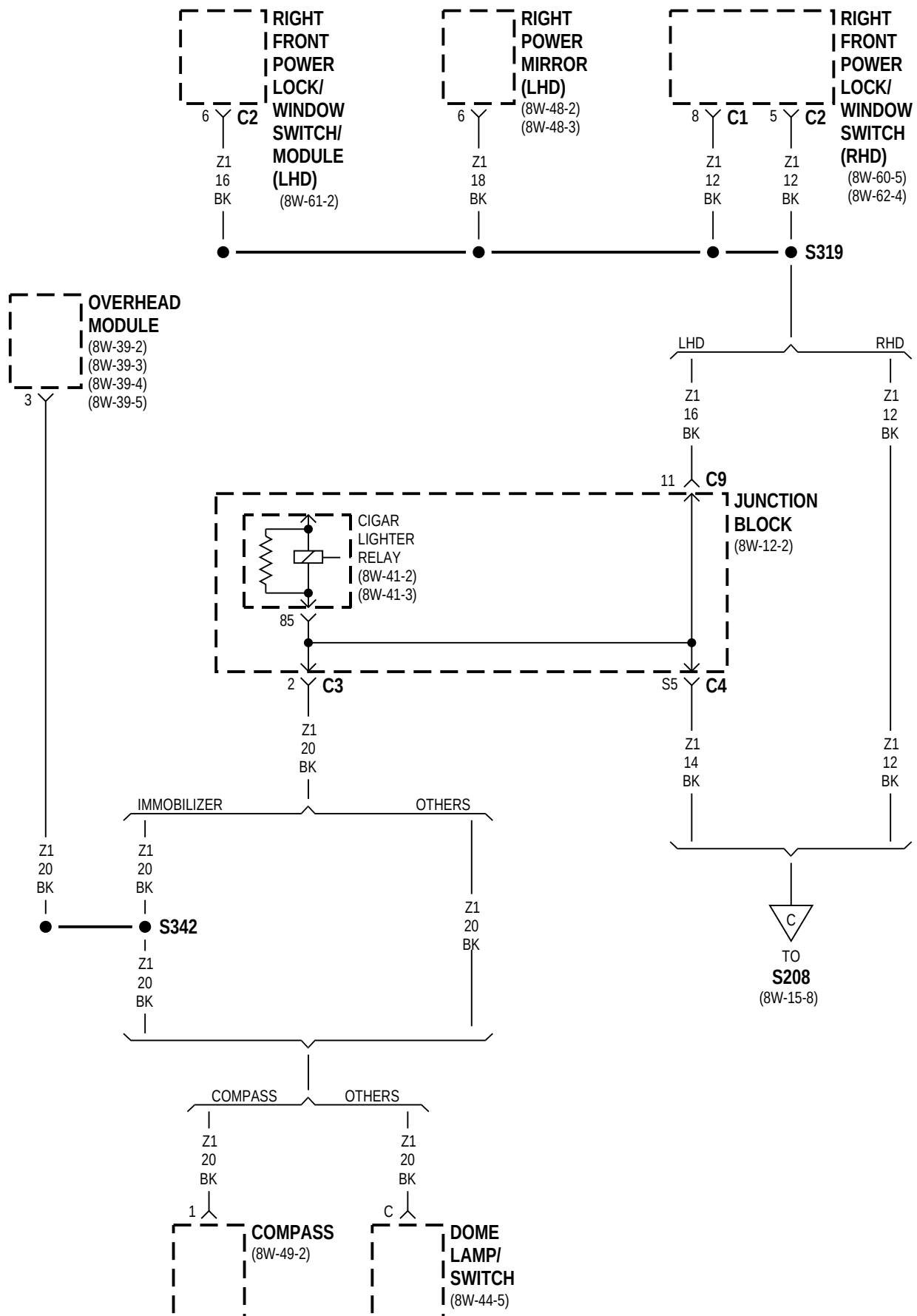


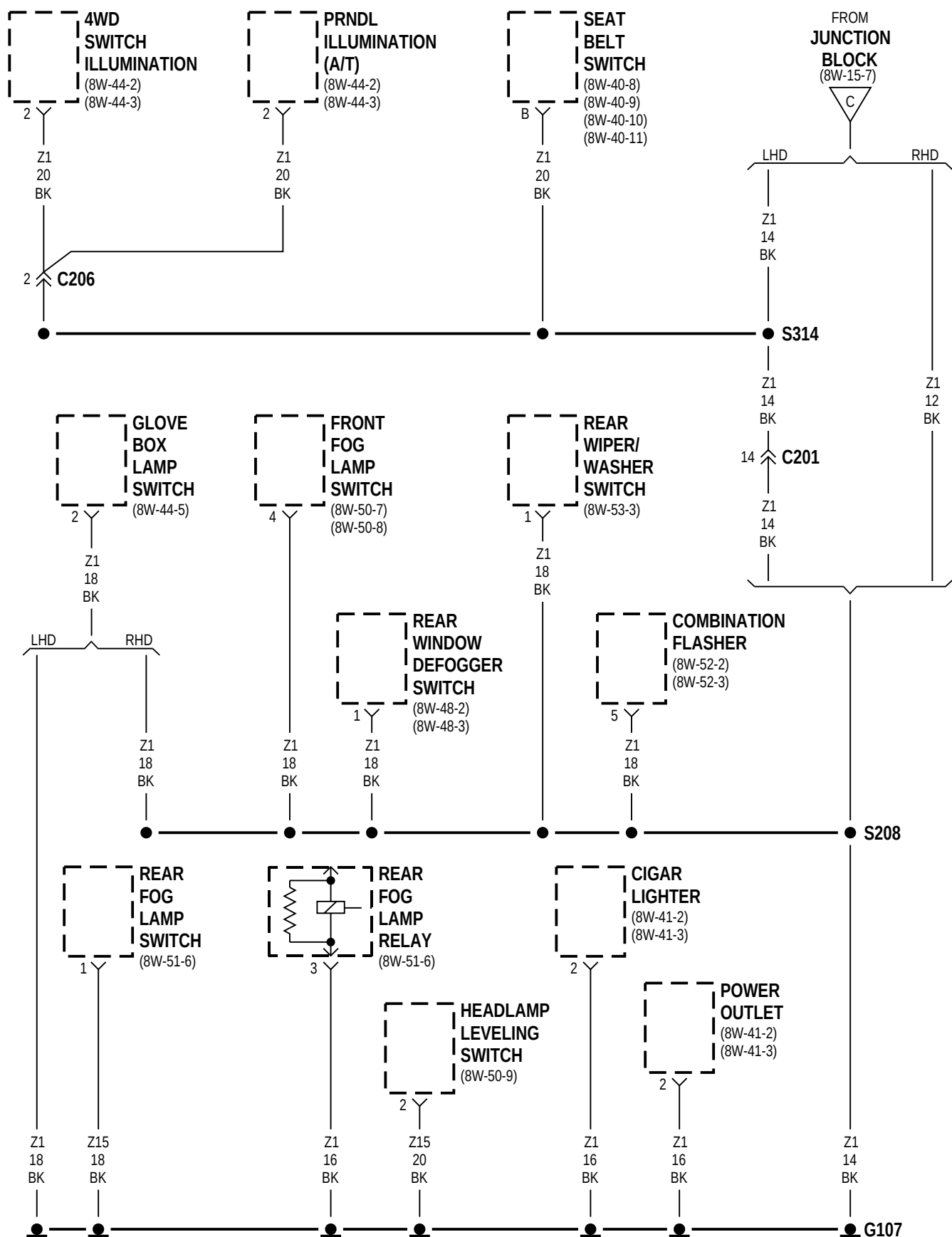


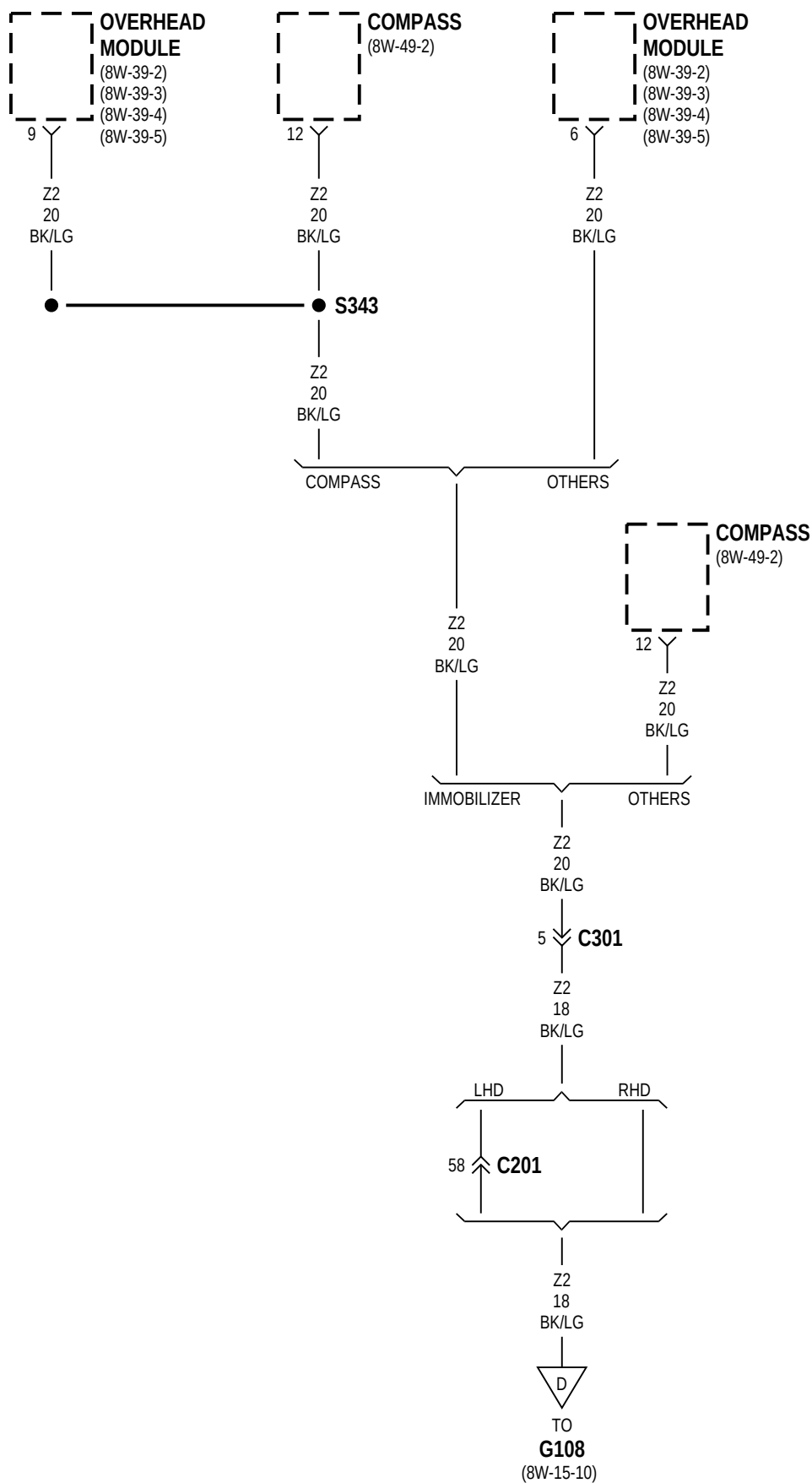


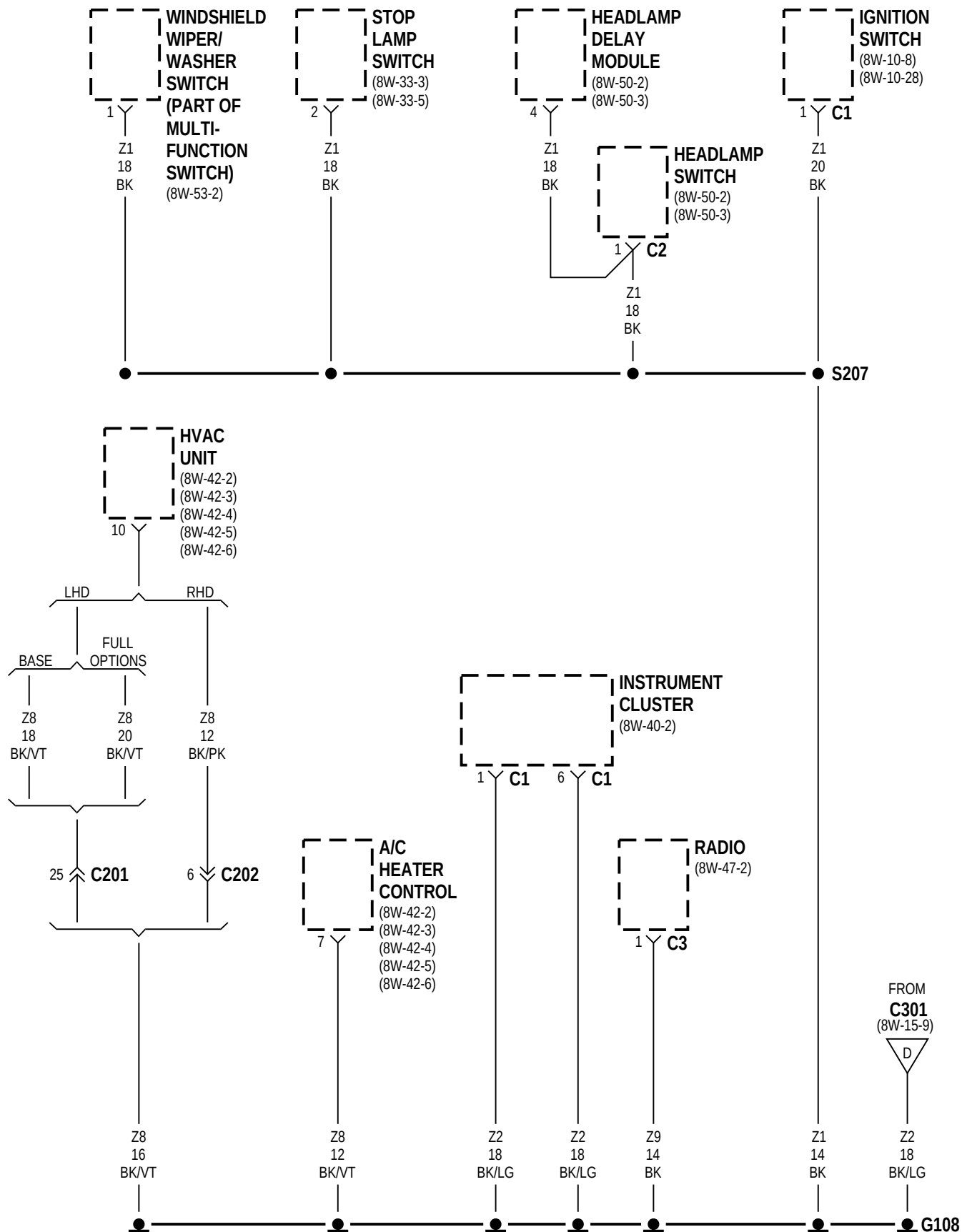
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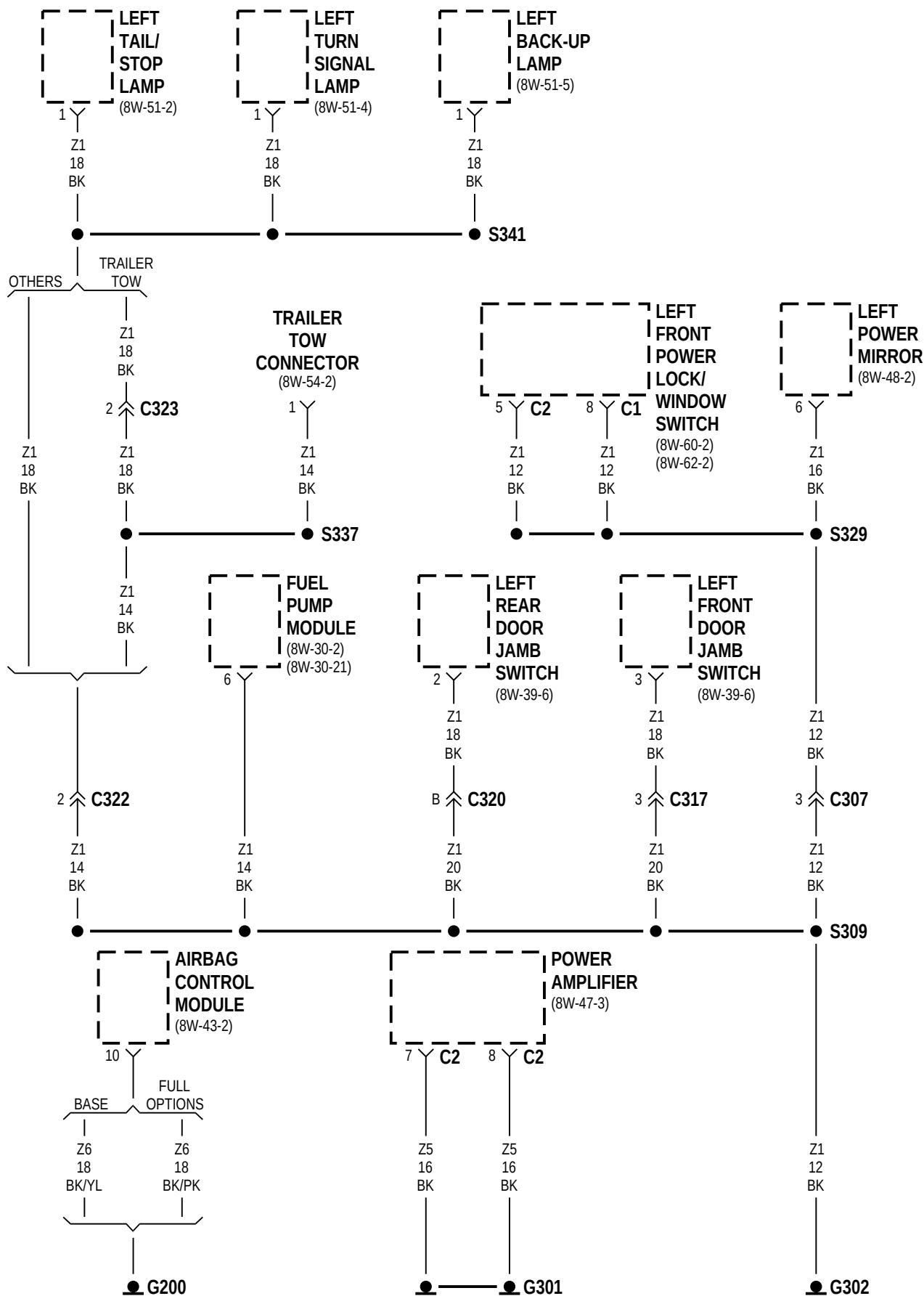




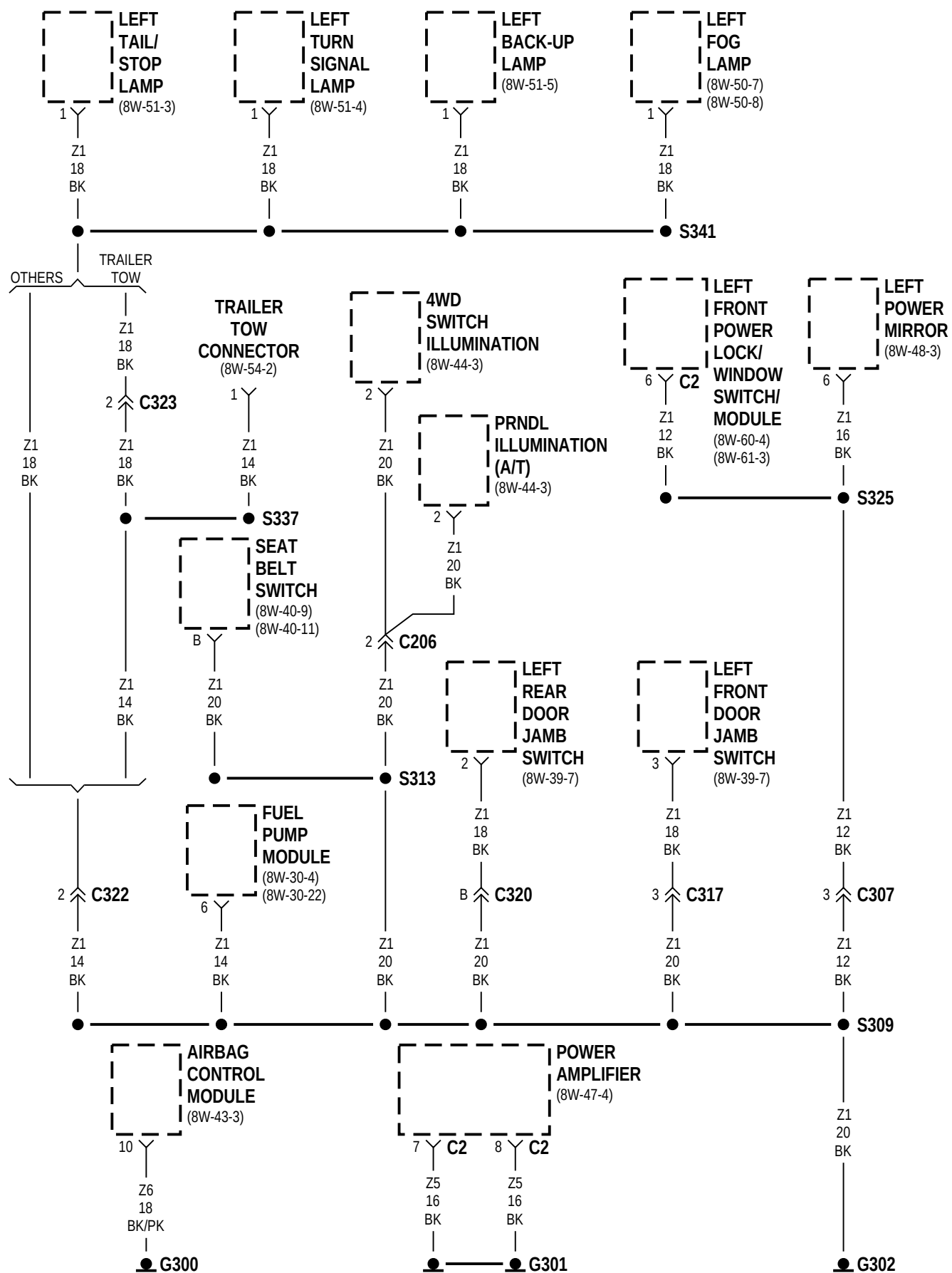


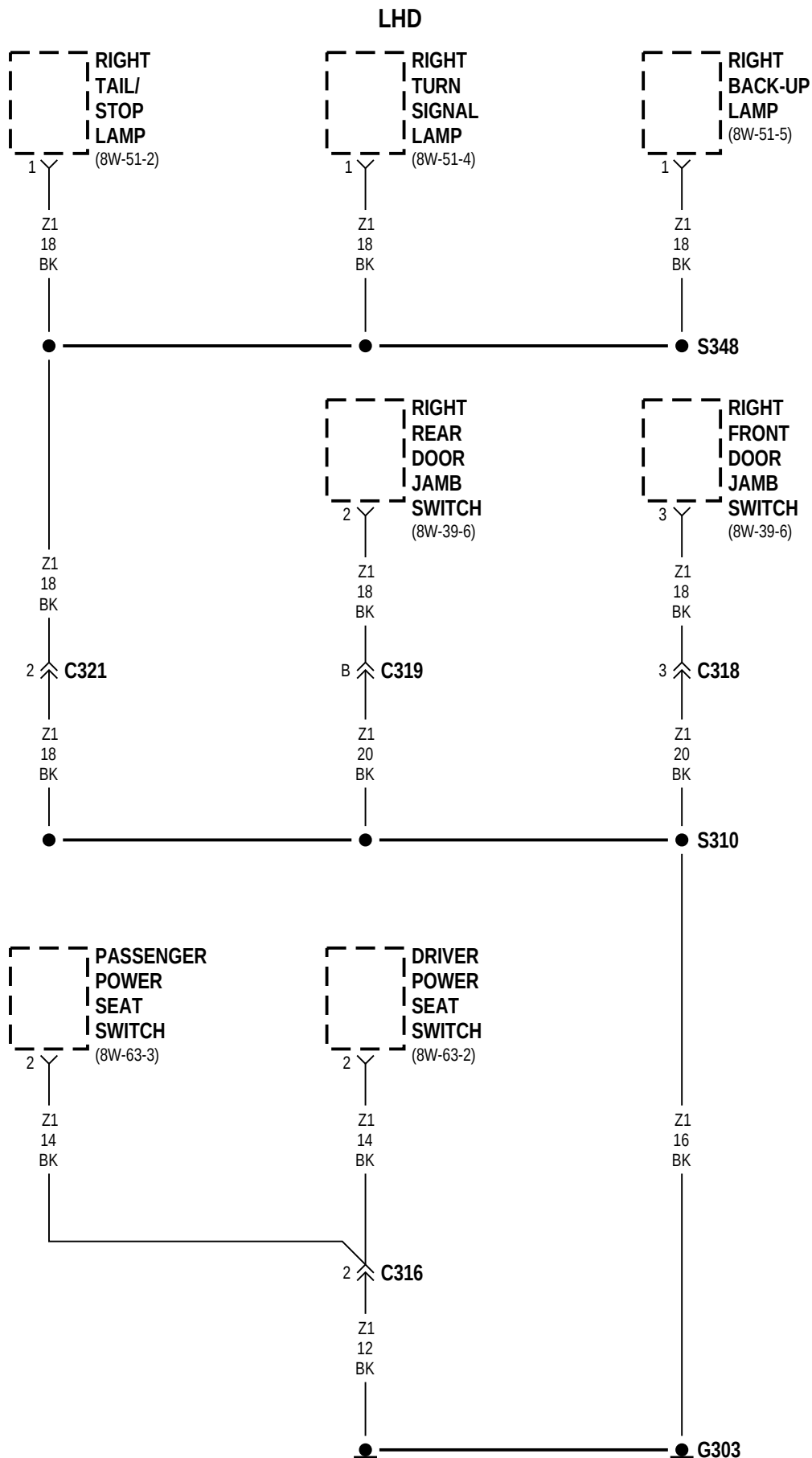


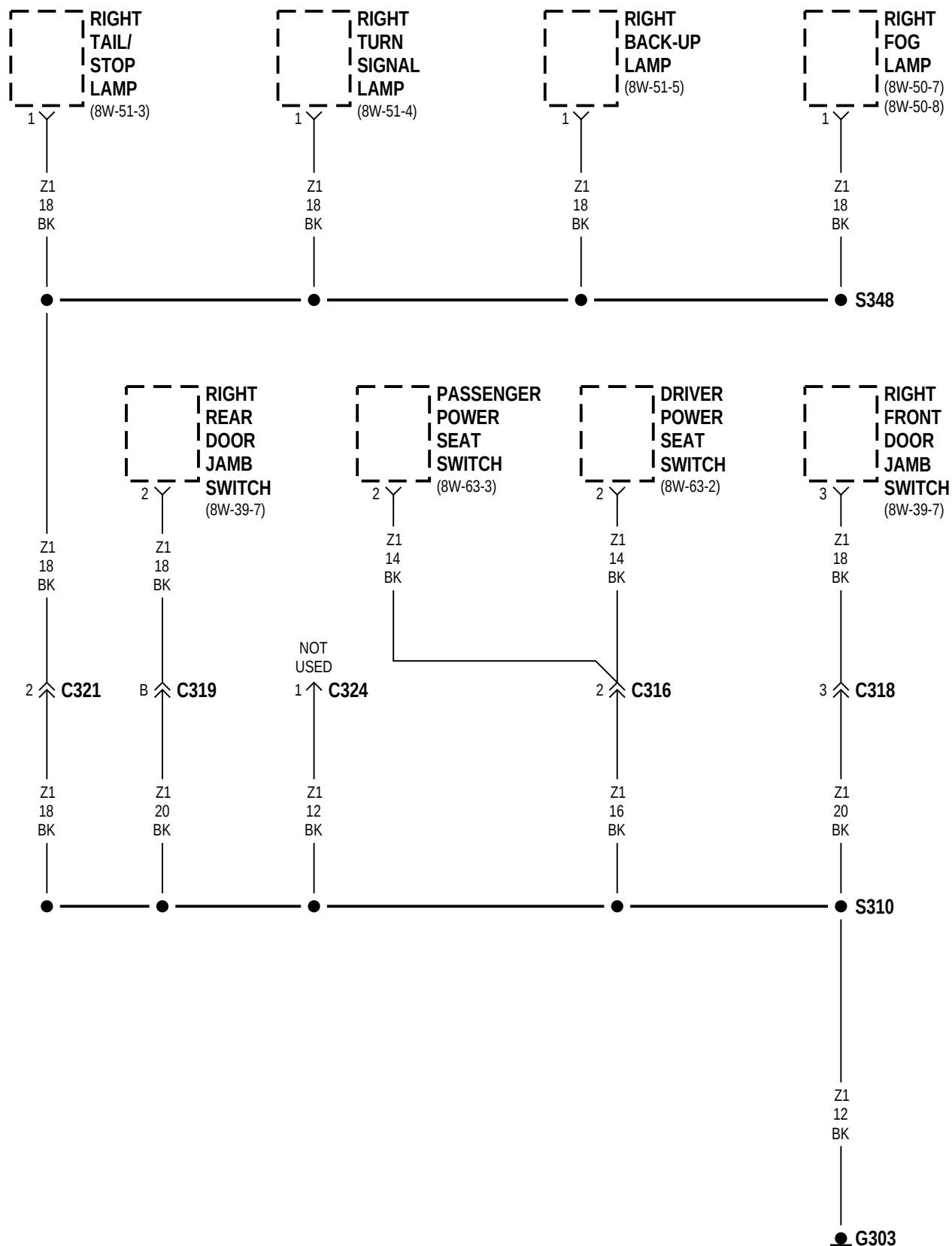
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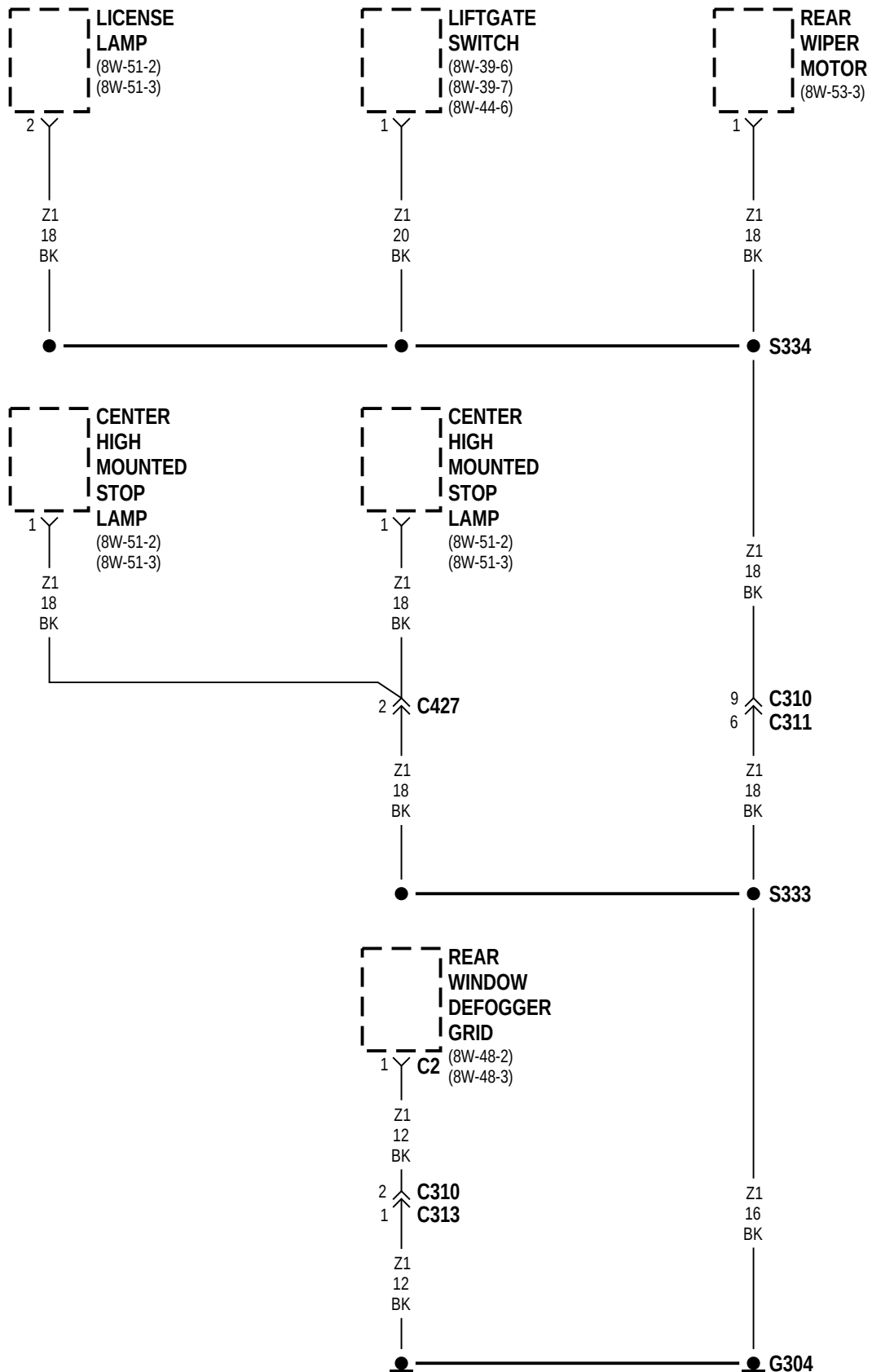


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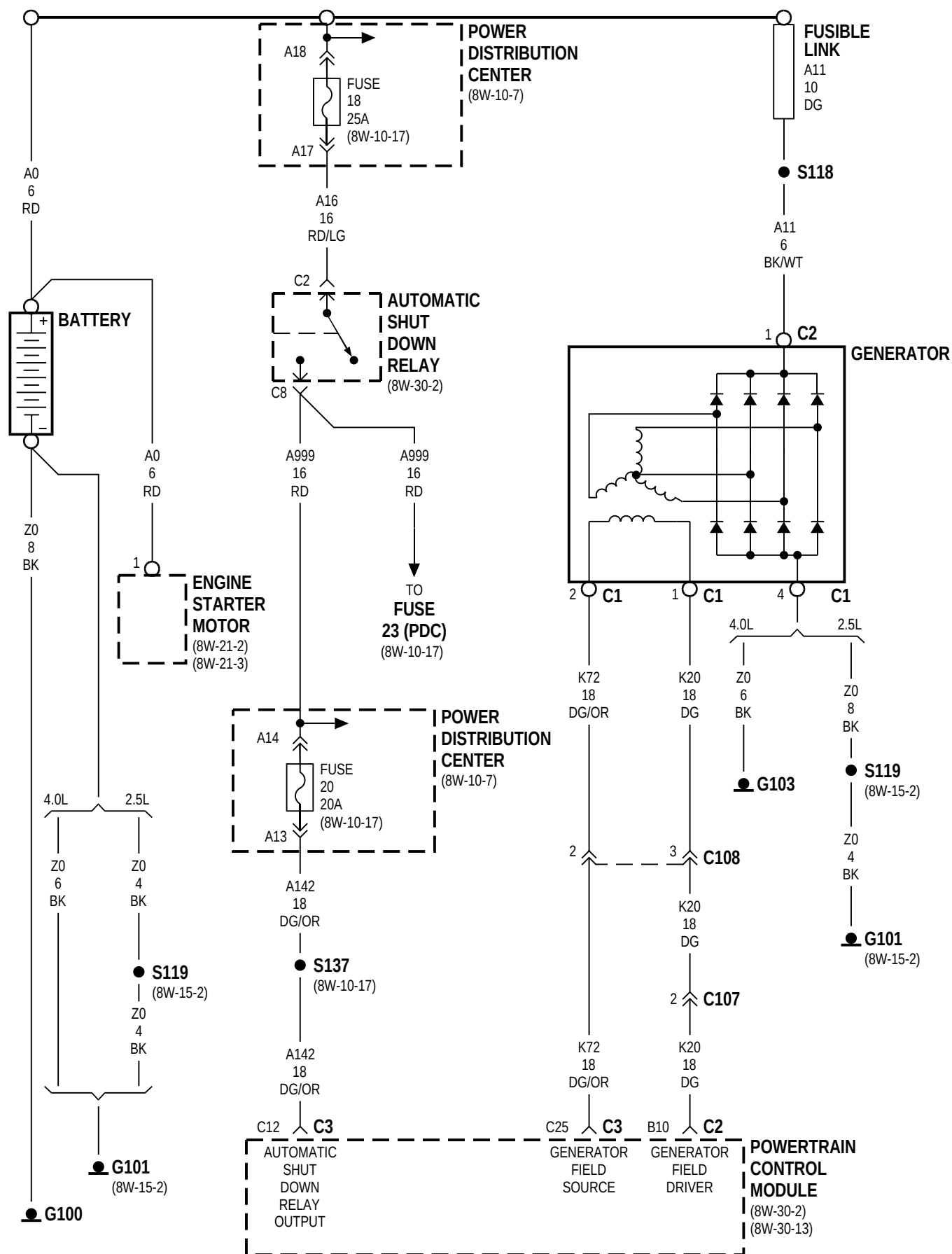
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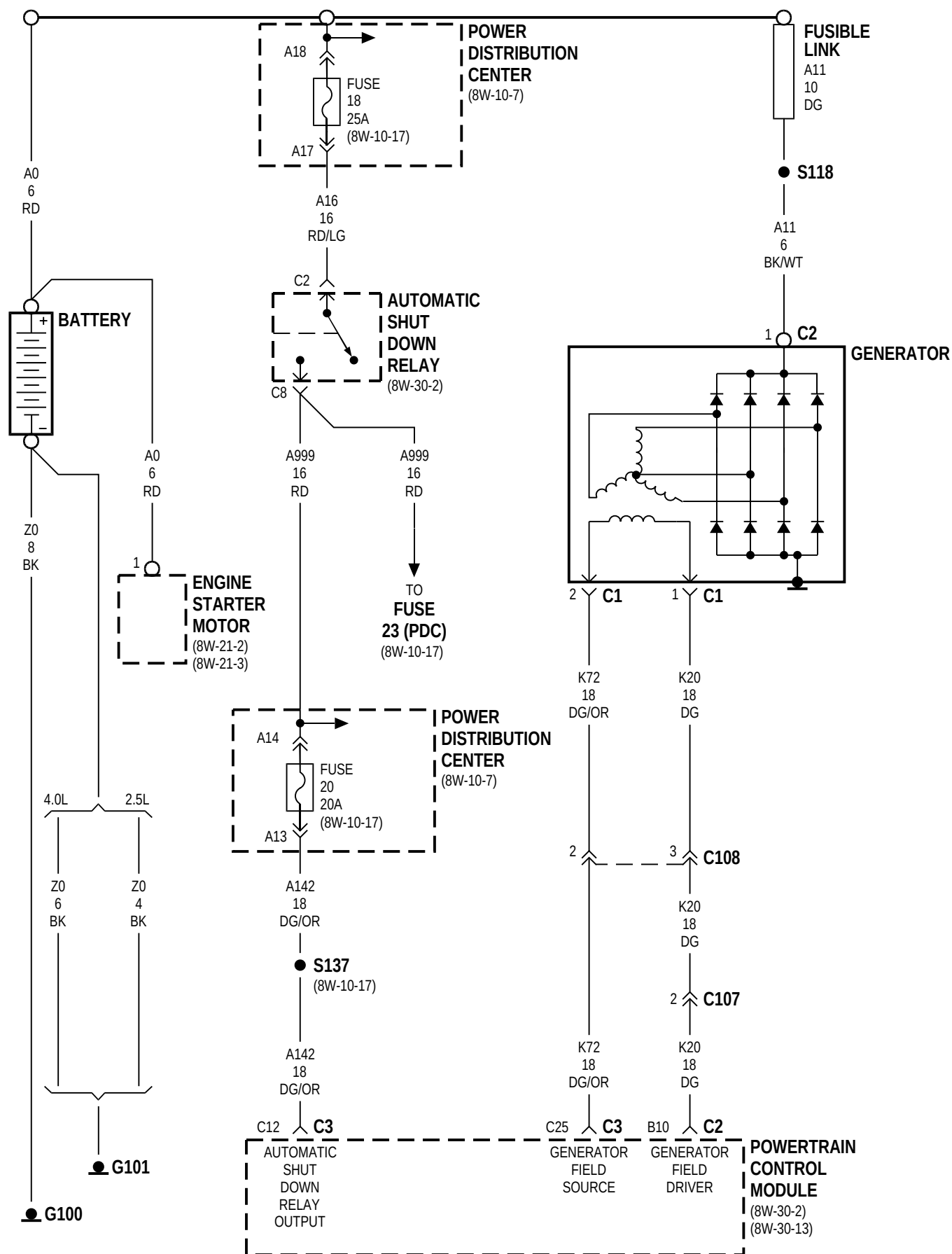
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8W-20 CHARGING SYSTEM

DESCRIPTION AND OPERATION

CHARGING SYSTEM

The charging system is an integral part of the battery and starting systems. Because all these systems work in conjunction, diagnose and test them together.

Circuit A11 connects to the generator output terminal and the Power Distribution Center (PDC). Circuit A0 connects the battery to the PDC. Circuit Z0 provides ground for the generator.

When the ignition switch is in either the START or RUN positions, it connects circuit A1 from fuse 2 in the PDC to circuit A21. Circuit A21 splices to circuit F12 and supplies current to the coil side of the Automatic Shut Down (ASD) relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit K51. Circuit K51 connects to cavity C3 of the PCM.

When the PCM grounds the ASD relay, contacts inside the relay close and connect circuit A16 from fuse 18 in the PDC to circuit A142. Circuit A142 connects to cavity C12 of the PCM.

The PCM has an internal voltage regulator that controls generator output. The PCM controls the generator field on circuit K20. Circuit K20 connects to PCM cavity B10.

When the engine operates and there is current in the generator field, the generator produces a B+ volt-

age. The generator supplies B+ voltage to the battery through the A11 and A0 circuits.

HELPFUL INFORMATION

- The ignition switch also connects circuit A1 with circuit A31.
- Circuit F12 also powers the coil side of the fuel pump relay.

CHARGING SYSTEM (DIESEL)

The charging system is an integral part of the battery and starting systems. Because all these systems work in conjunction, diagnose and test them together.

Circuit A11 connects to the generator output terminal and the Power Distribution Center (PDC). Circuit A0 connects the battery to the PDC. The generator is case grounded.

Power for the field terminal in the generator is supplied on circuit A142. This circuit is HOT when the contacts in the Diesel Power relay are CLOSED.

The PCM has an internal voltage regulator that controls generator output. The PCM controls the generator field on circuit K20.

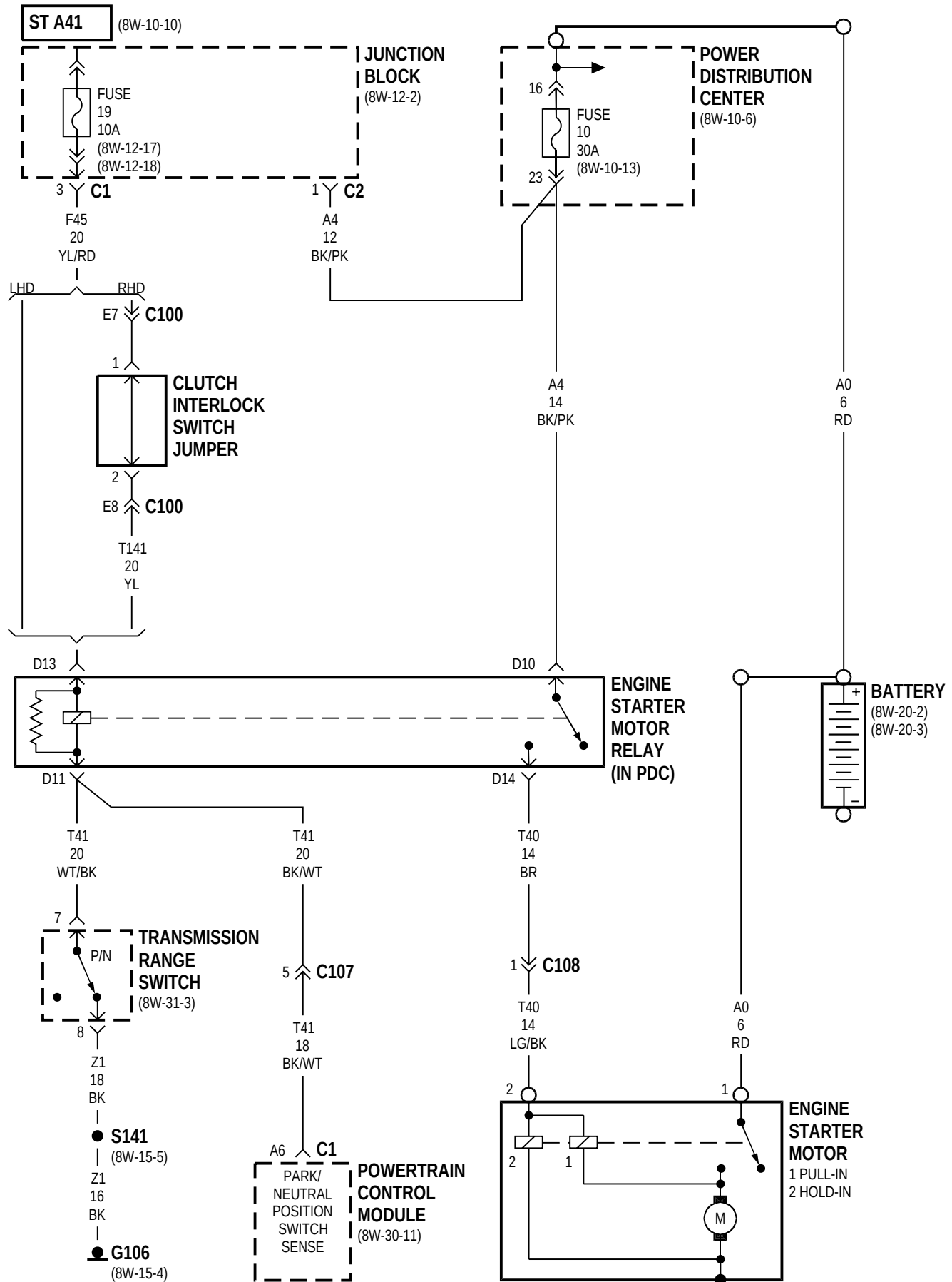
When the engine operates and there is current in the generator field, the generator produces a B+ voltage. The generator supplies B+ voltage to the battery through the A11 and A0 circuits.

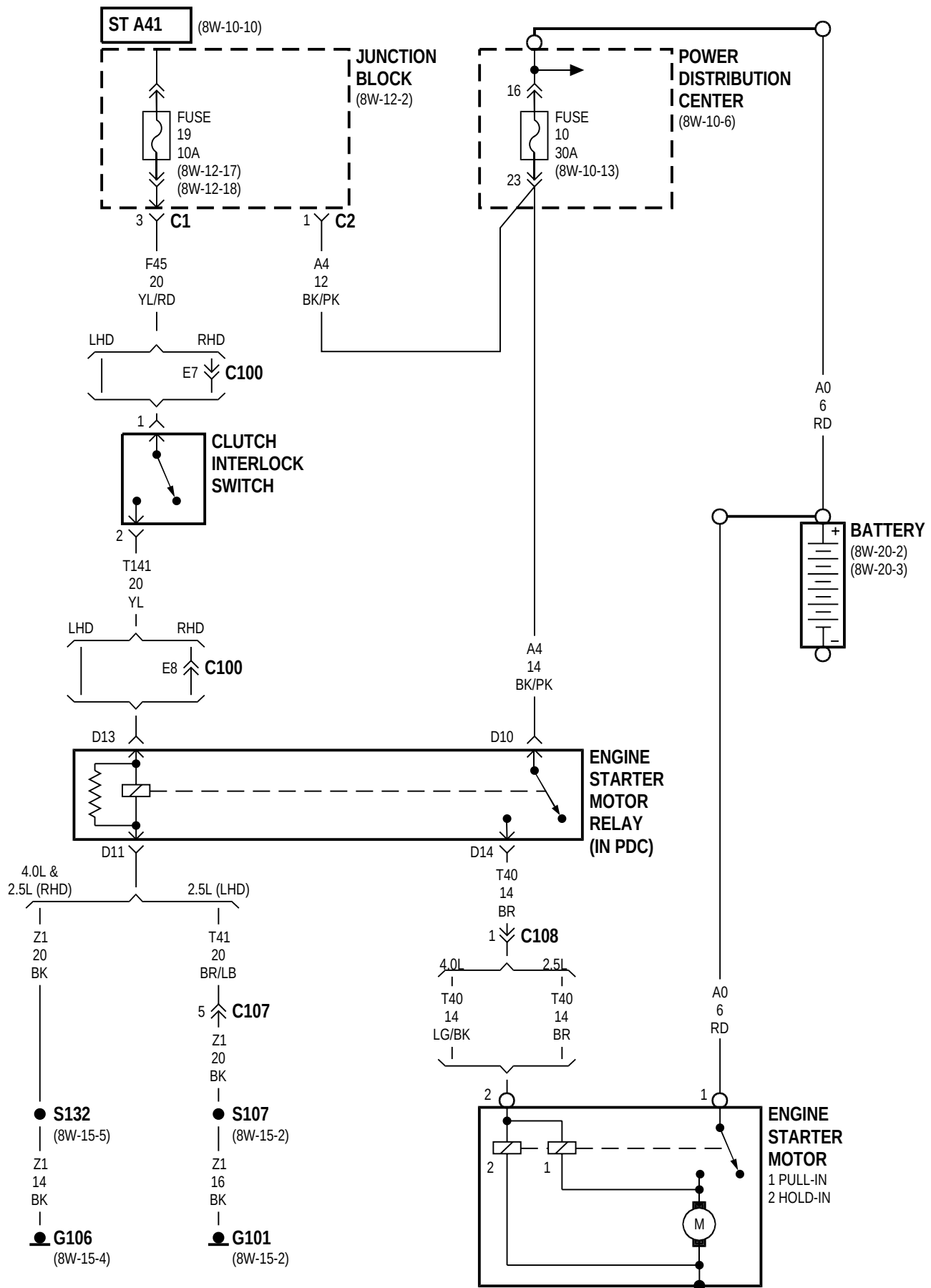
8W-21 STARTING SYSTEM

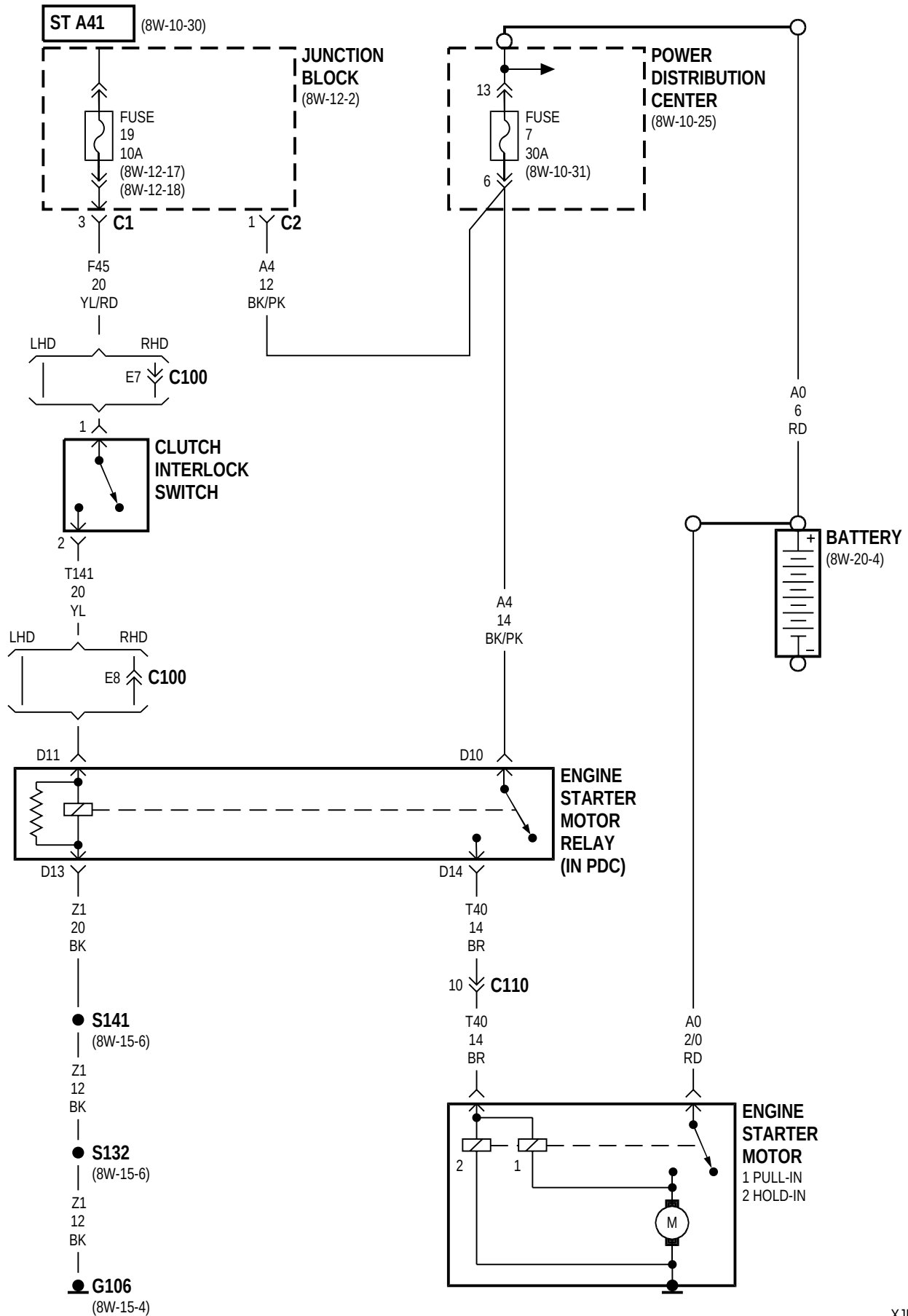
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8W-21 STARTING SYSTEM

DESCRIPTION AND OPERATION

STARTING SYSTEM—AUTOMATIC TRANSMISSIONS

Circuit A0 from the battery is double crimped at the positive battery post. One branch of circuit A0 (battery positive cable) connects to the engine starter motor. The other A0 branch supplies voltage to the bus bar in the Power Distribution Center (PDC).

Fuse 10 in the PDC supplies battery voltage to the contact side of the engine starter motor relay on circuit A4. When the coil side of the engine starter motor relay energizes, the contacts close and connect circuit A4 to circuit T40. Circuit T40 supplies battery voltage to the starter motor solenoid.

The ignition switch supplies battery voltage to the coil side of the starter motor relay on circuit A41 when the key is moved to the START position and the PARK/NEUTRAL position switch is closed. Ground for the coil side of the starter motor relay is supplied by the PARK/NEUTRAL position switch. Circuit T41 connects the coil side of the relay to the PARK/NEUTRAL position switch.

When the starter motor relay energizes and the contacts close, circuit T40 supplies battery voltage to the starter motor solenoid. Circuit A0 from the battery supplies voltage to the starter motor when the solenoid energizes.

STARTING SYSTEM—MANUAL TRANSMISSION

Circuit A0 from the battery is double crimped at the positive battery post. One branch of circuit A0 (battery positive cable) connects to the battery starter motor. The other A0 branch supplies voltage to the bus bar in the Power Distribution Center (PDC).

Fuse 10 in the PDC supplies battery voltage to the contact side of the engine starter motor relay on circuit A4. When the coil side of the engine starter motor relay energizes, the contacts close and connect

circuit A4 to circuit T40. Circuit T40 supplies battery voltage to the starter motor solenoid.

The ignition switch supplies battery voltage to the coil side of the starter motor relay on circuit A41 when the key is moved to the START position. Circuit Z1 provides ground for the coil side of the relay.

When the starter motor relay energizes and the contacts close, circuit T40 supplies battery voltage to the starter motor solenoid. Circuit A0 from the battery supplies voltage to the starter motor when the solenoid energizes.

STARTING SYSTEM (DIESEL)

Power for the coil side of the engine starter motor relay is supplied on circuit T141. This circuit is HOT when the operator has moved the ignition key to the START position and the clutch pedal position switch is CLOSED.

Ground for the coil side of the relay is supplied by circuit Z1.

When the coil side of the relay energizes the contacts in the relay CLOSE connecting circuits A4 and T40. The A4 circuit is protected by a 30 amp fuse located in the Power Distribution Center (PDC). Circuit T40 connects from the relay to the solenoid in the engine starter motor.

Power for the motor in the starter is supplied on circuit A0. This is a direct feed from the battery. Ground for the engine starter motor is supplied through a case ground.

HELPFUL INFORMATION (DIESEL)

- Check the 30 amp fuse located in the PDC
- Check the clutch pedal position switch for proper operation
- Check the case ground of the engine starter motor

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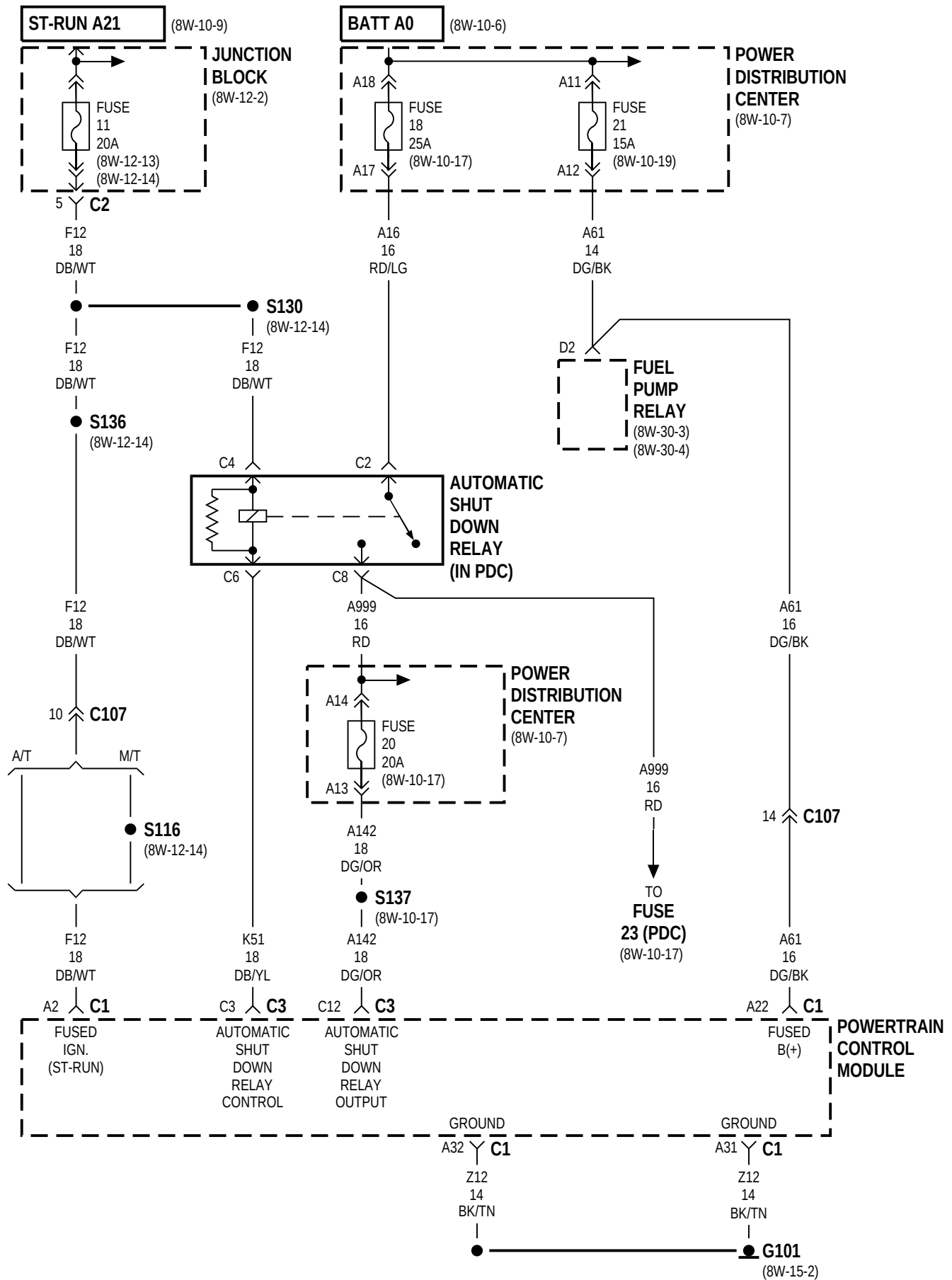
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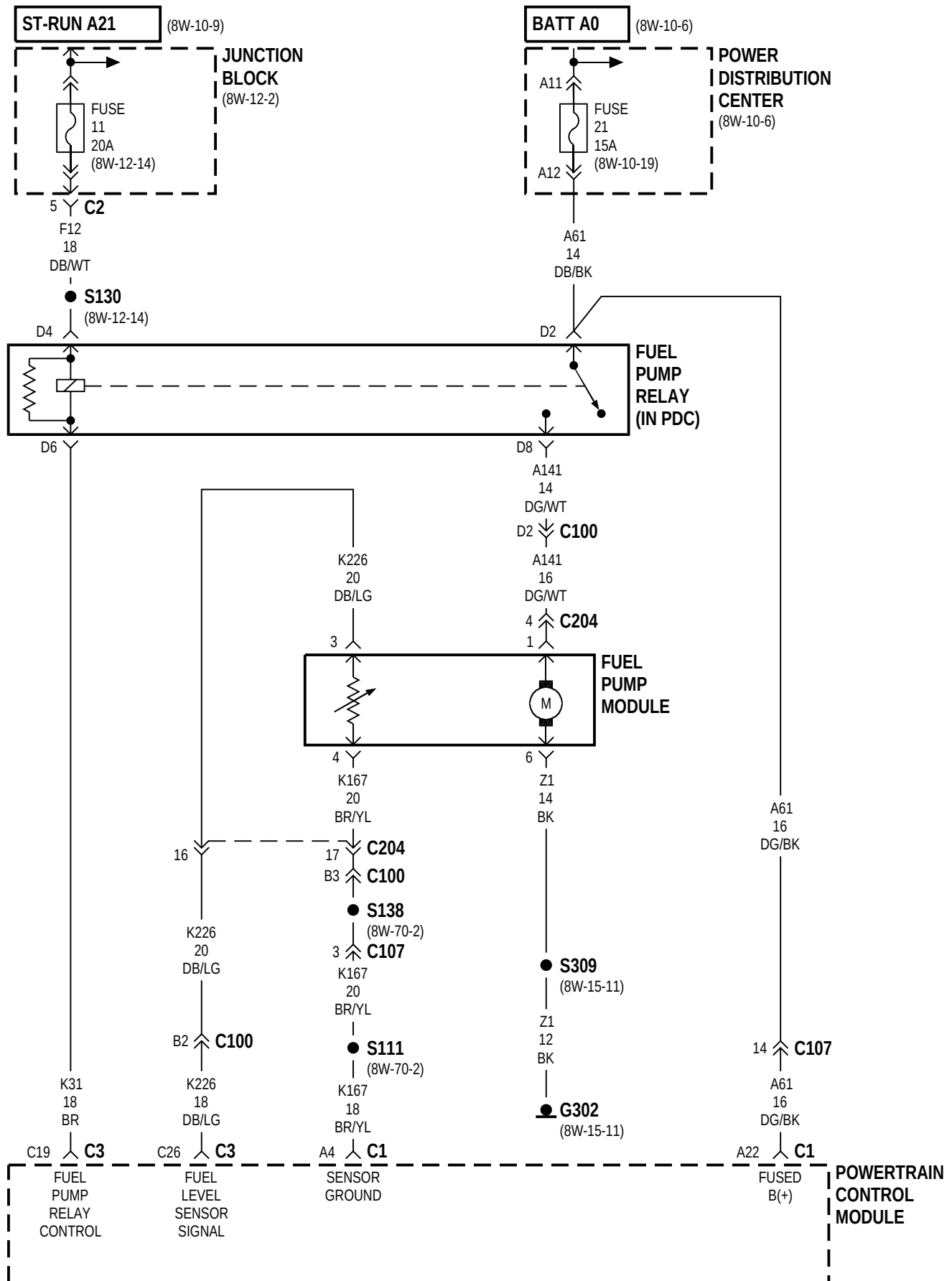
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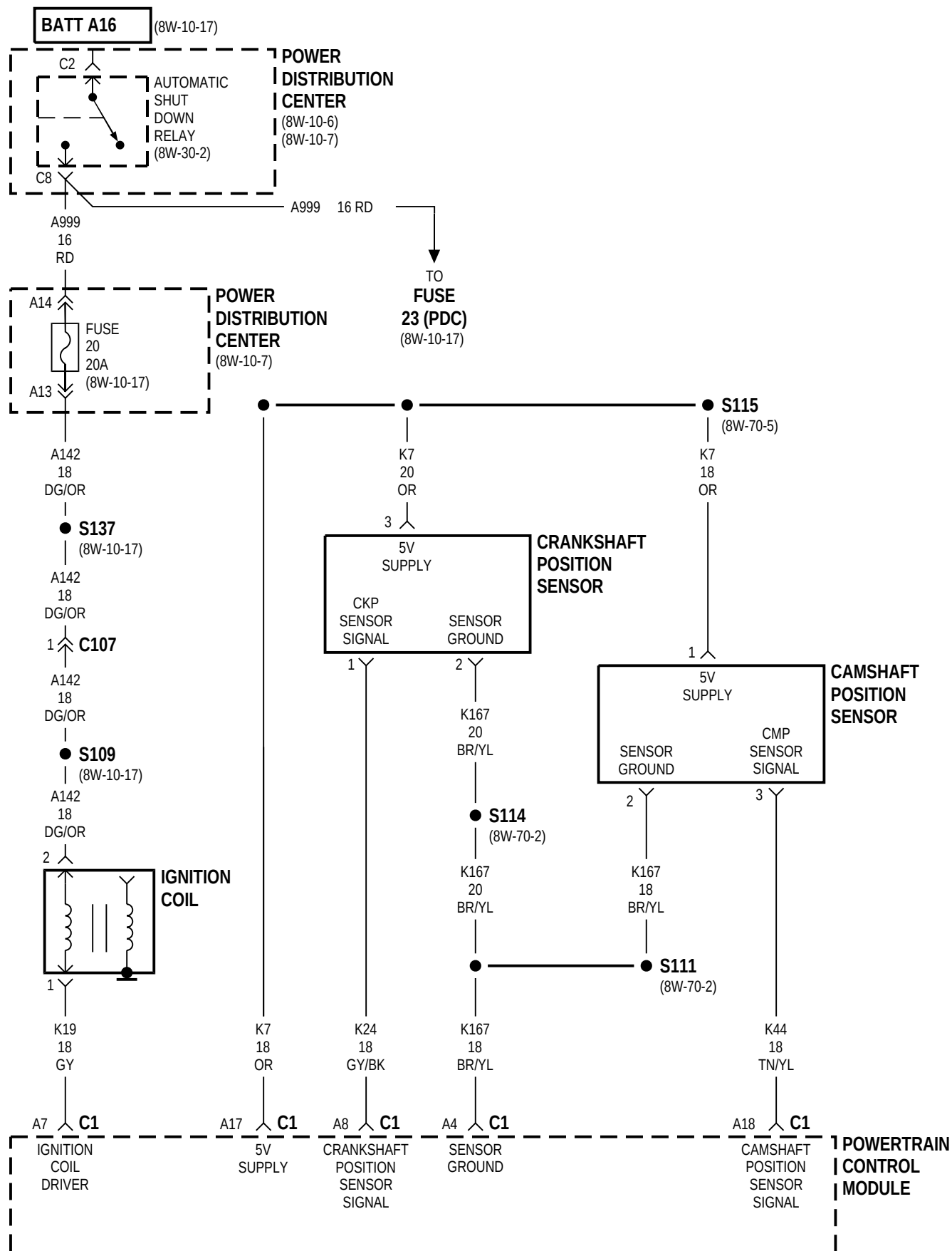
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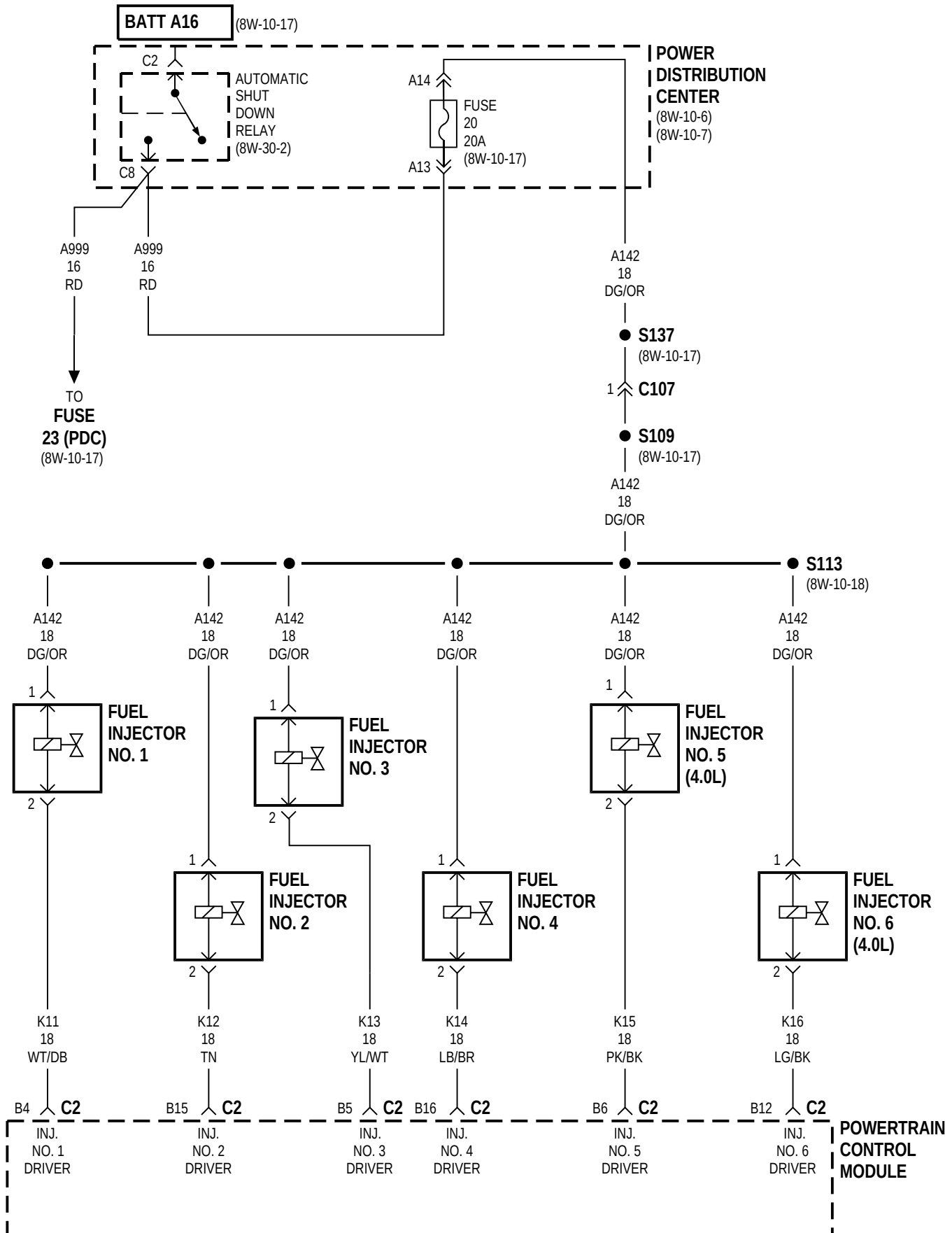
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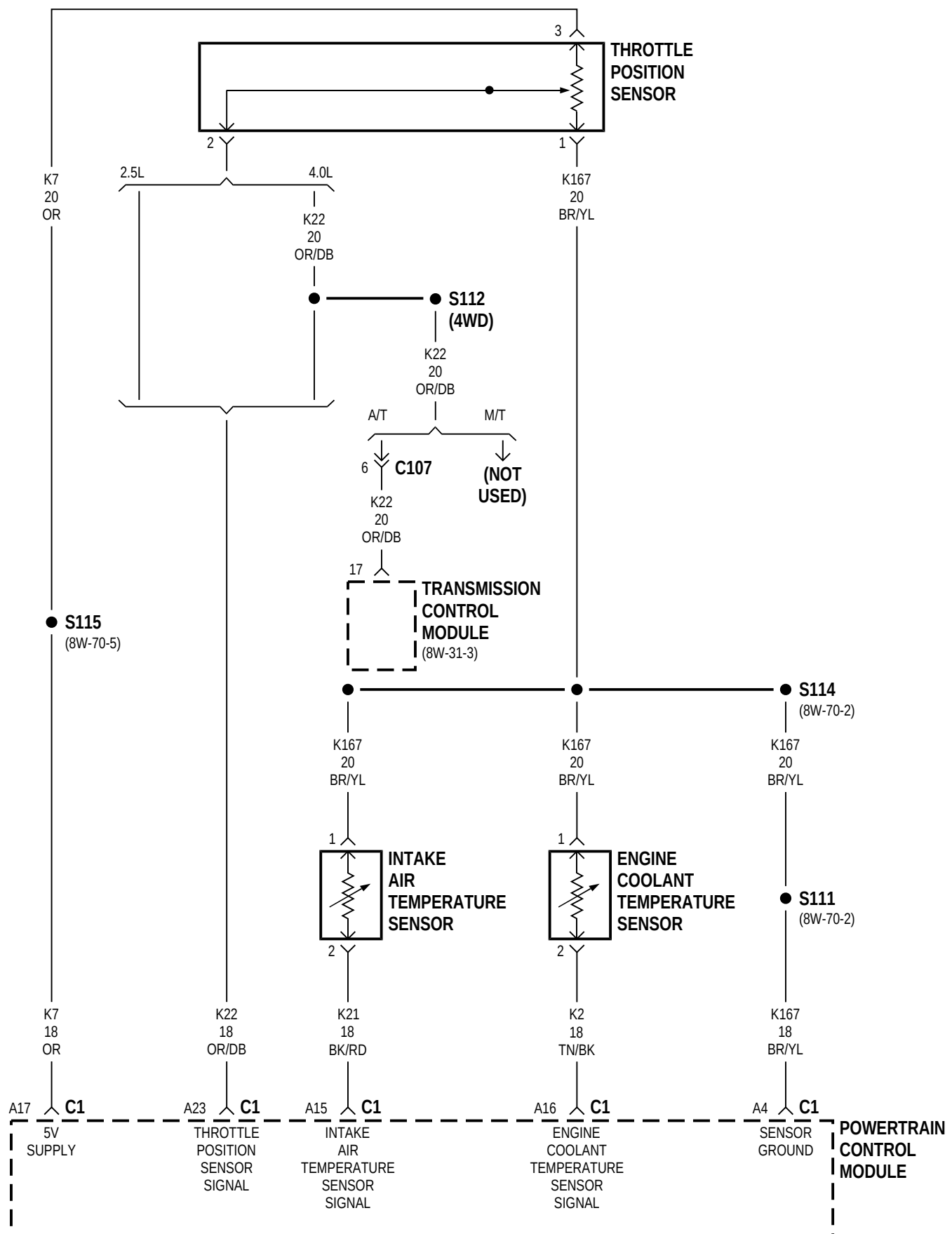
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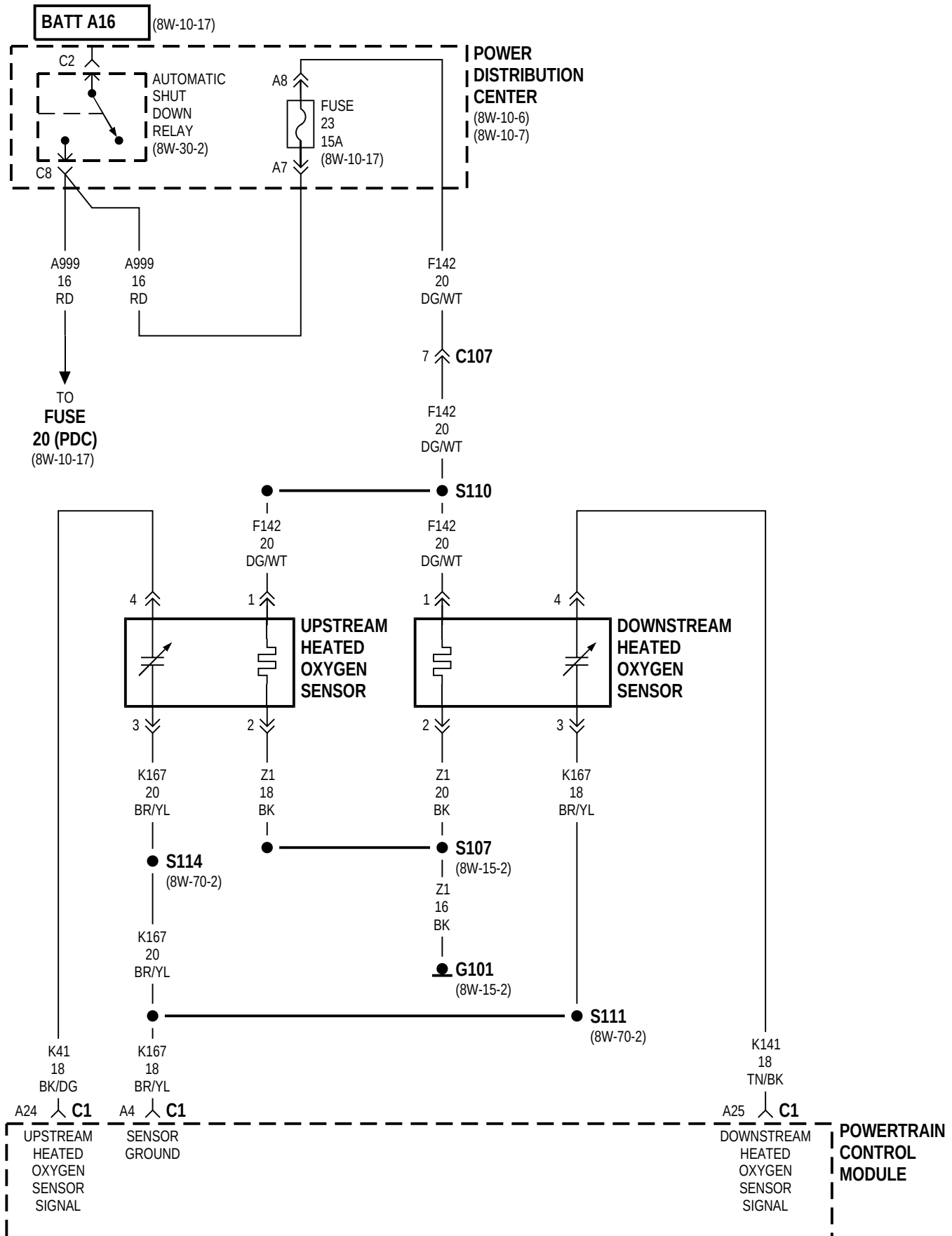


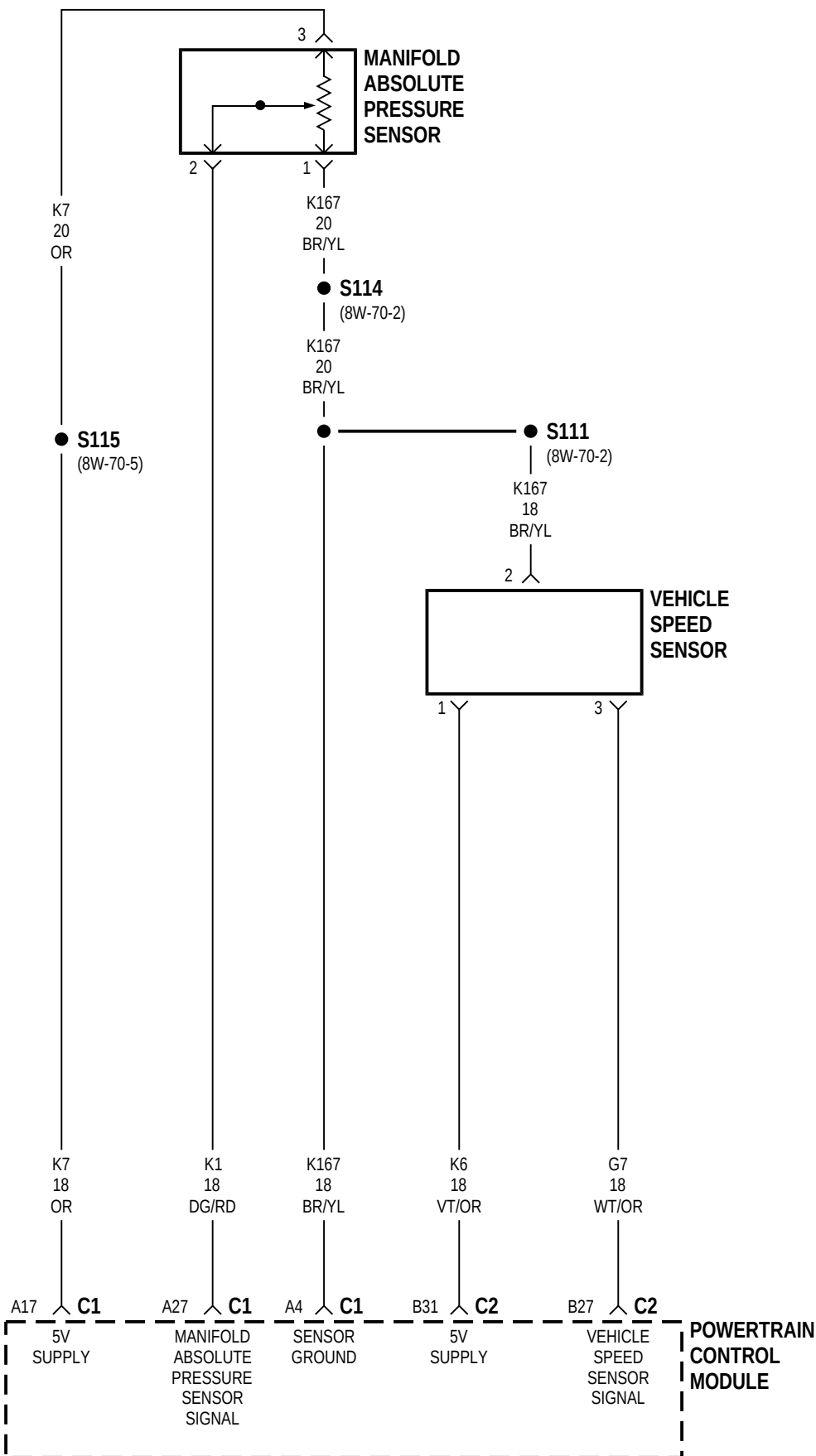




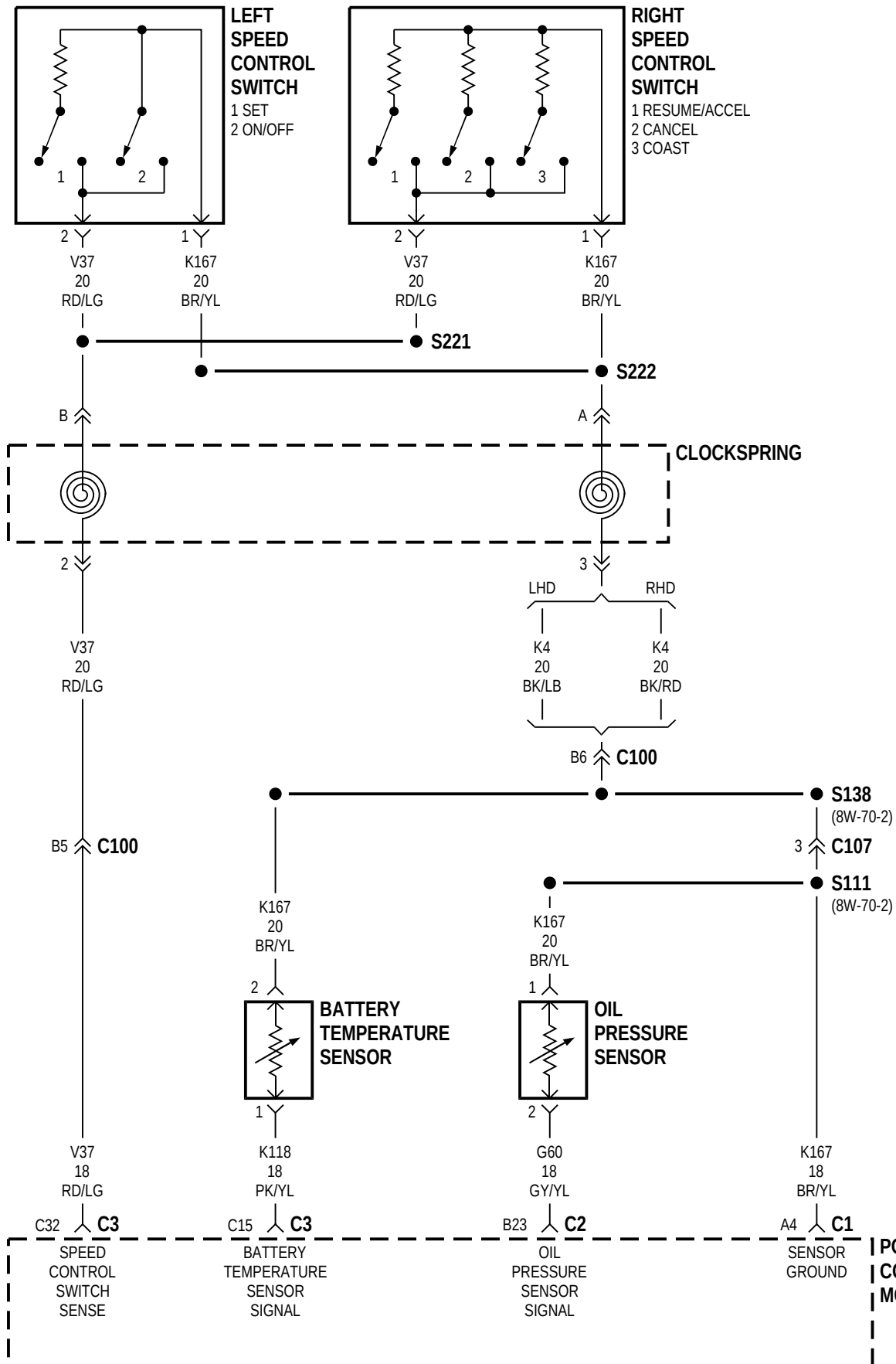


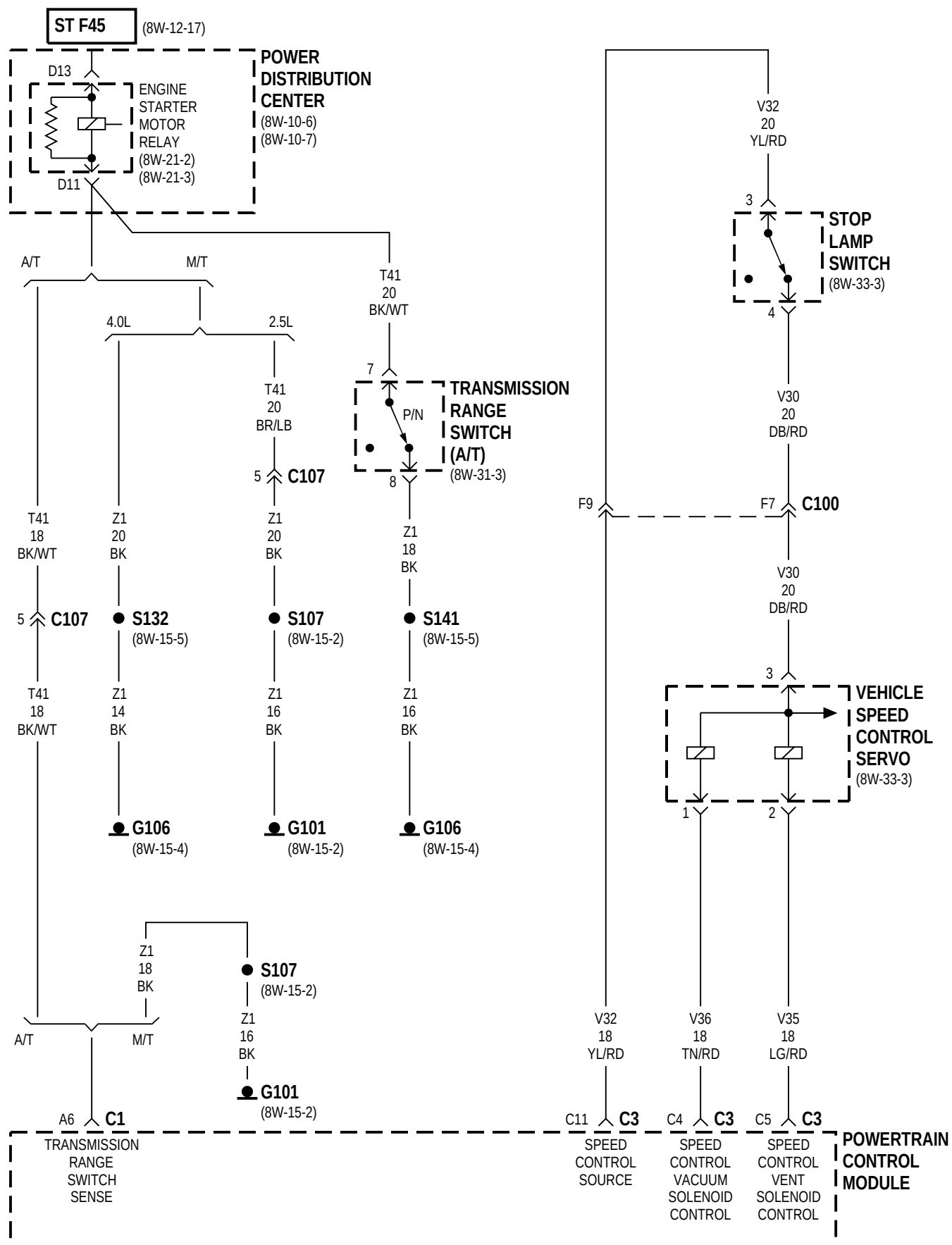


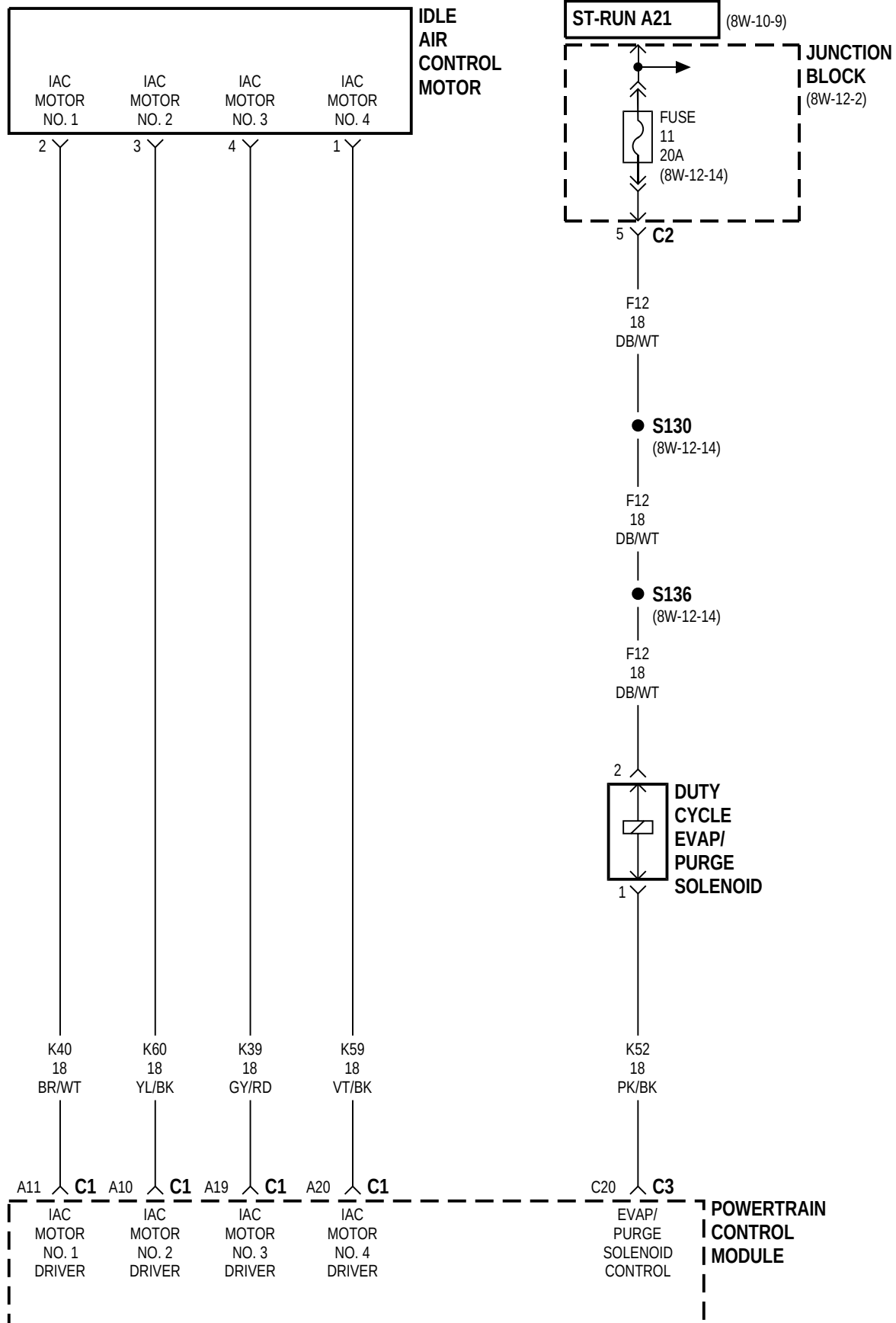


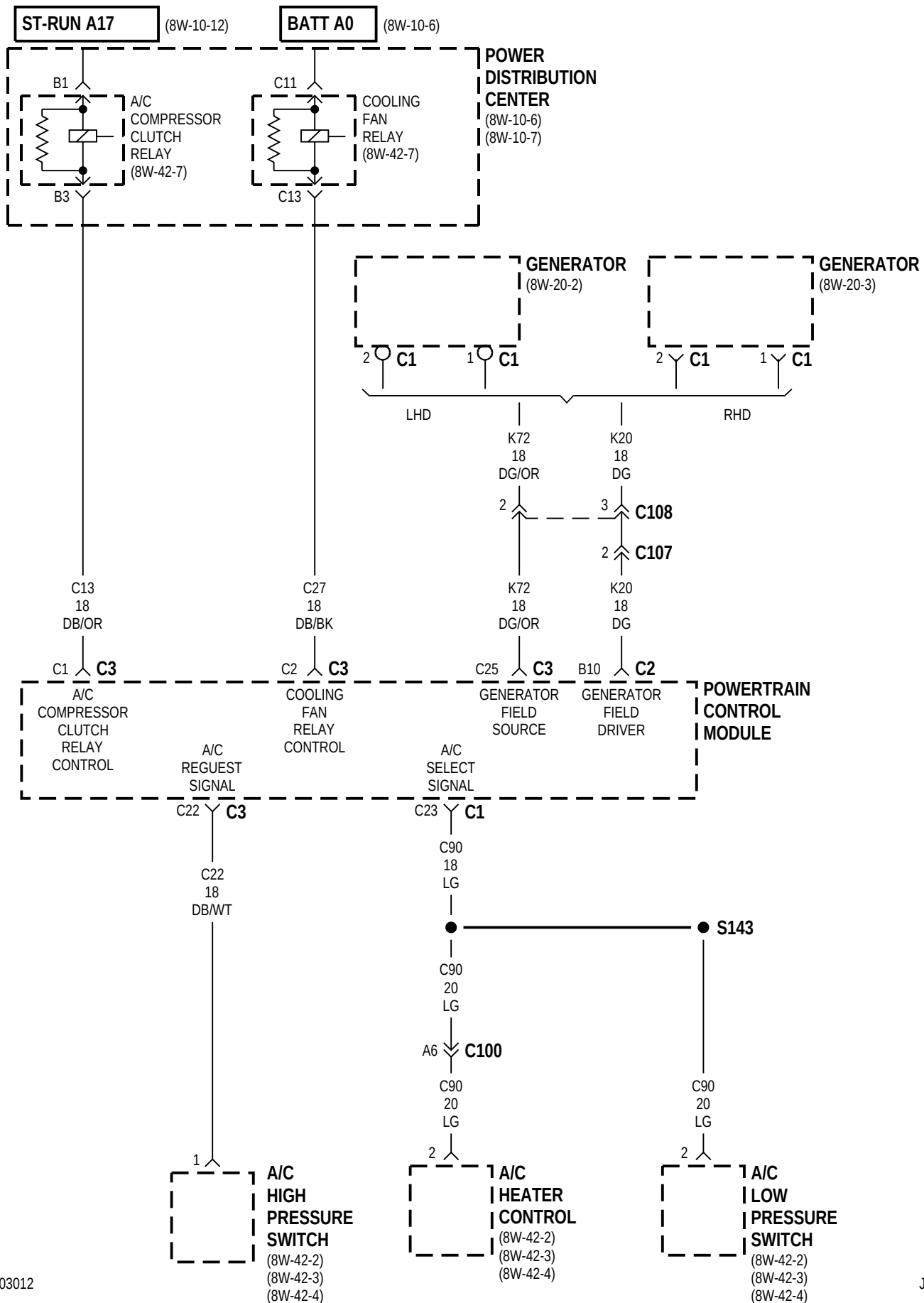


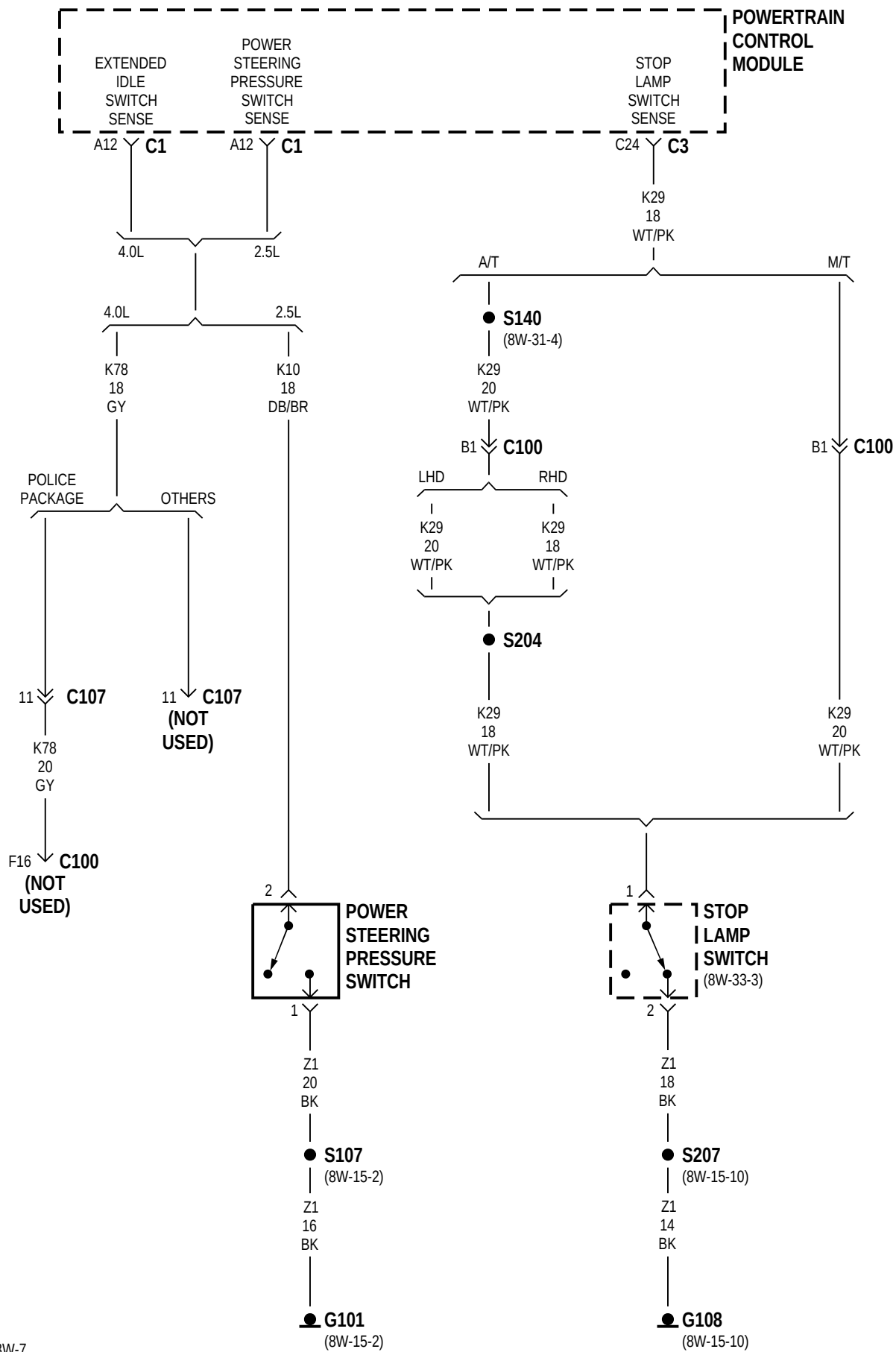
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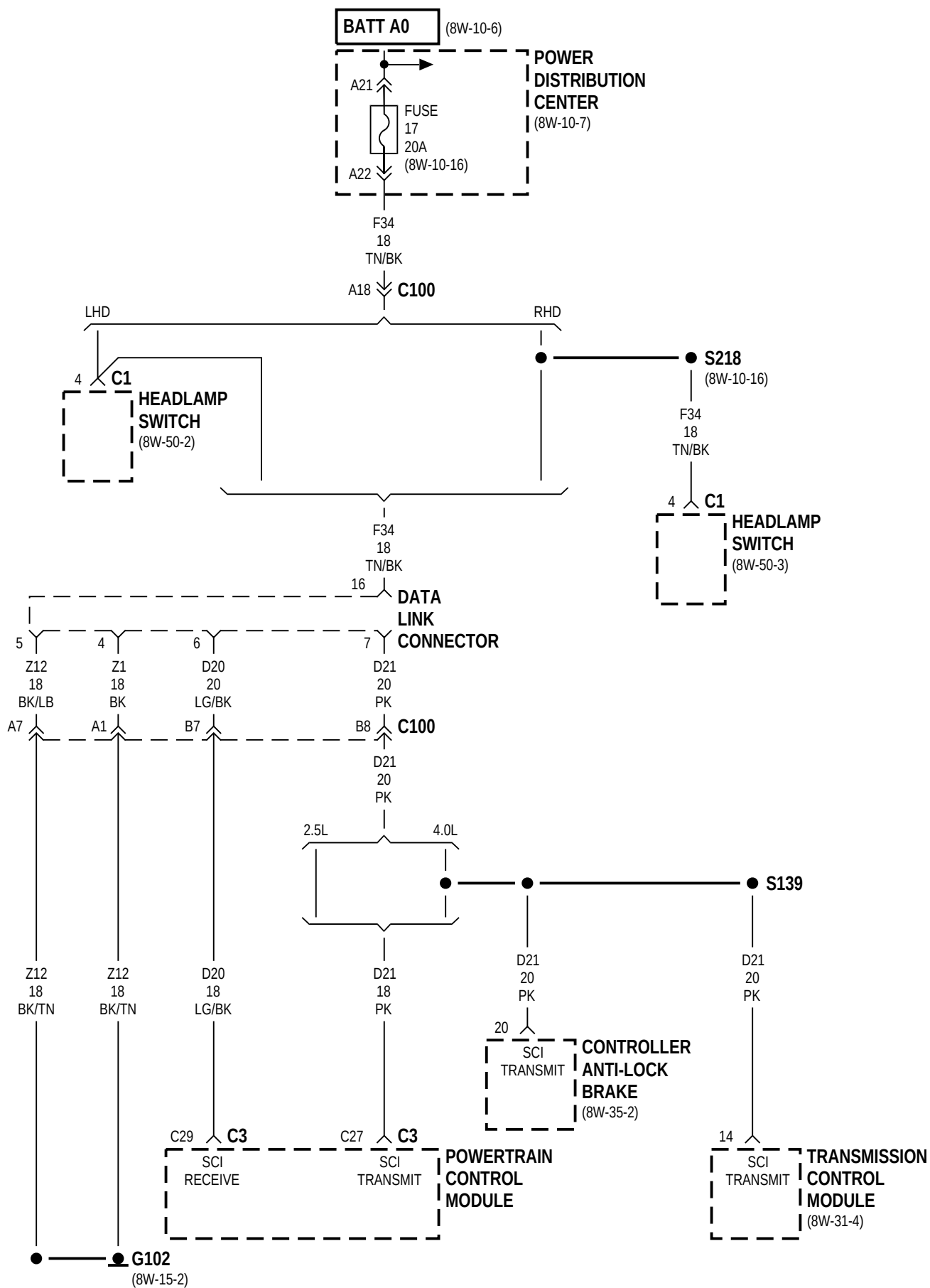


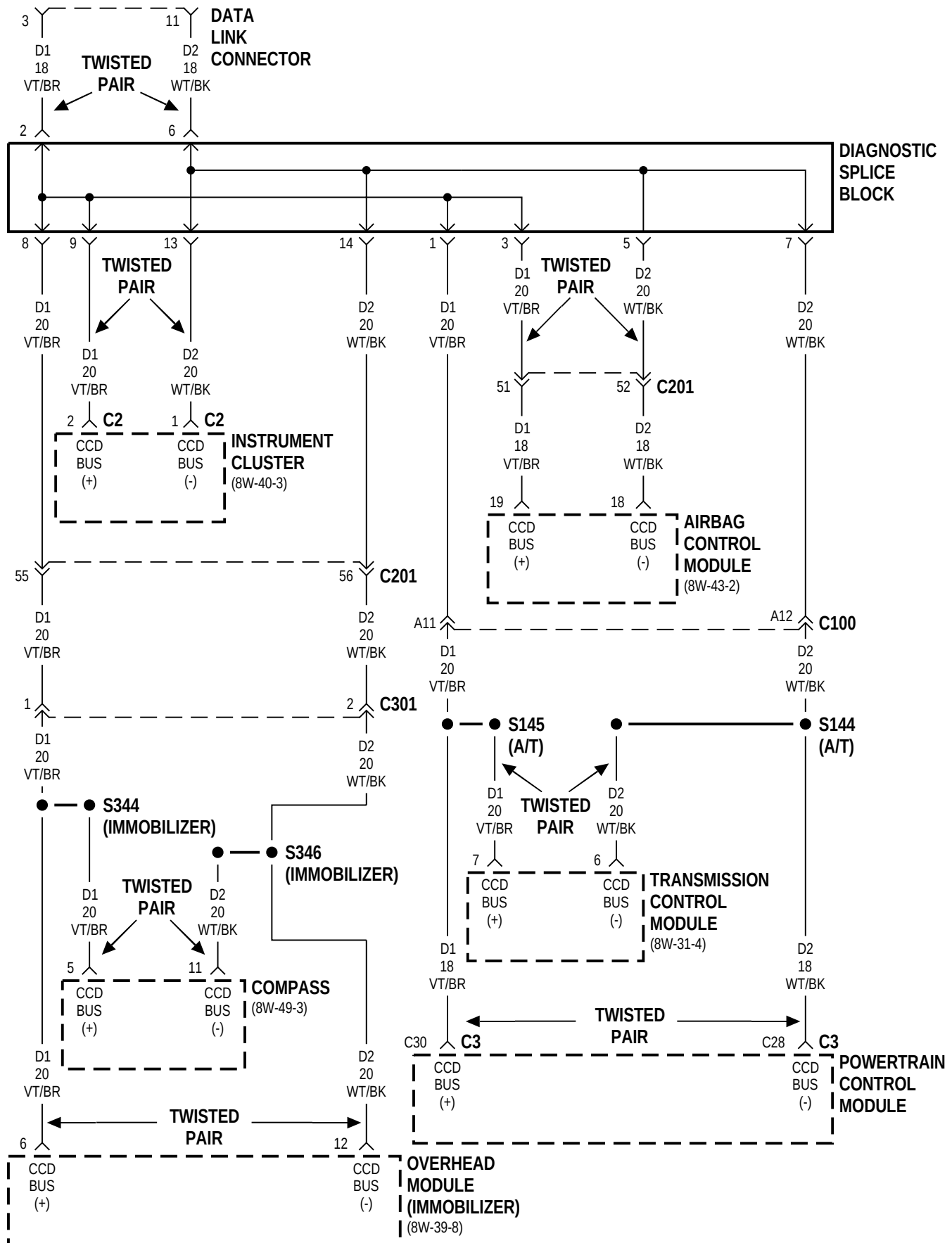


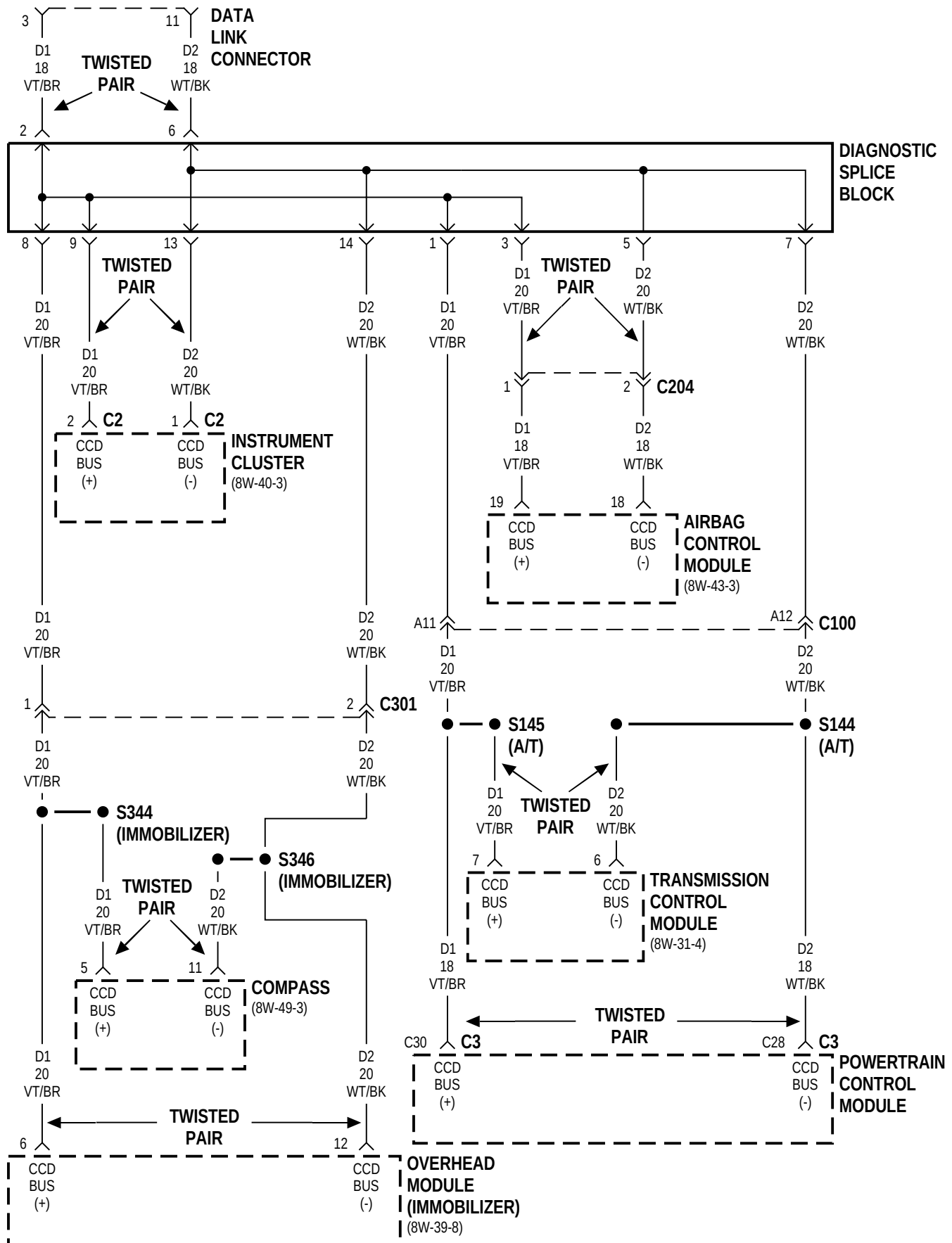




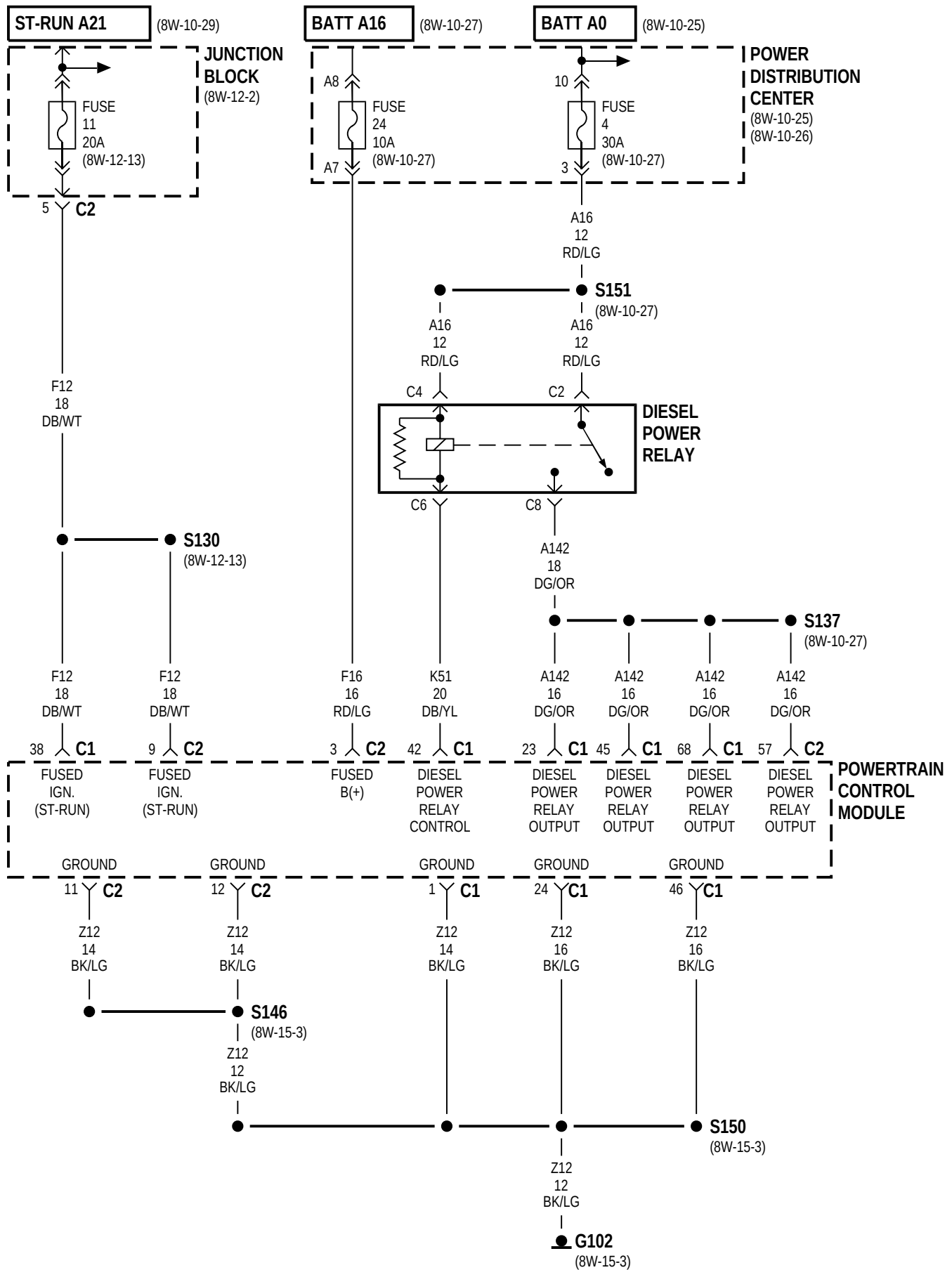
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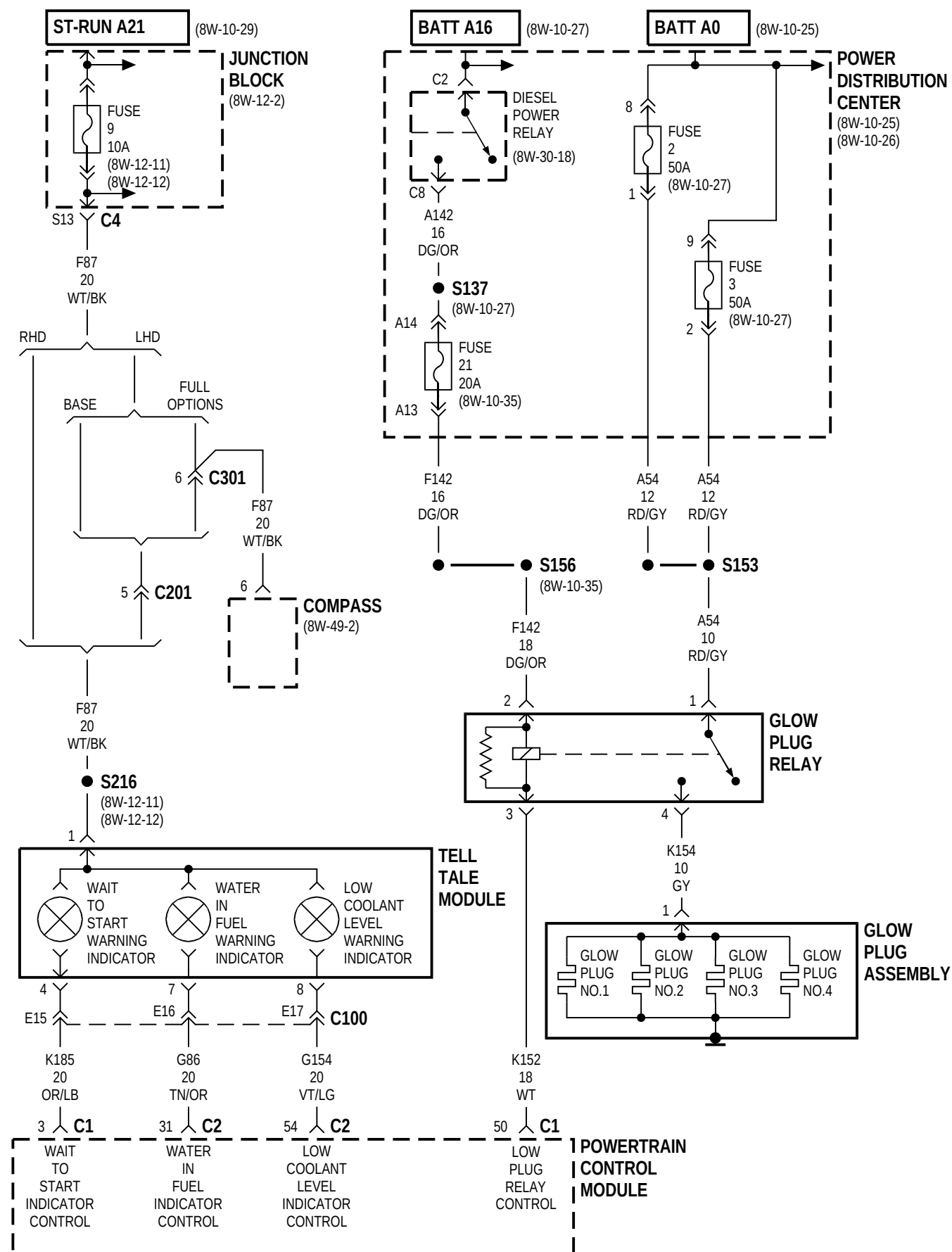




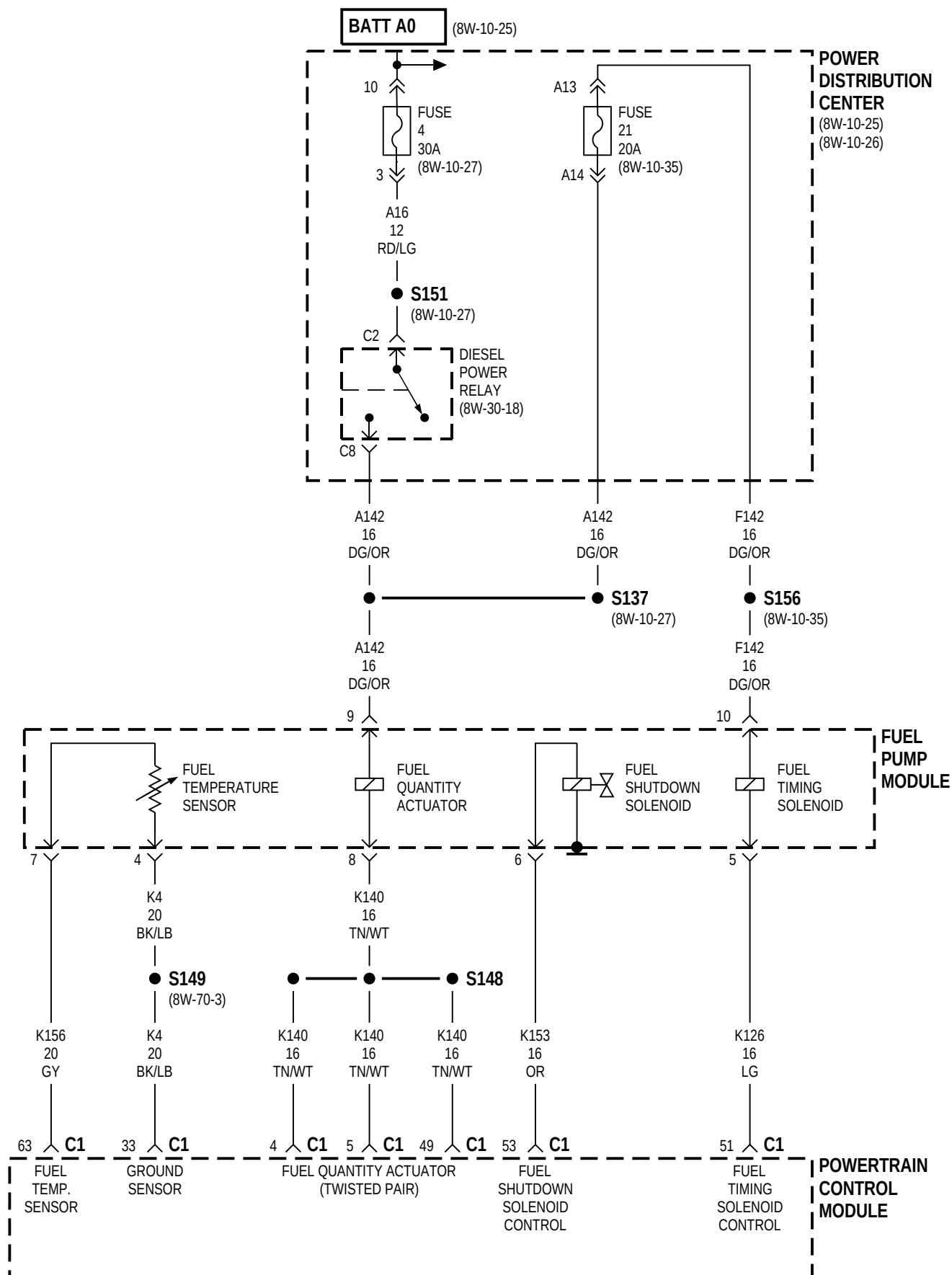
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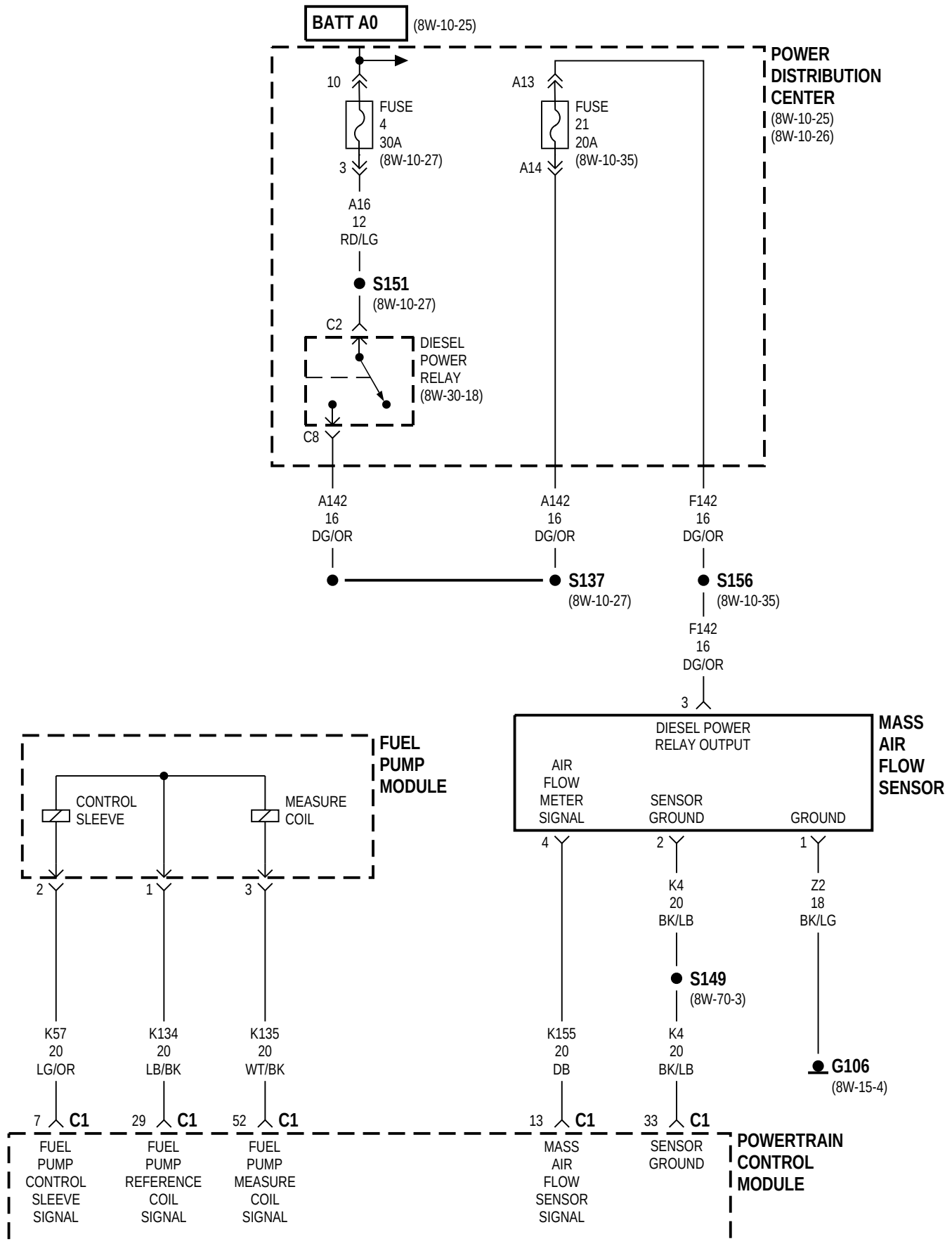
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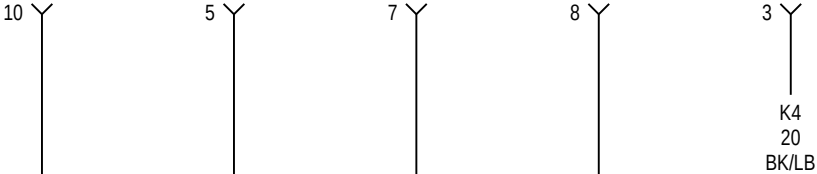
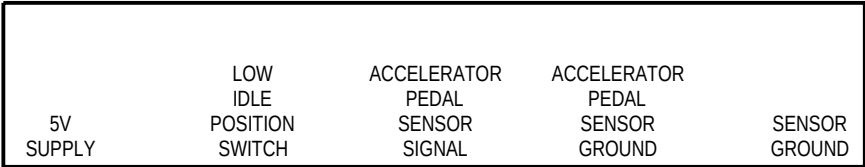
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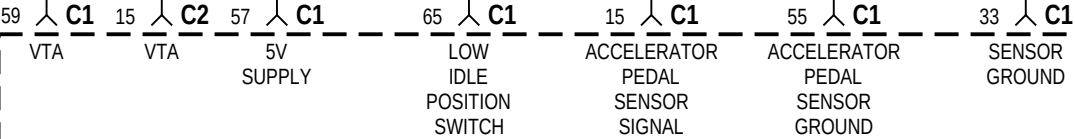
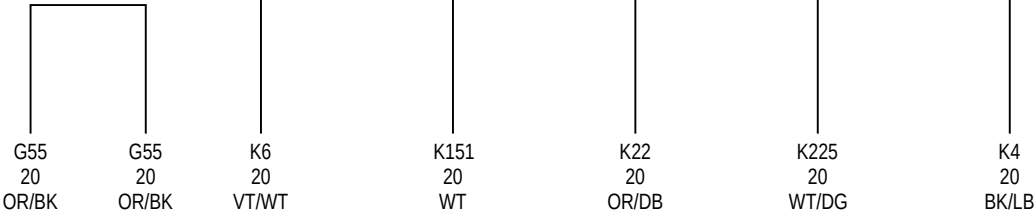
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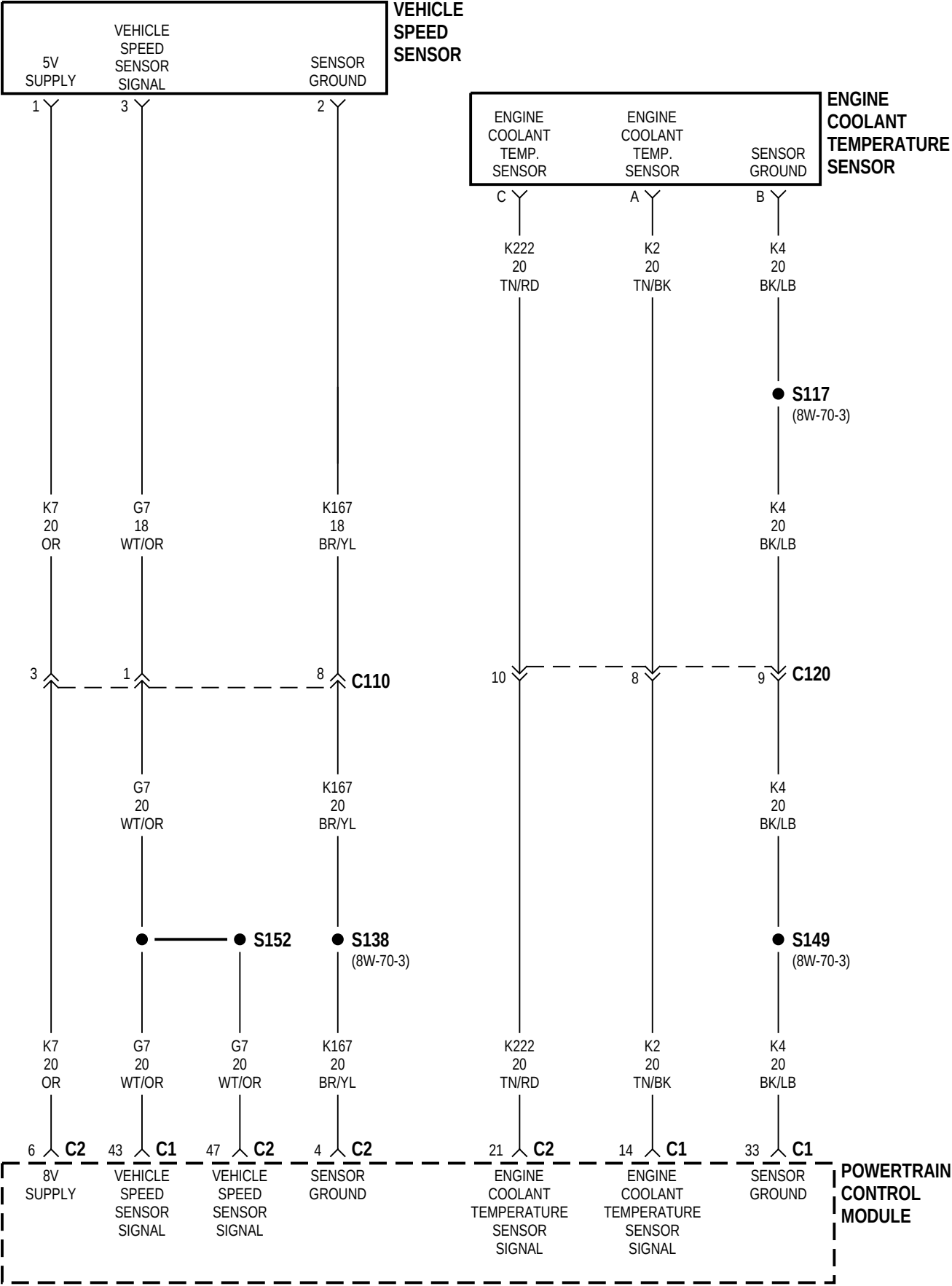
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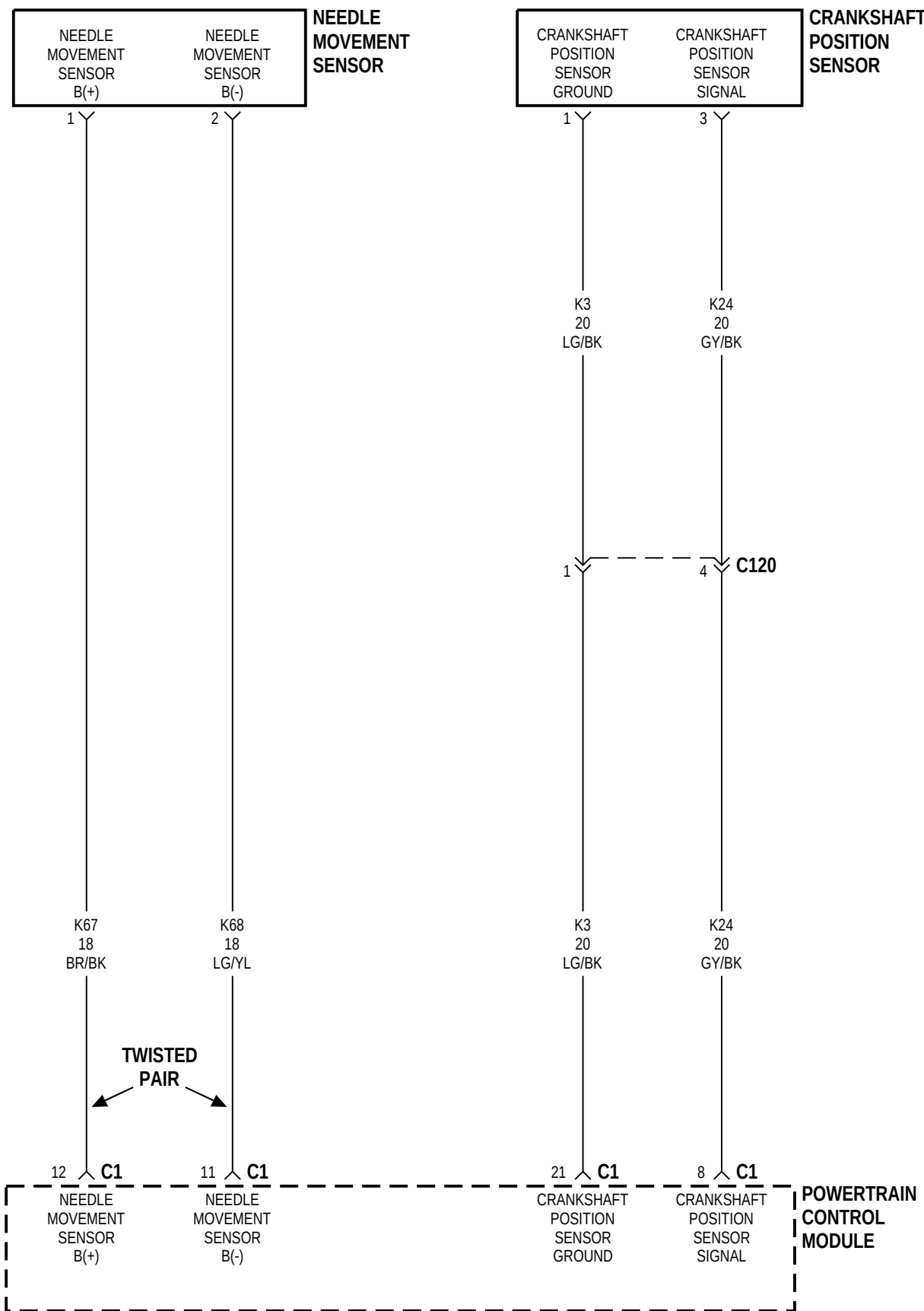


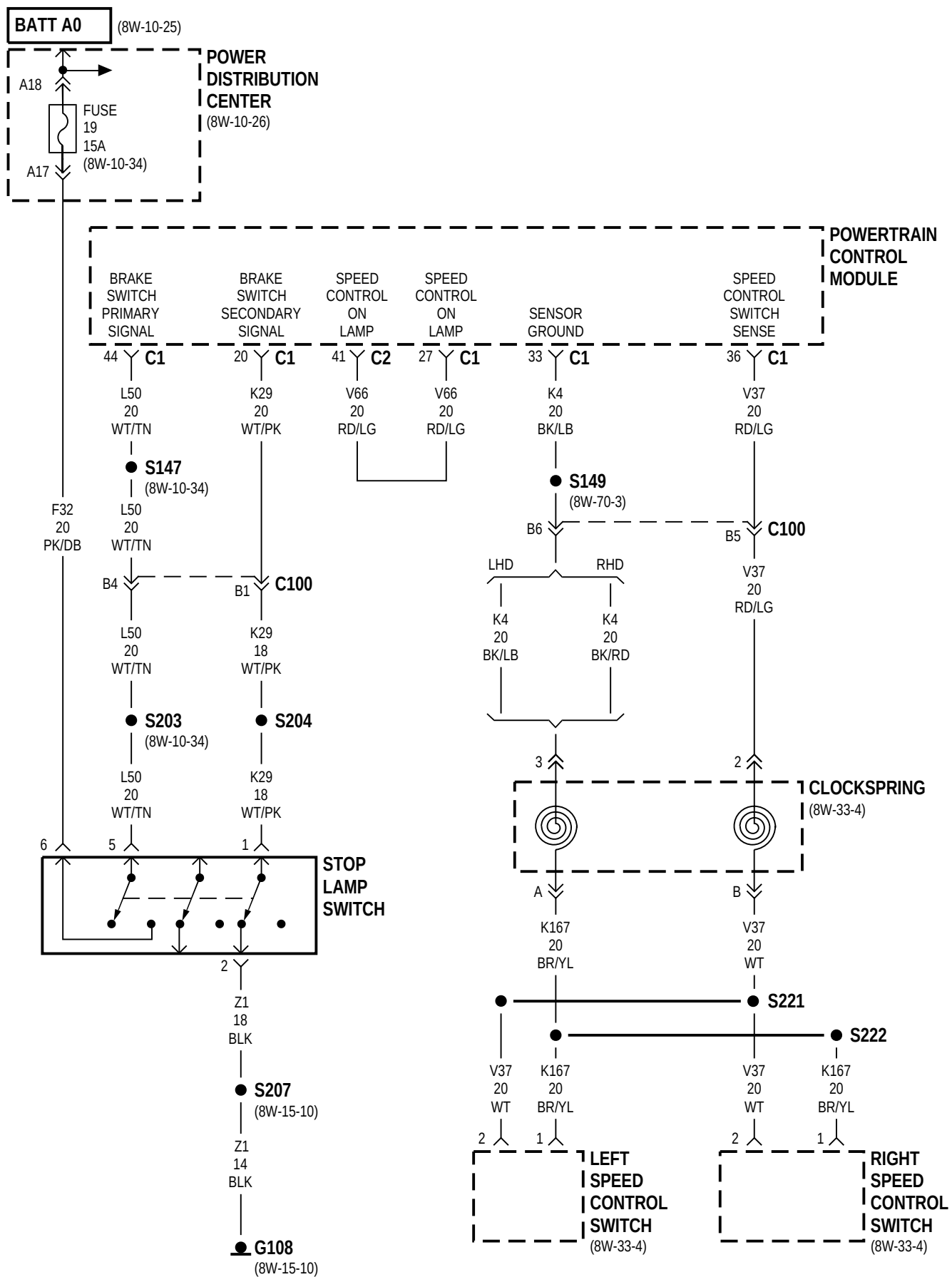
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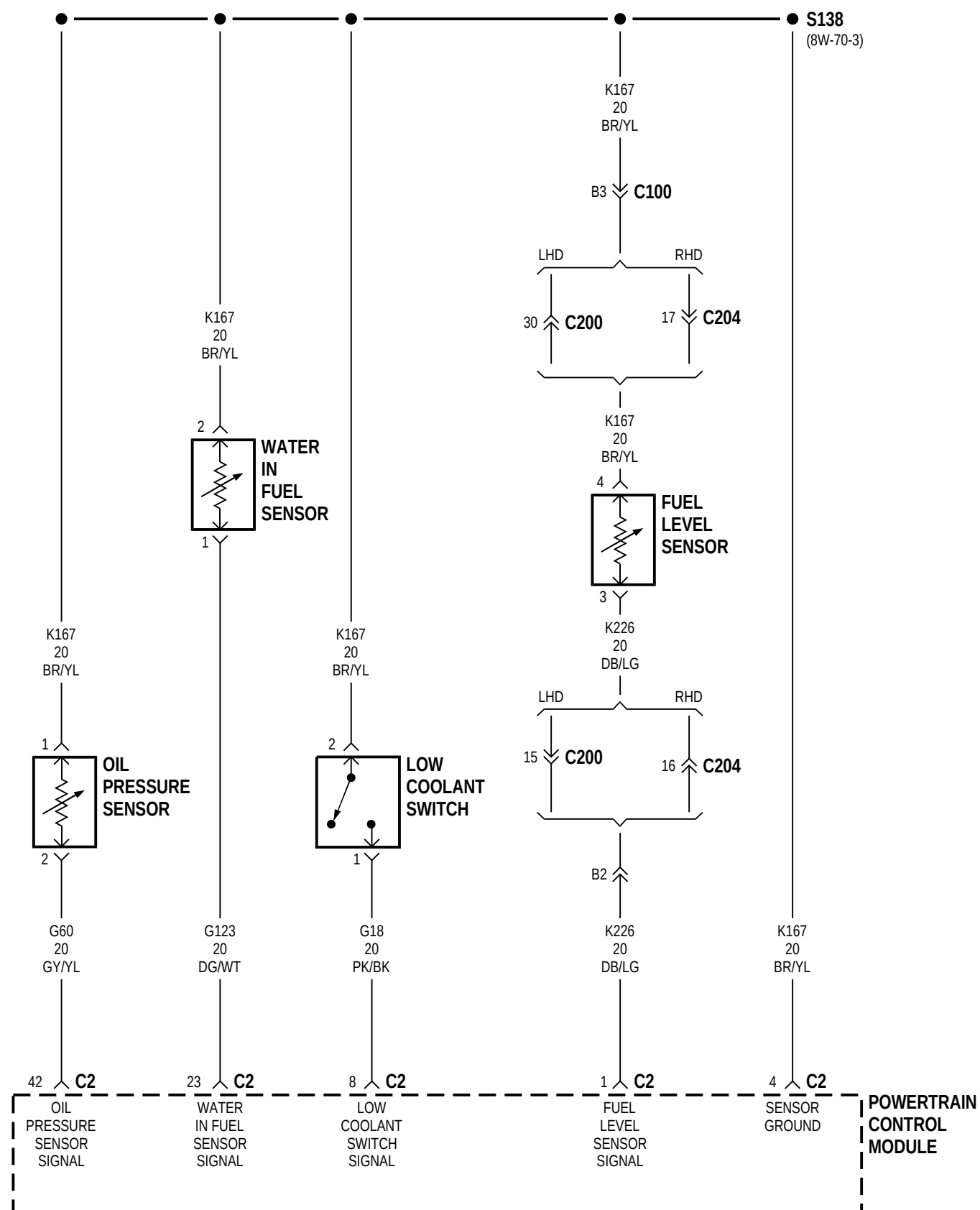


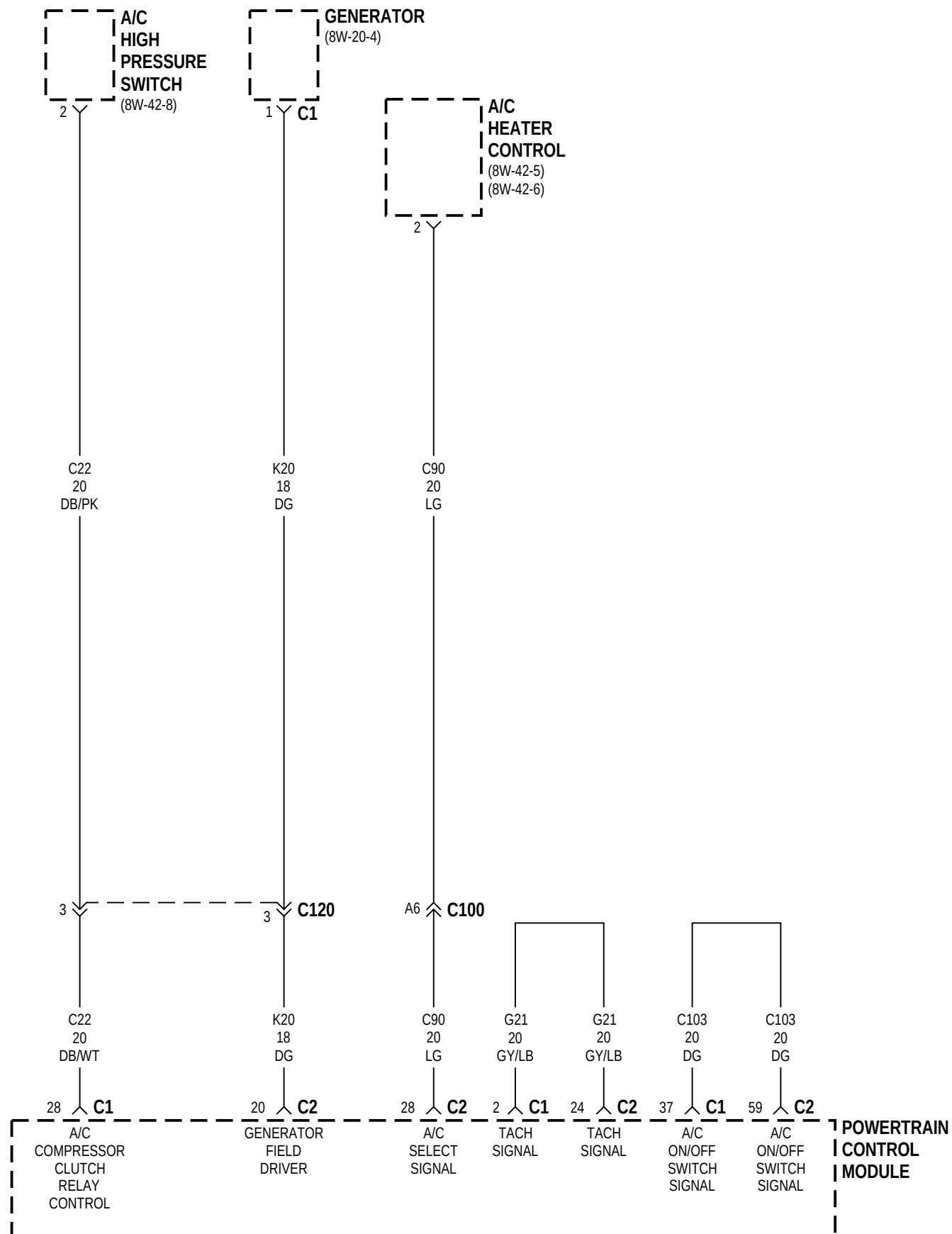
POWERTRAIN
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MODULE



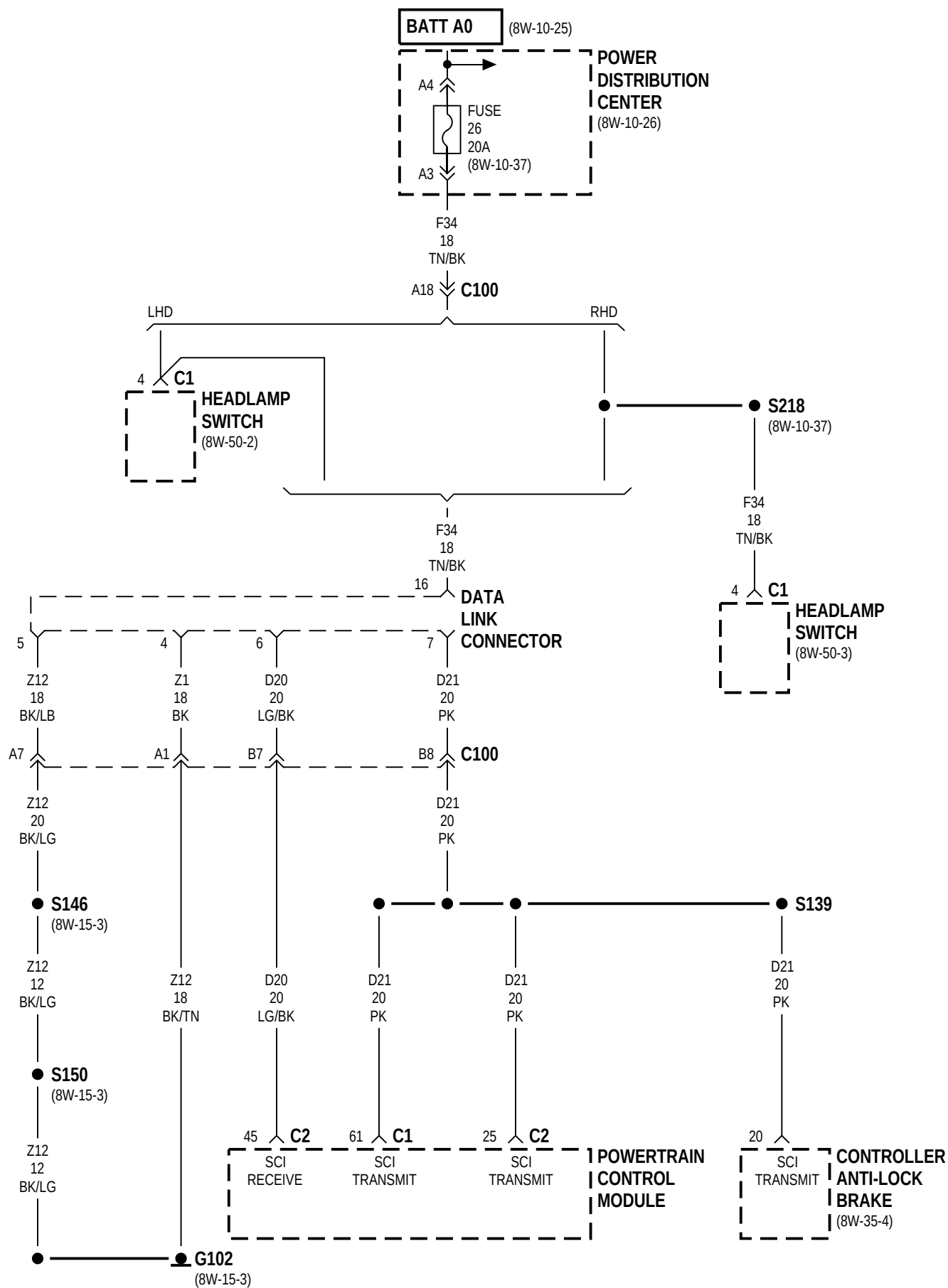


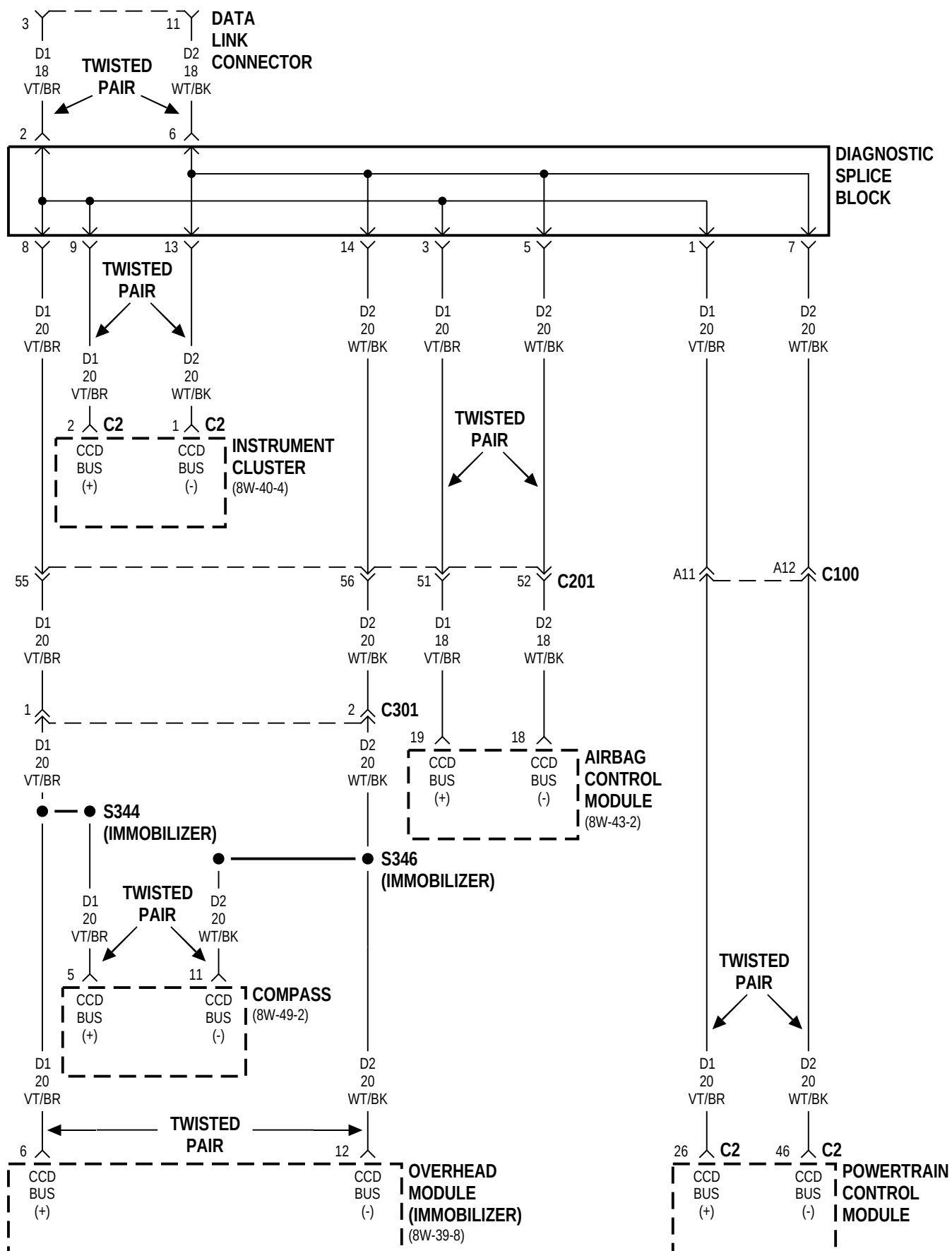


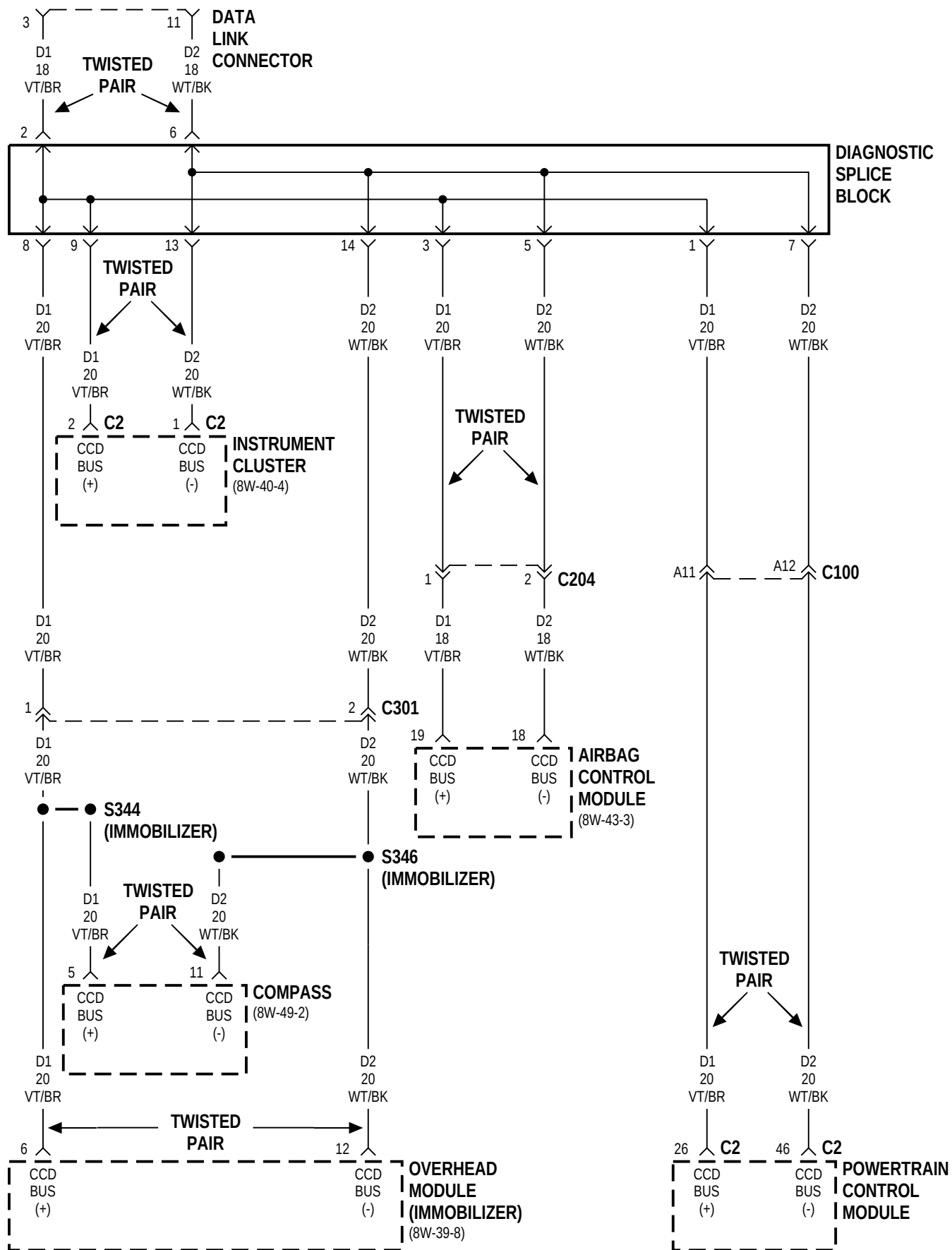




DIESEL







8W-30 FUEL/IGNITION SYSTEMS

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DESCRIPTION AND OPERATION

IGNITION SWITCH

Circuit A1 from fuse 2 and circuit A2 from fuse 3, in the power distribution center (PDC), supply battery voltage to the ignition switch. Depending upon position, the ignition switch powers circuits A21, A22, A31, A41, G9, G26, and G99.

START POSITION

In the START position, the ignition switch connects circuit A1 to circuit A21 and circuit A2 to circuit A41.

Additionally in the START position, the case grounded ignition switch provides ground for the brake lamp switch and the warning lamps in the instrument cluster.

START OR RUN POSITION

In the START or RUN position, the ignition switch connects circuit A1 to circuit A21.

RUN (ONLY) POSITION

When the ignition switch is in the RUN position, it connects circuit A1 to circuit A21 and circuit A2 to circuit A22.

ACCESSORY OR RUN POSITIONS

In the ACCESSORY or RUN positions, the ignition switch connects circuit A1 to circuit A31.

BATTERY FEED

Circuit A61 from fuse 21 in the Power Distribution Center (PDC) supplies battery voltage to cavity A22 of the Powertrain Control Module (PCM).

HELPFUL INFORMATION

Circuit A61 also supplies power to the contact side of the fuel pump relay.

BATTERY FEED (DIESEL)

Battery feed for the Powertrain Control Module (PCM) is supplied from several sources. One is a constant battery feed on circuit F16. This circuit is protected by a 10 amp fuse located in the Power Distribution Center (PDC)

DESCRIPTION AND OPERATION (Continued)

Battery voltage is also provided on circuit F12. This circuit is HOT in the START and RUN position and protected by a 20 amp fuse located in the Junction Block. Power for the fuse is supplied on circuit A21 from the ignition switch.

GROUND

Circuit Z12 connects to cavities A31 and A32 of the PCM. The Z12 circuit provides ground for PCM internal drivers that operate high current devices like the injectors and ignition coil.

Internal to the PCM, the power (device) ground circuit connects to the PCM sensor return circuit (from circuit K167).

HELPFUL INFORMATION

- The grounding point for circuit Z12 is the right front of the engine.
- If the system loses ground for the Z12 circuits at the front of the engine, the vehicle will not operate. Check the connection at the ganged-ground circuit eyelet.

POWER GROUND (DIESEL)

Circuit Z12 attaches to cavities 11 and 12 of the Powertrain Control Module (PCM) and cavities 1, 24 and 46 of the MSA Controller. Circuit Z12 terminates at the battery ground at the engine.

DATA LINK CONNECTOR

Circuit F39 from the Power Distribution Center (PDC) supplies battery voltage to the data link connector.

Circuit D20 connects to cavity C29 of the PCM. Circuit D20 is the SCI receive circuit for the Powertrain Control Module (PCM). Circuit D21 connects to cavity C27 of the PCM and cavity A3 of the Controller- Anti Lock Brakes. Circuit D21 is the SCI transmit circuit for the PCM. CCD Bus Circuits D1 and D2 connect to the data link connector.

Circuits Z1 and Z12 provide ground for the data link connector. Circuit Z12 also connects to cavities A31 and A32 of the PCM.

AUTOMATIC SHUT DOWN (ASD) RELAY

When the ignition switch is in either the START or RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 splices to circuit F12 and supplies battery voltage to the coil side of the Automatic Shut Down (ASD) relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit K51. Circuit K51 connects to cavity C3 of the PCM.

When the PCM grounds the ASD relay, contacts inside the relay close and connect circuit A16 from fuse 18 in the PDC to circuit A142. Circuit A142 connects to cavity C12 of the PCM.

HELPFUL INFORMATION

Along with supplying voltage to the coil side of the ASD relay, circuit F12 also supplies voltage to the coil side of the fuel pump relay.

DIESEL POWER RELAY

Power for the coil and contact side of the diesel power relay is supplied on circuit A16. This circuit is HOT at all times and protected by a 30 amp fuse located in the Power Distribution Center (PDC).

Ground for the coil side of the relay is controlled by the MSA Controller on circuit K51.

When the MSA Controller provides a ground for the coil side of the relay, the contacts in the relay CLOSE and connect circuits A16 to circuits A142 and F142. The A142 and F142 circuits supply power to various components and modules in the fuel system.

HELPFUL INFORMATION

- Check the 30 amp fuse located in the PDC
- Refer to the appropriate section of the service manual or Diagnostic Test Procedures manual

FUEL PUMP RELAY

When the ignition switch is in either the START or RUN positions, it connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 splices to circuit F12 and supplies battery voltage to the coil side of the fuel pump relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit K31. Circuit K31 connects to cavity C19 of the PCM.

When the PCM grounds the fuel pump relay, contacts inside the relay close and connect circuit A61 from fuse 21 in the PDC to circuit A141. Circuit A141 supplies voltage to the fuel pump motor (part of the in-tank fuel pump module).

HELPFUL INFORMATION

Circuit A61 also splices to supply battery voltage to cavity A22 of the PCM.

FUEL PUMP MODULE

The in-tank fuel pump module contains the fuel pump motor and fuel level sensor.

FUEL PUMP MOTOR

When the fuel pump relay contacts close, circuit A141 supplies voltage to the fuel pump module. Circuit Z1 provides ground for the fuel pump motor.

FUEL LEVEL SENSOR

The fuel level sensor is a variable resistor. Circuit K226 provides the fuel level input to cavity C26 of the Powertrain Control Module (PCM). The PCM broadcasts fuel level data on the CCD bus. The micro-processor in the instrument cluster receives

DESCRIPTION AND OPERATION (Continued)

the message on the CCD bus, calculates fuel gauge needle position and adjusts the gauge.

FUEL PUMP MODULE (DIESEL)

The fuel pump module used on this engine package contains the fuel gauge level sending unit. The fuel level sensor is a variable resistor. Circuit K226 provides the fuel level input to the Powertrain Control Module (PCM). The PCM broadcasts fuel level data on the CCD bus. The micro-processor in the instrument cluster receives the message on the CCD bus, calculates fuel gauge needle position and adjusts the gauge.

Ground for the module is supplied on circuit K167.

VEHICLE SPEED SENSOR

Circuit K6 supplies 5 volts from the Powertrain Control Module (PCM) to the vehicle speed sensor. The K6 circuit connects to cavity B31 of the PCM.

Circuit G7 from the vehicle speed sensor provides an input signal to the PCM. The G7 circuit connects to cavity B27 of the PCM.

The PCM provides a ground for the vehicle speed sensor signal (circuit G7) through circuit K167. Circuit K167 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Circuit K167 splices to supply ground for the signals from the following:

- Battery temperature sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Engine oil pressure sensor
- Fuel level sensor
- Heated oxygen sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- Vehicle speed control module
- Vehicle speed sensor

VEHICLE SPEED SENSOR (DIESEL)

Circuit K7 supplies voltage from the Powertrain Control Module (PCM) to the vehicle speed sensor.

Circuit G7 from the vehicle speed sensor provides an input signal to the PCM.

The PCM provides a ground for the vehicle speed sensor signal (circuit G7) through circuit K167.

HEATED OXYGEN SENSORS

When the Automatic Shut Down (ASD) relay contacts close, they connect circuits A16 and F142. Circuit F142 supplies voltage to the upstream and downstream heated oxygen sensors.

Circuit K41 delivers the signal from the upstream heated oxygen sensor to the Powertrain Control Mod-

ule (PCM). Circuit K41 connects to cavity A24 of the PCM. Circuit K141 supplies the signal from the downstream heated oxygen sensor to the PCM. Circuit K141 connects to PCM cavity A25.

The PCM provides a ground for the heated oxygen sensor signals (circuits K41 and K141) through circuit K167. Circuit H167 connects to cavity A4 of the PCM connector.

Circuit Z1 provides ground for the heater circuit in each sensor.

HELPFUL INFORMATION

Circuit K167 splices to supply ground for the signals from the following:

- Battery temperature sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Engine oil pressure sensor
- Fuel level sensor
- Heated oxygen sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- Vehicle speed control module
- Vehicle speed sensor

BATTERY TEMPERATURE SENSOR

The Powertrain Control Module (PCM) determines battery temperature on circuit K15. Circuit K15 connects the PCM to the battery temperature sensor. Circuit K15 connects to cavity C15 of the PCM. Circuit K167 provides ground for the sensor and connects to PCM cavity A4.

CRANKSHAFT POSITION SENSOR

The Powertrain Control Module (PCM) supplies 5 volts to the crankshaft position sensor on circuit K7. Circuit K7 connects to cavity A17 of the PCM.

The PCM receives the crankshaft position sensor signal on circuit K24. Circuit K24 connects to cavity A8 of the PCM.

The PCM provides a ground for the crankshaft position sensor (circuit K24) through circuit K167. Circuit K167 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

• Circuit K7 splices to supply 5 volts to the camshaft position sensor.

Circuit K167 splices to supply ground for the signals from the following:

- Battery temperature sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Engine oil pressure sensor
- Fuel level sensor

DESCRIPTION AND OPERATION (Continued)

- Heated oxygen sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- Vehicle speed control module
- Vehicle speed sensor

CRANKSHAFT POSITION SENSOR (DIESEL)

The MSA Controller supplies voltage to the crankshaft position sensor on circuit K24.

The MSA Controller provides a ground for the crankshaft position sensor (circuit K24) through circuit K3.

CAMSHAFT POSITION SENSOR

The Powertrain Control Module (PCM) supplies 5 volts to the camshaft position sensor (in distributor) on circuit K7. Circuit K7 connects to cavity A17 of the PCM.

The PCM receives the camshaft position sensor signal on circuit K44. Circuit K44 connects to cavity A18 of the PCM.

The PCM provides a ground for the camshaft position sensor signal (circuit K44) through circuit K167. Circuit K167 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

- Circuit K7 splices to supply 5 volts to the crankshaft position sensor.

Circuit K167 splices to supply ground for the signals from the following:

- Battery temperature sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Engine oil pressure sensor
- Fuel level sensor
- Heated oxygen sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- Vehicle speed control module
- Vehicle speed sensor

ENGINE COOLANT TEMPERATURE SENSOR

The engine coolant temperature sensor provides an input to the Powertrain Control Module (PCM) on circuit K2. From circuit K2, the engine coolant temperature sensor draws up to 5 volts from the PCM. The sensor is a variable resistor. As coolant temperature changes, the resistance in the sensor changes, causing a change in current draw. The K2 circuit connects to cavity A16 of the PCM.

The PCM provides a ground for the engine coolant temperature sensor signal (circuit K2) through circuit K167. Circuit K167 connects to cavity A4 of the PCM connector.

HELPFUL INFORMATION

Circuit K167 splices to supply ground for the signals from the following:

- Battery temperature sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Engine oil pressure sensor
- Fuel level sensor
- Heated oxygen sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- Vehicle speed control module
- Vehicle speed sensor

ENGINE COOLANT TEMPERATURE SENSOR (DIESEL)

The Engine Coolant Temperature (ECT) sensor on this engine application is a dual function sensor. It provides an engine coolant temperature input to the Powertrain Control Module (PCM) on Circuit K222 and to the MSA Controller on circuit K2.

Ground for the sensor is supplied on circuit K4.

The sensor is a variable resistor. As engine coolant temperature changes the resistance on the K4 circuit changes.

THROTTLE POSITION SENSOR

From the Powertrain Control Module (PCM), circuit K7 supplies 5 volts to the throttle position sensor (TPS). Circuit K7 connects to cavity A17 of the PCM.

Circuit K22 delivers the TPS signal to the PCM. Circuit K22 connects to cavity A23 of the PCM.

The PCM provides a ground for the throttle position sensor signal (circuit K22) through circuit K167. Circuit K167 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Refer to Group 14 for throttle position sensor operation.

Circuit K7 splices to supply 5 volts to the manifold absolute pressure sensor, battery temperature sensor, camshaft position sensor, and crankshaft position sensor.

On vehicles equipped with the 4.0L engine and automatic transmission, circuit K22 splices to the transmission control module.

Circuit K167 splices to supply ground for the signals from the following:

- Battery temperature sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Engine oil pressure sensor

DESCRIPTION AND OPERATION (Continued)

- Fuel level sensor
- Heated oxygen sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- Vehicle speed control module
- Vehicle speed sensor

ACCELERATOR PEDAL POSITION SENSOR (DIESEL)

Power for the accelerator pedal position sensor is supplied by the MSA Controller on circuit K6. This is a 5 volt feed from the MSA Controller.

Circuit K22 provides the pedal position input to the MSA Controller. Ground for the sensor is supplied from the MSA Controller on circuit K255.

LOW IDLE POSITION SWITCH (DIESEL)

Circuit K151 connects from the MSA Controller to the Accelerator Pedal Position Sensor. This circuit provides the low idle switch input.

Ground for the Accelerator Pedal Position Sensor is provided on circuit K255.

MANIFOLD ABSOLUTE PRESSURE SENSOR

From the Powertrain Control Module (PCM), circuit K7 supplies 5 volts to the manifold absolute pressure (MAP) sensor. Circuit K7 connects to cavity A17 of the PCM.

Circuit K1 delivers the MAP signal to the PCM. Circuit K1 connects to cavity A27 of the PCM.

The PCM provides a ground for the MAP sensor signal (circuit K1) through circuit K167. Circuit K167 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Refer to Group 14 for MAP sensor operation.

Circuit K7 splices to supply 5 volts to the camshaft position sensor, crankshaft position sensor and throttle position sensor.

Circuit K167 splices to supply ground for the signals from the following:

- Battery temperature sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Engine oil pressure sensor
- Fuel level sensor
- Heated oxygen sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- Vehicle speed control module
- Vehicle speed sensor

MASS AIR FLOW SENSOR (DIESEL)

Power for the mass air flow sensor is supplied on circuit F142. This circuit is HOT when the contacts in the Diesel Power Relay are CLOSED.

Circuit K155 provides the input to the MSA Controller. A sensor ground is provided by the MSA Controller on circuit K4.

Ground is also provided on circuit Z2.

INTAKE AIR TEMPERATURE SENSOR

The intake air temperature sensor provides an input to the Powertrain Control Module (PCM) on circuit K21. Circuit K21 connects to cavity A15 of the PCM.

From circuit K21, the intake air temperature sensor draws voltage from the PCM. The sensor is a variable resistor. As intake air temperature changes, the resistance in the sensor changes, causing a change in current draw.

The PCM provides a ground for the intake air temperature sensor signal (circuit K21) through circuit K167. Circuit K167 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Circuit K167 splices to supply ground for the signals from the following:

- Battery temperature sensor
- Camshaft position sensor
- Crankshaft position sensor
- Engine coolant temperature sensor
- Engine oil pressure sensor
- Fuel level sensor
- Heated oxygen sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Throttle position sensor
- Vehicle speed control module
- Vehicle speed sensor

OIL PRESSURE SENSOR (DIESEL)

The oil pressure sensor is a variable resistor. A change in engine oil pressure changes the resistance in the sending unit which alters the signal sensed by the Powertrain Control Module on circuit G60.

The PCM provides ground for the oil pressure sensor on circuit K167.

The PCM broadcasts the oil pressure data on the CCD bus. The micro-processor in the instrument cluster receives the signal from the CCD bus, calculates oil pressure and adjusts the gauge needle position.

WATER IN FUEL SENSOR (DIESEL)

The water in fuel sensor provides an input to the Powertrain Control Module (PCM) on circuit G123.

DESCRIPTION AND OPERATION (Continued)

The PCM provides ground for the water in fuel sensor signal (circuit G123) through circuit K167.

PARK/NEUTRAL POSITION SWITCH

When closed, the park/neutral position switch provides a ground path on circuit T41 for the coil side of the starter motor relay. Circuit T141 from the ignition switch provides battery voltage to the coil side of the relay.

Circuit T41 is double crimped at the coil side of the relay and connects to cavity A6 of the Powertrain Control Module (PCM). The park/neutral position switch provides an input to the PCM.

POWER STEERING PRESSURE SWITCH

The Powertrain Control Module (PCM) connects to the power steering pressure switch on circuit K10. On vehicles equipped with a manual transmission, circuit Z12 provides ground for the switch. If the vehicle has an automatic transmission, circuit Z1 provides ground. When the switch closes, it connects circuit K10 to ground. The switch closes during periods of high power steering pump load and low engine speed; such as parking maneuvers.

Circuit K10 connects to cavity A12 of the PCM. Circuit Z12 also connects to cavities A31 and A32 of the PCM.

STOP LAMP SWITCH INPUT

Circuit K29 provides the stop lamp switch input to the PCM. Circuit K29 connects to cavity C24 of the PCM. Circuit K29 also connects to the Transmission Control Module (TCM) and the shift interlock.

FUEL INJECTORS

When the Automatic Shut Down (ASD) relay contacts close, they connect circuits A16 and A142. Circuit A142 supplies voltage to the fuel injectors. Each injector has a separate ground circuit controlled by the Powertrain Control Module (PCM).

Circuit K11 provides ground for injector number one. The K11 circuit connects to cavity B4 of the PCM.

Circuit K12 provides ground for injector number two. The K12 circuit connects to cavity B15 of the PCM.

Circuit K13 provides ground for injector number three. The K13 circuit connects to cavity B5 of the PCM.

Circuit K14 provides ground for injector number four. The K14 circuit connects to cavity B16 of the PCM.

On the 4.0L engine, circuit K15 provides ground for injector number five. The K15 circuit connects to cavity B6 of the PCM.

Also on the 4.0L engine, circuit K16 provides ground for injector number six. The K16 circuit connects to cavity B12 of the PCM.

HELPFUL INFORMATION

- For information about fuel injector operation, refer to Group 14.

FUEL INJECTION PUMP (DIESEL)

The fuel injection pump used on this engine application performs several functions. Each of these is described as follows.

FUEL SHUTDOWN SOLENOID

Power for the fuel shutdown solenoid is supplied by the MSA Controller on circuit K153. The solenoid is case grounded

FUEL TIMING SOLENOID

Power for the solenoid is supplied on circuit F142. This circuit is HOT when the contacts in the Diesel Power Relay are CLOSED. Ground for the solenoid is controlled by the MSA Controller on circuit K126.

FUEL TEMPERATURE SENSOR

Circuit K156 connects between the MSA Controller and the fuel temperature sensor. The sensor is a variable resistor. As fuel temperature changes the resistance on circuit K156 changes. Ground for the sensor is supplied on circuit K4.

CONTROL SLEEVE POSITION SENSOR

Circuit K134 connects between the MSA Controller and the control sleeve position sensor. This circuit is the position input to the MSA Controller.

Circuit K57 is used for the middle tap, and circuit K135 is used for the measure coil.

FUEL QUANTITY ACTUATOR

Power for the fuel quantity Actuator is supplied on circuit A142. This circuit is HOT when the contacts in the Diesel Power Relay are CLOSED. Ground for the Actuator is controlled by the MSA Controller on circuit K140.

FUEL HEATER (DIESEL)

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F12 through PDC fuse 11. Circuit F12 feeds the coil side of the fuel heater relay. Ground for the relay is supplied by circuit Z1.

When the contacts of the fuel heater relay are closed they connect circuit A61 from fuse 6 of the PDC and circuit A93. Circuit A93 supplies voltage to the fuel heater. Ground for the fuel heater is supplied on circuit Z1.

DESCRIPTION AND OPERATION (Continued)

NEEDLE MOVEMENT SENSOR (DIESEL)

The needle movement sensor is used to provide an input to the MSA Controller. Circuit K67 connects from the MSA Controller, cavity 12, to the injector and is used as the signal wire.

Circuit K68, from cavity 11 of the MSA Controller connector, is used for a return from the injector.

GLOW PLUGS (DIESEL)

The glow plugs used on this vehicle are controlled by the MSA Controller and the glow plug relay. Power for the coil side of the relay is supplied on circuit F142. This circuit is HOT when the contacts in the Diesel Power Relay are CLOSED.

The ground side of the relay is controlled by the MSA Controller on circuit K152. This circuit connects to cavity 50 of the MSA Controller.

When the MSA Controller determines a need for glow plug operation it supplies a ground path on circuit K152. This causes the contacts in the relay to CLOSE connecting circuit A54 and K154. The A54 circuit is HOT at all times. Circuit K154 connects from the relay to the glow plugs.

The glow plugs are case grounded.

IGNITION COIL

When the Automatic Shut Down (ASD) relay contacts close, they connect circuits A16 and A142. Circuit A142 splices to supply voltage to the ignition coil. The Powertrain Control Module (PCM) controls the ground path for the ignition coil on circuit K19. Circuit K19 connects to cavity A7 of the PCM.

HELPFUL INFORMATION

Circuit A142 splices to supply voltage to the fuel injectors, PCM, and heated oxygen sensors.

IDLE AIR CONTROL (IAC) MOTOR

The Powertrain Control Module (PCM) operates the idle air control motor through 4 circuits; K39, K40, K59, and K60. Each circuit connects to separate cavities in the PCM connector.

- Circuit K39 connects to cavity A19 of the PCM
- Circuit K40 connects to cavity A11 of the PCM
- Circuit K59 connects to cavity A20 of the PCM
- Circuit K60 connects to cavity A10 of the PCM

DUTY CYCLE EVAP/PURGE SOLENOID

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F12 through fuse 11 in the junction block. Circuit F12 supplies power to the Duty Cycle EVAP/Purge solenoid.

The Powertrain Control Module (PCM) provides the ground path for the solenoid on circuit K52. Circuit K52 connects to cavity C20 of the PCM.

ELECTRIC VACUUM MODULATOR (DIESEL)

Power for the Electric Vacuum Modulator is supplied on circuit F142. This circuit is HOT when the contacts in the Diesel Power Relay are CLOSED. The Electric Vacuum Modulator is case grounded.

The MSA Controller controls the operation of the modulator by supplying a ground path for circuit K35. This circuit connects to cavity 25 of the MSA Controller.

LOW COOLANT LEVEL SWITCH (DIESEL)

When the low coolant level switch closes, it connects circuit G18 from the Powertrain Control Module (PCM) and circuit K167. Circuit K167 is the sensor ground circuit.

When the low coolant level switch is closed the PCM receives a signal from circuit G18.

TORQUE CONVERTER CLUTCH (TCC) SOLENOID

The TCC solenoid is only used on 2.5L engines with the three-speed automatic transmissions. When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F12 through fuse 11 in the junction block. Circuit F12 supplies power to the TCC solenoid. The Powertrain Control Module (PCM) provides ground for the solenoid on circuit K54. Circuit K54 connects to cavity B11 of the PCM.

EXTENDED IDLE SWITCH

On Police Package vehicles, an optional extended idle switch provides an input to the Powertrain Control Module (PCM) on circuit K78. Circuit K78 connects to cavity A12 of the PCM. When the ignition switch is in the RUN position, circuit F15 from fuse 25 in the junction block supplies battery voltage to the extended idle switch. Circuit Z1 grounds the switch.

CCD BUS

Circuits D1 and D2 connect the Powertrain Control Module (PCM) to the CCD Bus. Circuit D1 connects to cavity C30 of the PCM. Circuit D2 connects to cavity C28 of the PCM. Circuits D1 and D2 are a twisted pair of wires.

Several modules and controllers broadcast and receive data on the CCD Bus.

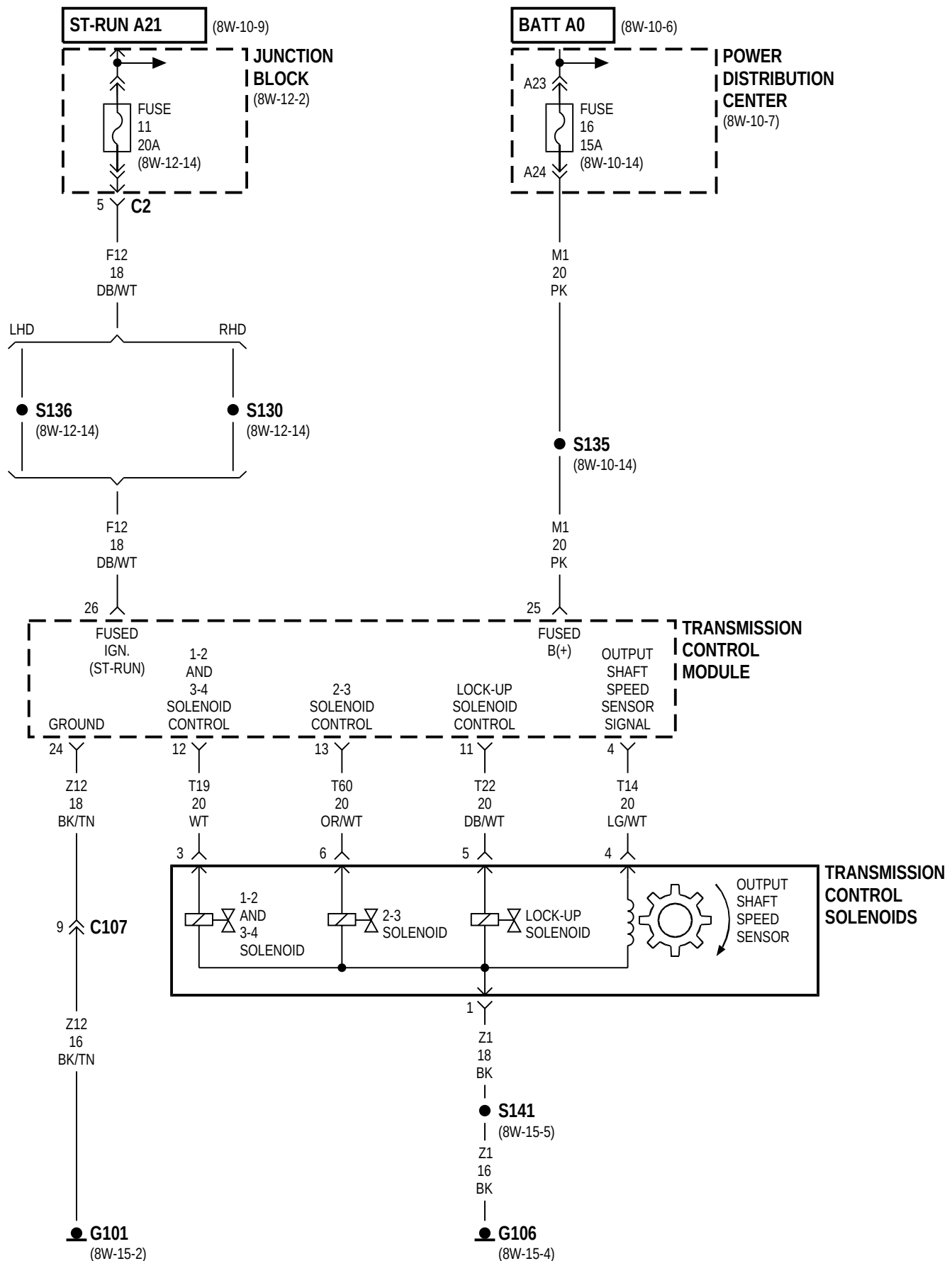
8W-31 TRANSMISSION CONTROL SYSTEM

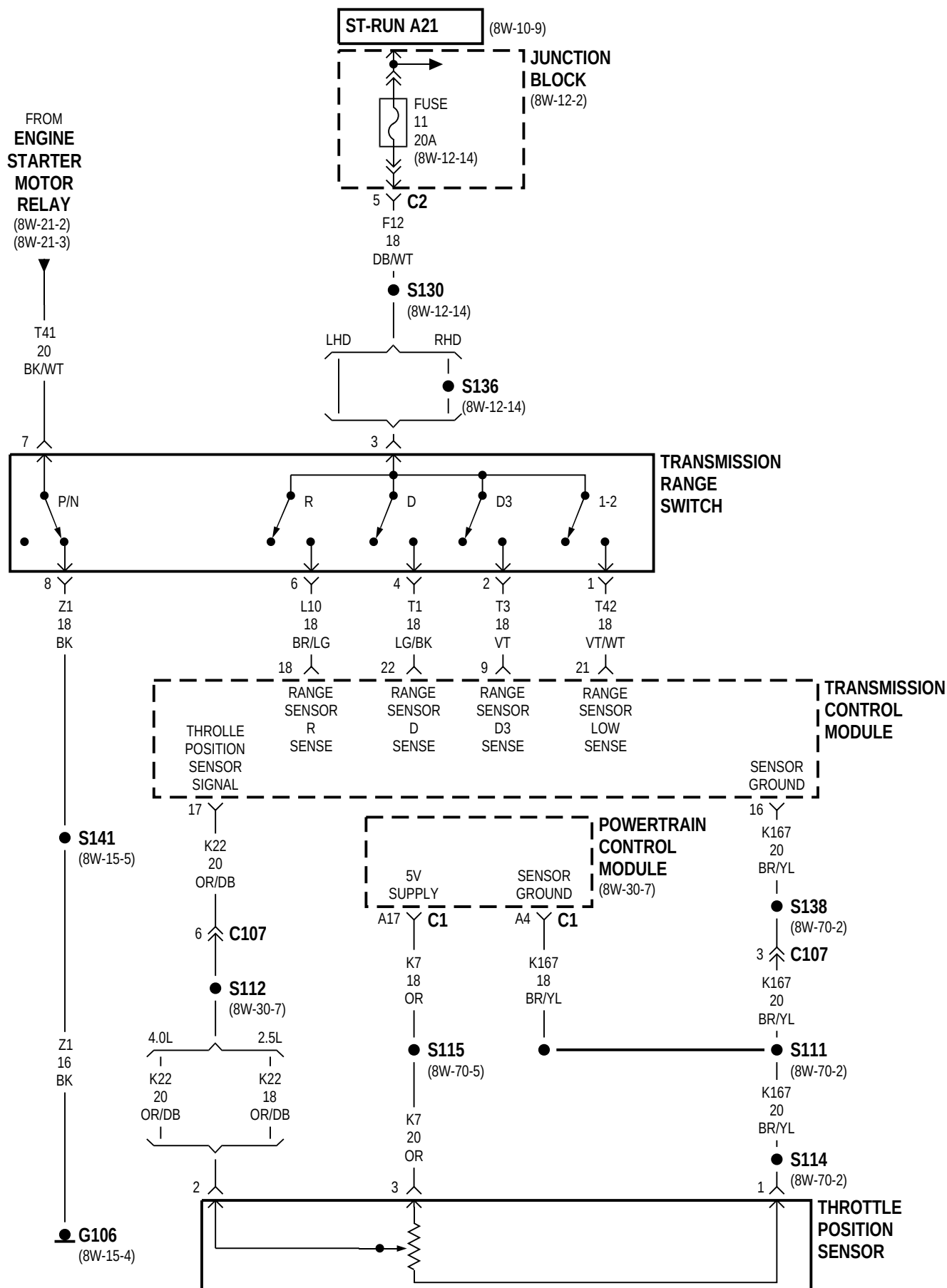
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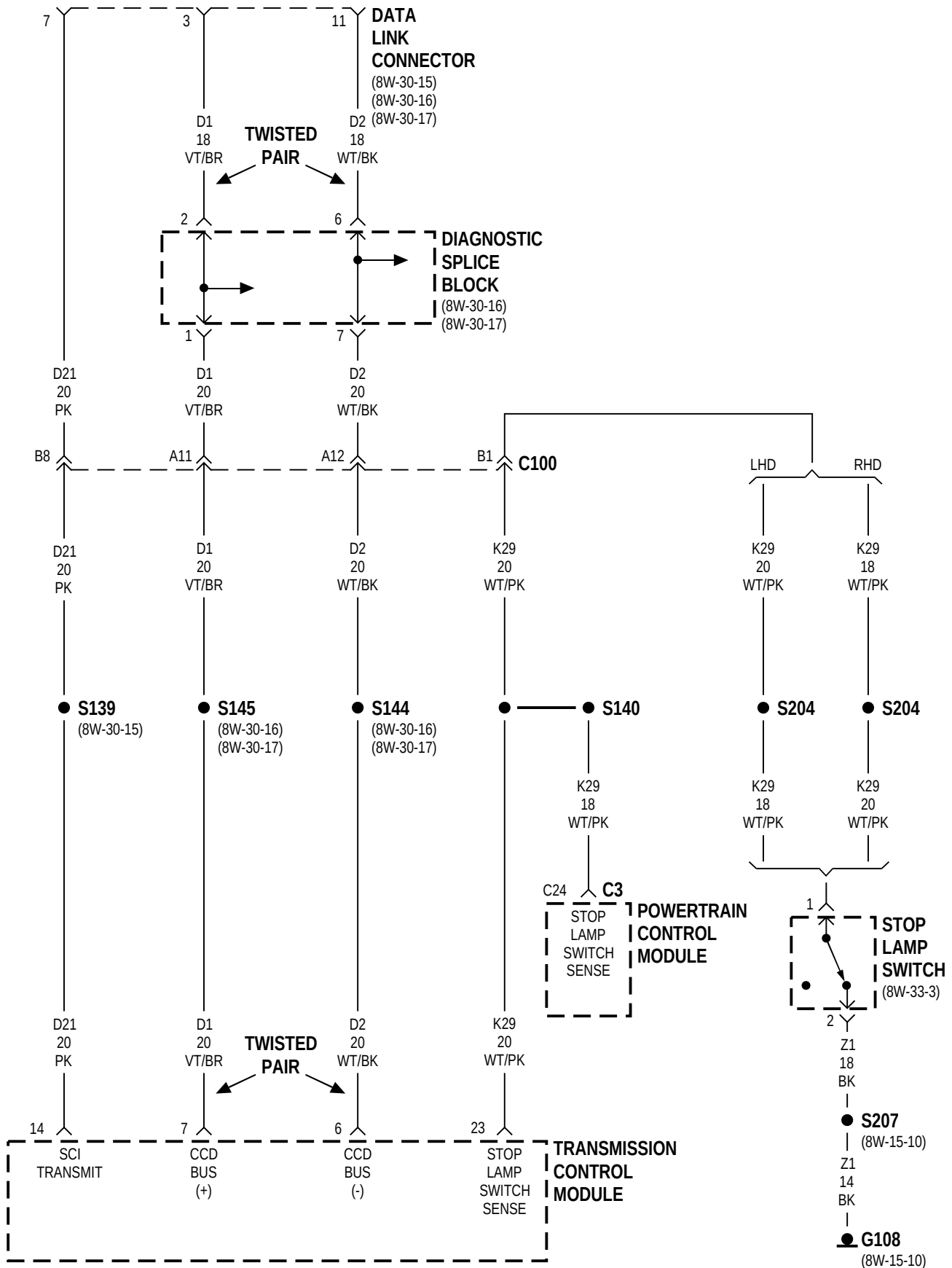
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1-2 And 3-4 Solenoid	8W-31-2	S115	8W-31-3
2-3 Solenoid	8W-31-2	S130	8W-31-2, 3
Data Link Connector	8W-31-4	S135	8W-31-2
Diagnostic Splice Block	8W-31-4	S136	8W-31-2, 3
Engine Starter Motor Relay	8W-31-3	S138	8W-31-3
Fuse 11 (JB)	8W-31-2, 3	S139	8W-31-4
Fuse 16 (PDC)	8W-31-2	S140	8W-31-4
G101	8W-31-2	S141	8W-31-2, 3
G106	8W-31-2, 3	S144	8W-31-4
G108	8W-31-4	S145	8W-31-4
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Lock-Up Solenoid	8W-31-2	S207	8W-31-4
Output Shaft Speed Sensor	8W-31-2	Stop Lamp Switch	8W-31-4
Power Distribution Center	8W-31-2	Throttle Position Sensor	8W-31-3
Powertrain Control Module	8W-31-3, 4	Transmission Control Module	8W-31-2, 3, 4
S111	8W-31-3	Transmission Control Solenoids	8W-31-2
S112	8W-31-3	Transmission Range Switch	8W-31-3
S114	8W-31-3		







8W-31 TRANSMISSION CONTROL SYSTEM

DESCRIPTION AND OPERATION

TORQUE CONVERTER CLUTCH (TCC) SOLENOID

The TCC solenoid is only used on 2.5L engines with the three-speed automatic transmissions. When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F12 through fuse 11 in the junction block. Circuit F12 supplies power to the TCC solenoid. The Powertrain Control Module (PCM) provides ground for the solenoid on circuit K54. Circuit K54 connects to cavity B11 of the PCM.

FOUR-WHEEL DRIVE (4WD) SWITCH

When the 4WD switch CLOSES, circuit Z1 provides ground for the 4WD indicator lamp in the instrument cluster. Circuit F87 connects to the instrument cluster and supplies battery voltage to the 4WD indicator lamp. Circuit G107 connects the indicator lamp to the 4WD switch.

On vehicles equipped with the 4.0L engine and an automatic transmission, circuit G107 connects to the solenoid assembly in the transmission. Circuit G106 from the solenoid assembly provides ground during 4WD Full Time operation.

SHIFT INTERLOCK

The shift interlock prevents the operator from shifting the vehicle out of PARK unless the brake pedal is pressed. When the ignition switch is in the

START or RUN position, circuit A22 feeds circuit F15 through fuse 25 in the junction block. Circuit F15 splices to power the shift interlock.

When the brake pedal is not depressed, the stop lamp switch provides ground for interlock by connecting circuit K29 to ground circuit Z1. When grounded, the interlock prevents shifting the transmission out of PARK. When the brake pedal is pressed, the stop lamp switch disconnects circuits K29 and Z1, removing ground from the shift interlock.

TRANSMISSION CONTROL MODULE—4.0L ENGINE ONLY

Vehicles equipped with the 4.0L engine have electronically controlled solenoids in the automatic transmission valve body.

The Transmission Control Module (TCM) receives inputs from the Throttle Position Sensor (TPS) on circuit K22 and the stop lamp switch on circuit K29. Circuit K167 connects to the TCM to provide ground for the TPS signal. The TCM receives the transmission output speed sensor signal on circuit T14. Circuit M1 from fuse 16 in the Power Distribution Center (PDC) supplies battery voltage to the TCM. Circuit Z12 provides ground for the TCM.

The TCM powers the S1 solenoid on circuit T19, the S2 solenoid on circuit T60, and the S3 solenoid on circuit T22. The S1, S2, and S3 solenoids are case grounded.

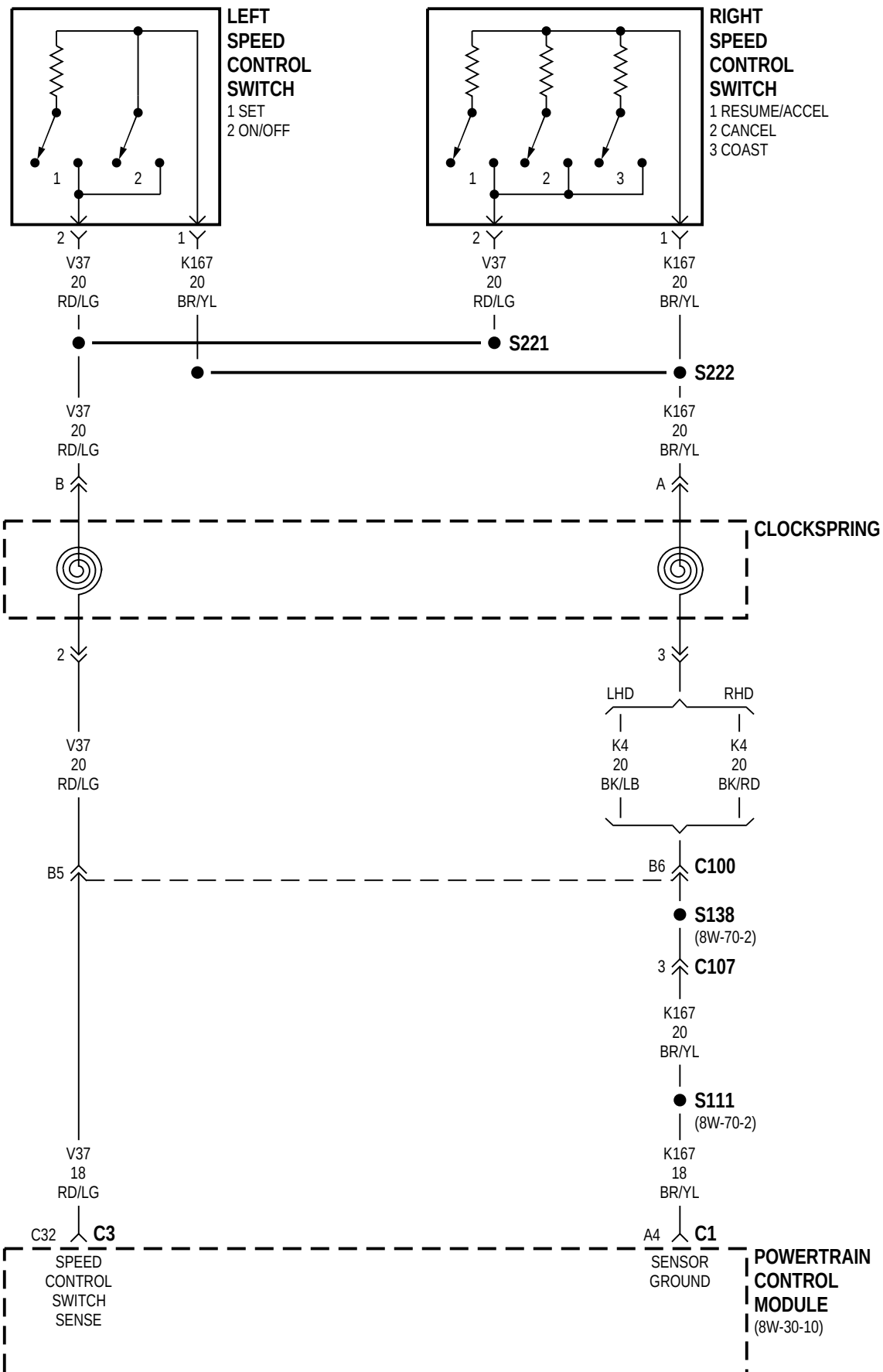
8W-33 VEHICLE SPEED CONTROL

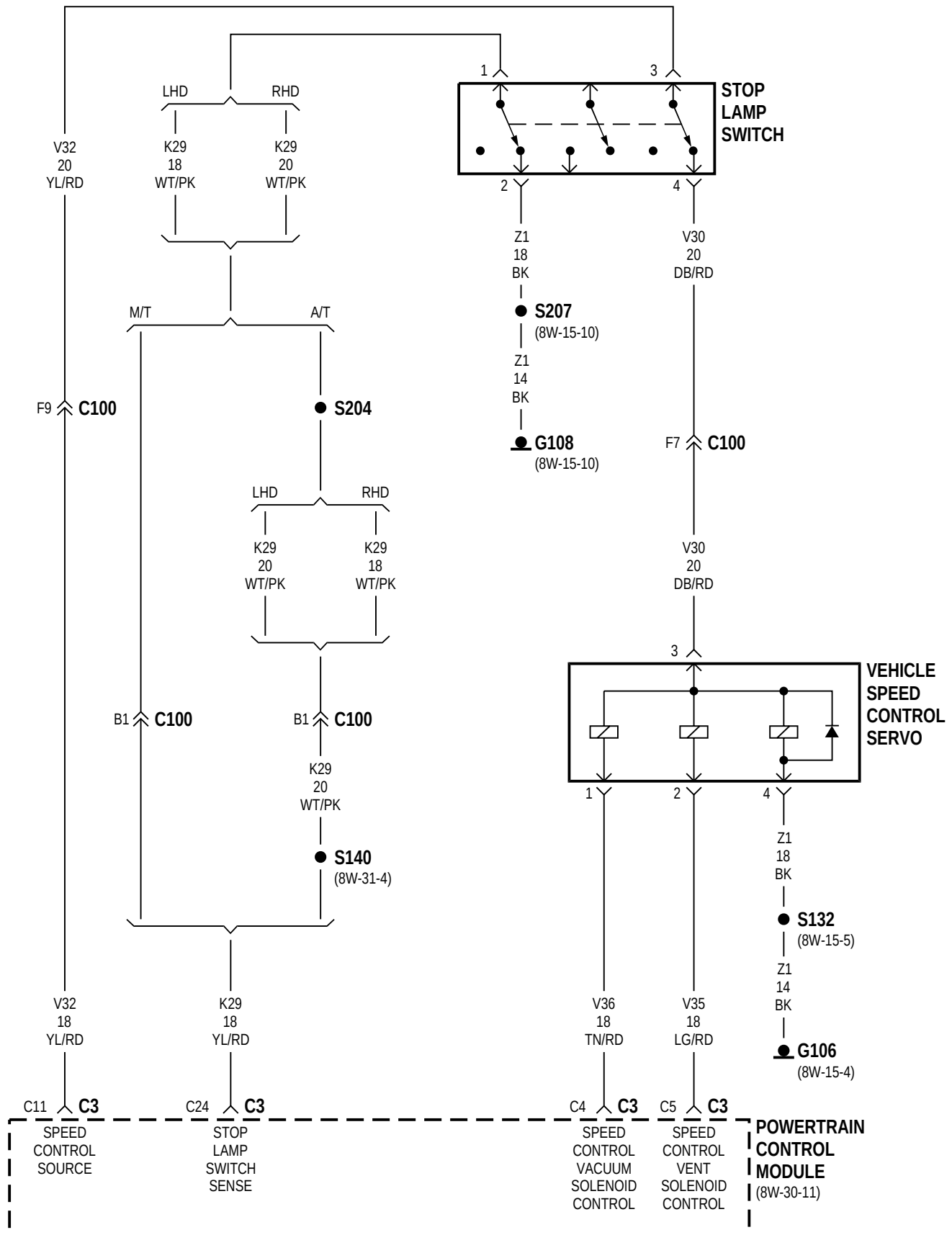
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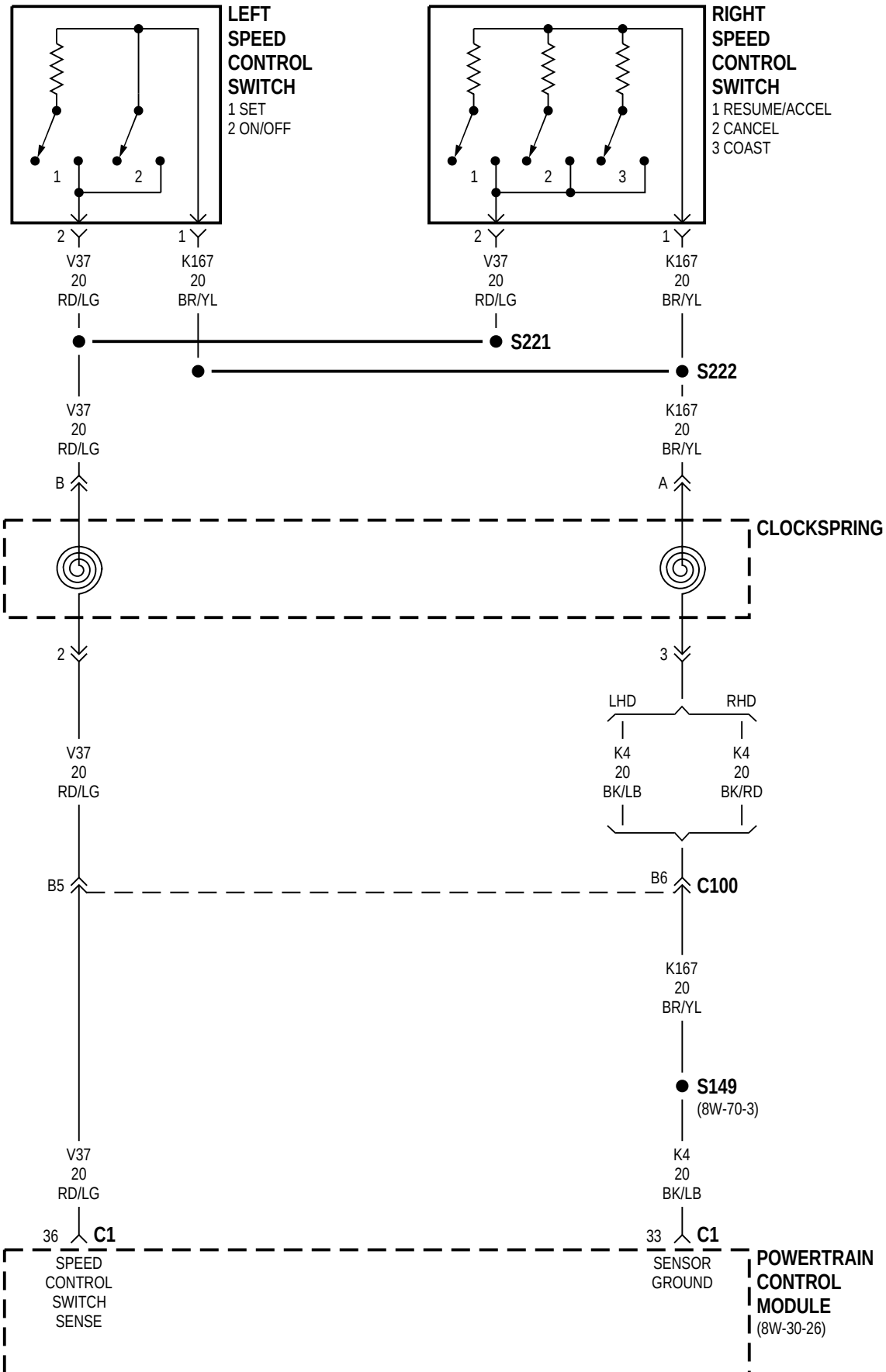
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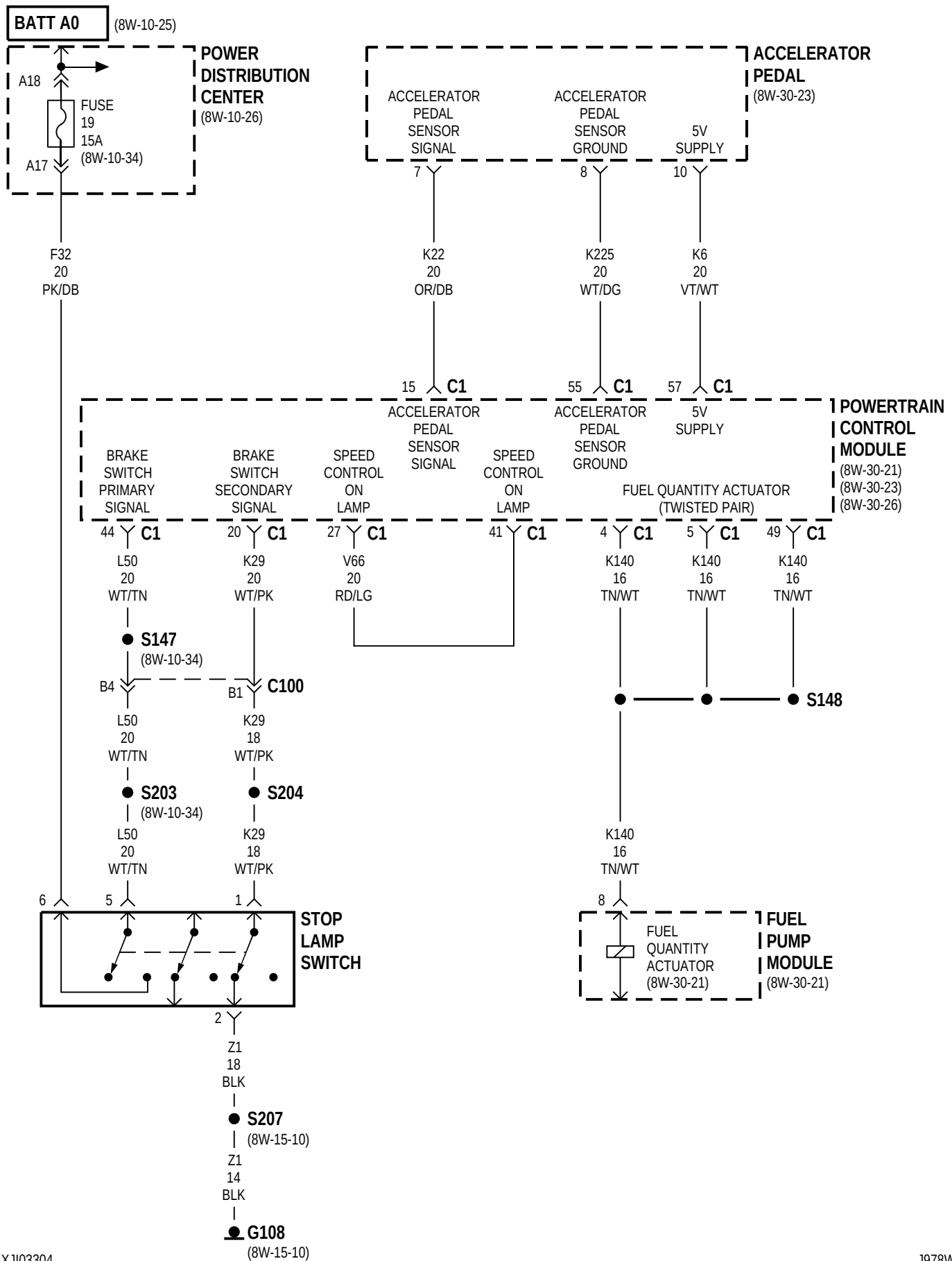
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Accelerator Pedal	.8W-33-5	S138	.8W-33-2
Clockspring	.8W-33-2, 4	S140	.8W-33-3
Fuel Pump Module	.8W-33-5	S147	.8W-33-5
Fuel Quantity Actuator	.8W-33-5	S148	.8W-33-5
Fuse 19 (PDC)	.8W-33-5	S149	.8W-33-4
G106	.8W-33-3	S203	.8W-33-5
G108	.8W-33-3, 5	S204	.8W-33-3, 5
Left Speed Control Switch	.8W-33-2, 4	S207	.8W-33-3, 5
Power Distribution Center	.8W-33-5	S221	.8W-33-2, 4
Powertrain Control Module	.8W-33-2, 3, 4, 5	S222	.8W-33-2, 4
Right Speed Control Switch	.8W-33-2, 4	Stop Lamp Switch	.8W-33-3, 5
S111	.8W-33-2	Vehicle Speed Control Servo	.8W-33-3
S132	.8W-33-3		









8W-33 VEHICLE SPEED CONTROL

DESCRIPTION AND OPERATION

VEHICLE SPEED CONTROL

The Powertrain Control Module (PCM) operates the vehicle speed control system. The vehicle speed control switches are located in the steering wheel.

Circuit V32 from cavity C11 of the PCM supplies 12 volts to the Light Emitting Diode (LED) used for the speed control indicator lamp and the speed control switches. Circuit V32 also connects to circuit V30 through the stop lamp switch. Circuit V30 powers the vehicle speed control servo.

Circuit V37 from PCM cavity C32 connects to the vehicle speed control switches. The switches are wired in parallel and each contains a separate resistor. The voltage level present on circuit V37 (at PCM cavity C32) depends on which speed control switch is selected. Circuit K167 from PCM cavity A4 supplies ground for the speed control switches.

- When the ON/OFF switch is open, the voltage level on circuit V37 at PCM cavity C32 has a nominal value of 5.0 volts with a range from 4.8 to 5.0 volts.

- When the ON/OFF switch closes, the voltage level on circuit V37 at PCM cavity C32 has nominal value of 1.51 volts with a range from 1.31 to 1.61 volts.

- When the SET/COAST switch closes, the voltage level on circuit V37 at PCM cavity C32 has nominal value of 3.8 volts with a range from 3.6 to 3.9 volts.

- When the RESUME/ACCEL switch closes, the voltage level on circuit V37 at PCM cavity C32 has nominal value of 4.4 volts with a range from 4.2 to 4.5 volts.

The PCM controls the vent and vacuum functions of the vehicle speed control servo on circuits V35 and

V36. Depending on the signal it receives from vehicle speed control switches, the PCM either applies vacuum to or vents vacuum from the servo. Circuit V36 from cavity C4 of the PCM sends the vacuum signal to the servo. Circuit V35 from cavity C5 sends the vent signal.

Circuit K29 provides the stop lamp switch sense input to the PCM at cavity C24. The stop lamp switch connects circuit K29 to ground on circuit Z1. When the brake pedal is depressed, the stop lamp switch opens and disconnects circuits K29 and Z1, and circuits V32 and V30. When the stop lamp switch disconnects circuits V32 and V30, power is removed from the speed control servo.

HELPFUL INFORMATION

Circuit K167 also provides ground for some of the engine control sensors that provide inputs to the PCM.

VEHICLE SPEED CONTROL (DIESEL)

The MSA Controller operates the vehicle speed control system. The vehicle speed control switches are located in the steering wheel.

Circuit V32 from the Powertrain Control Module (PCM) connects to circuit V30 through the stop lamp switch. Circuit V30 provides power to the speed control servo.

Circuit V37 from the MSA Controller supplies voltage to the vehicle speed control switches. The switches are wired in parallel and each contains a separate resistor. The voltage level present on circuit V37 at the MSA Controller depends on which speed control switch is selected. Circuit K4 from MSA Controller supplies ground for the speed control switches.

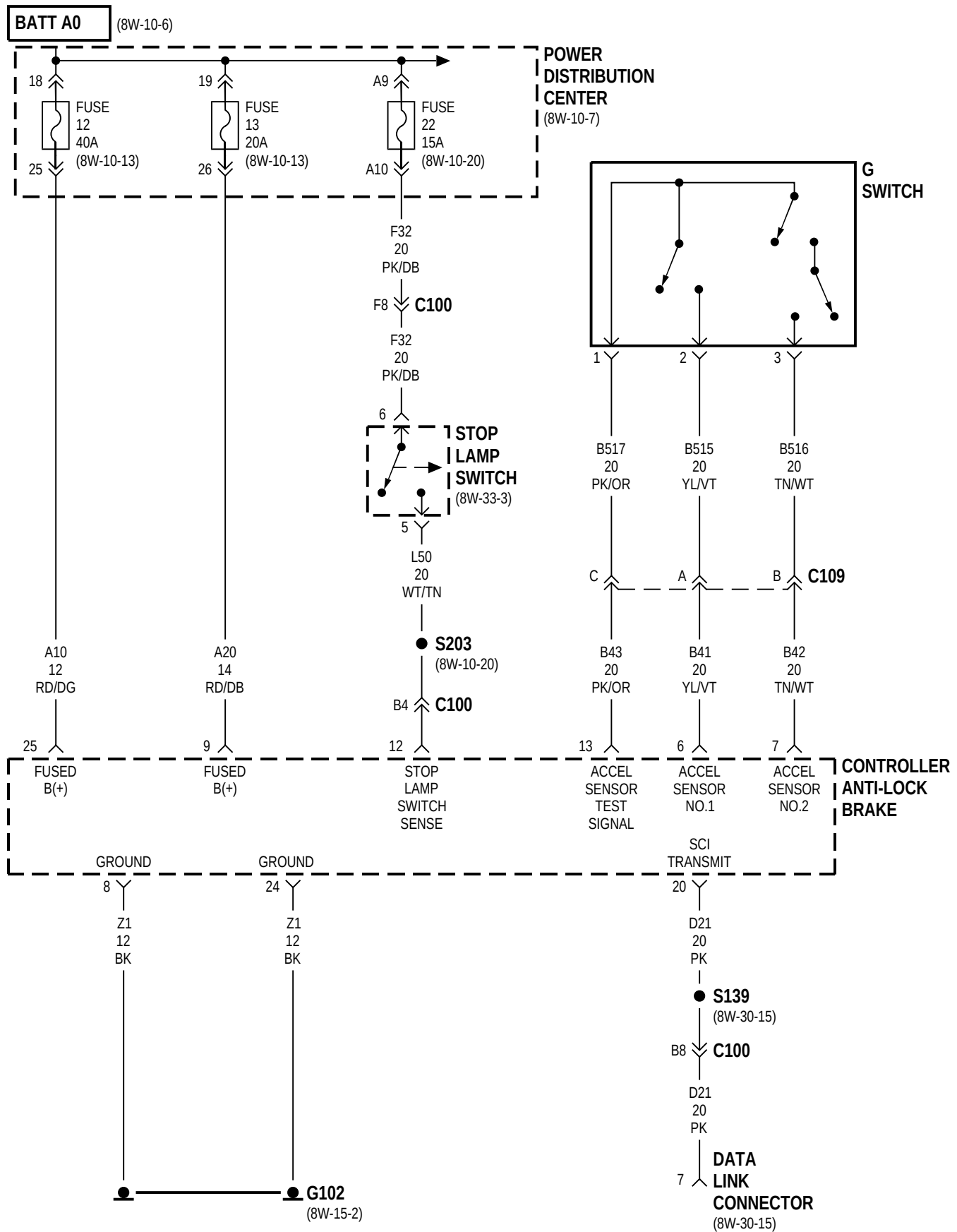
8W-35 ALL-WHEEL ANTI-LOCK BRAKES

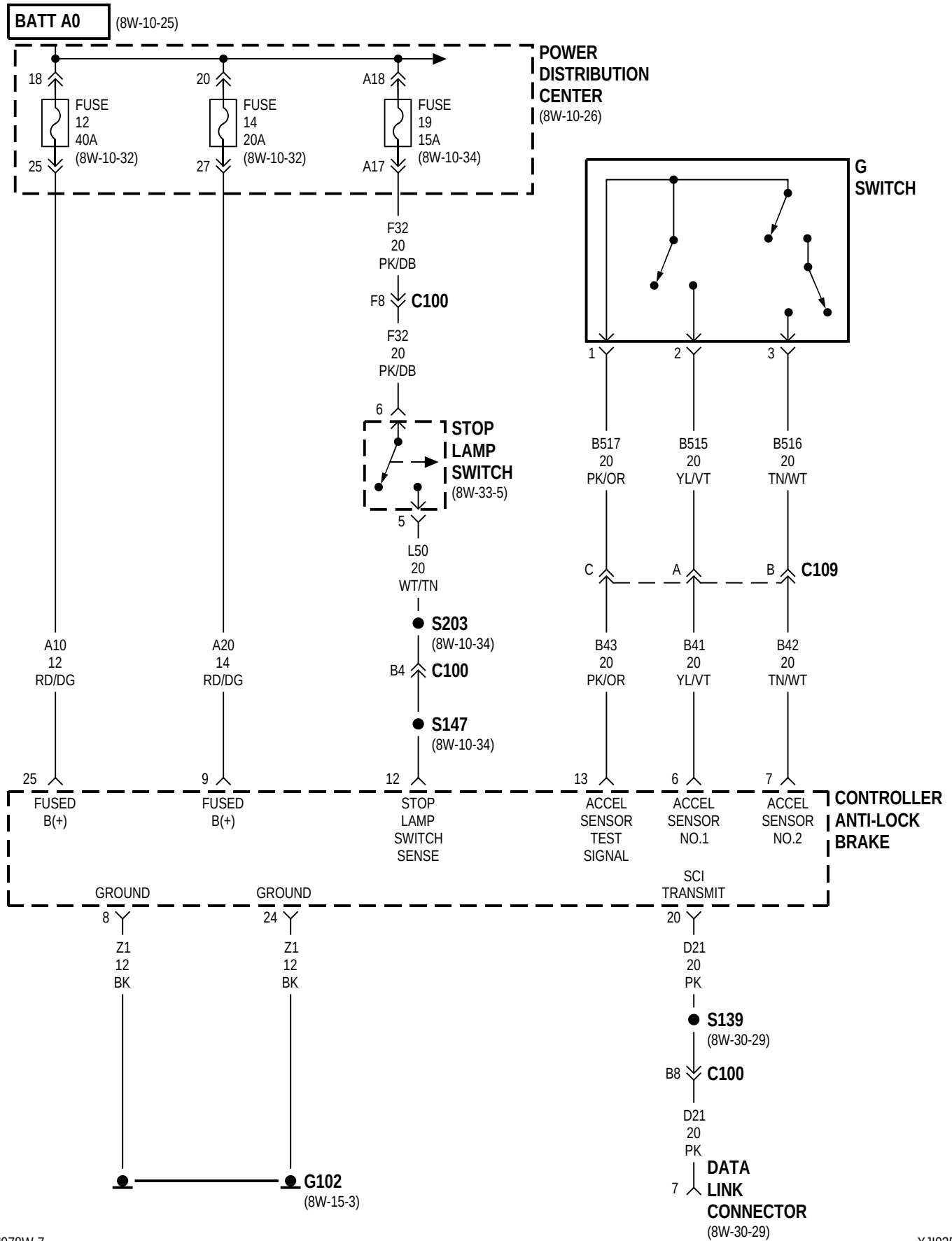
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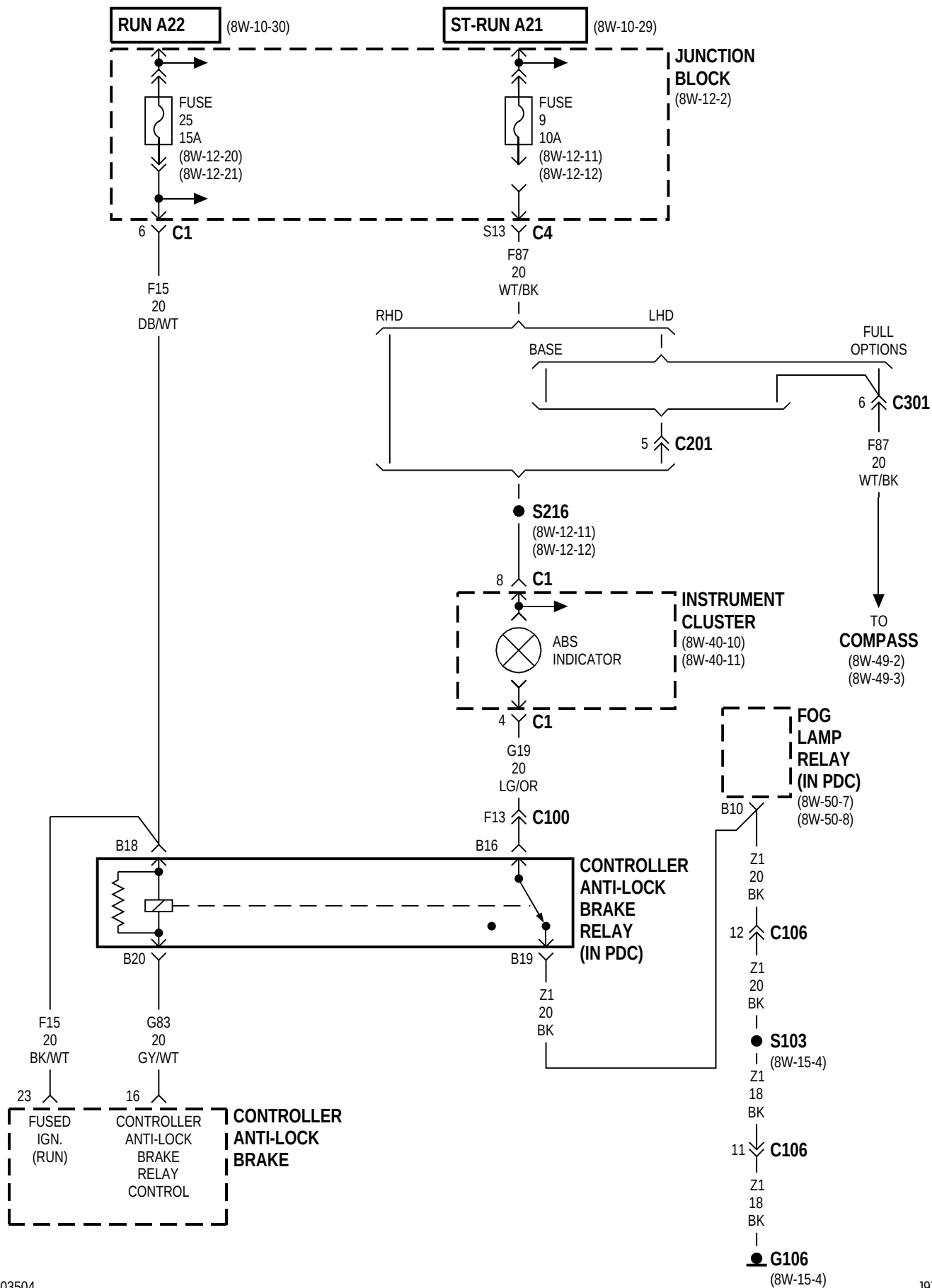
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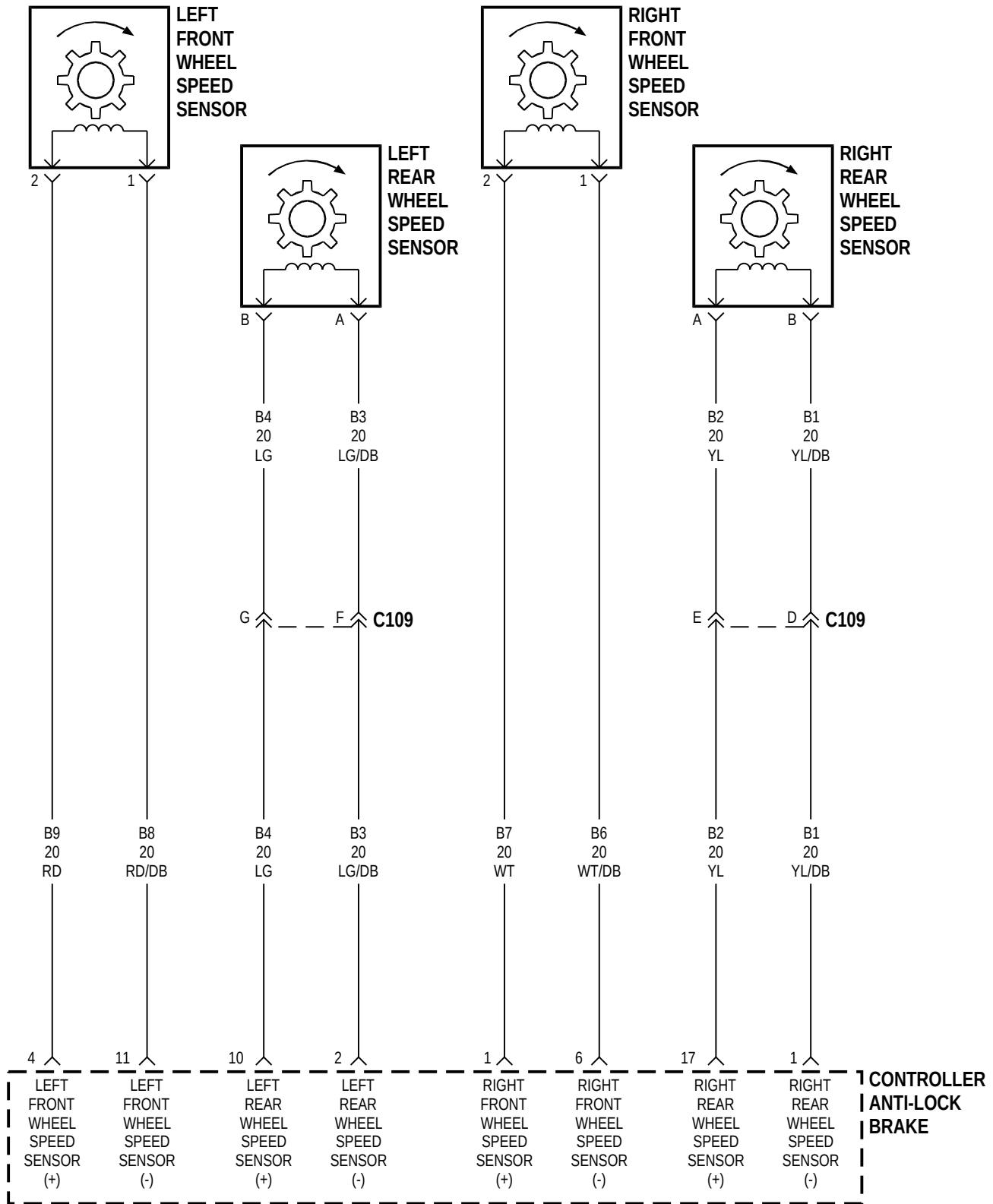
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ABS Indicator	8W-35-3, 5	Junction Block	8W-35-3, 5
Controller Anti-Lock Brake	8W-35-2, 3, 4, 5, 6	Left Front Wheel Speed Sensor	8W-35-6
Controller Anti-Lock Brake Relay	8W-35-3, 5	Left Rear Wheel Speed Sensor	8W-35-6
Data Link Connector	8W-35-2, 4	Overhead Module	8W-35-3, 5
Fog Lamp Relay	8W-35-5	Power Distribution Center	8W-35-2, 4
Fuse 9 (JB)	8W-35-3, 5	Right Front Wheel Speed Sensor	8W-35-6
Fuse 12 (PDC)	8W-35-2, 4	Right Rear Wheel Speed Sensor	8W-35-6
Fuse 13 (PDC)	8W-35-2	S103	8W-35-5
Fuse 14 (PDC)	8W-35-4	S132	8W-35-3
Fuse 19 (PDC)	8W-35-4	S134	8W-35-3
Fuse 22 (PDC)	8W-35-2	S139	8W-35-2, 4
Fuse 25 (JB)	8W-35-3, 5	S147	8W-35-4
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G102	8W-35-2, 4	S216	8W-35-3, 5
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DIESEL





8W-35 ALL-WHEEL ANTI-LOCK BRAKES

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DESCRIPTION AND OPERATION

INTRODUCTION

Four fuses supply power for the Anti-Lock Brake System (ABS); fuses 5, 8 and 14 in the Power Distribution Center (PDC) and fuse 18 in the fuse block. Fuses 5, 8 and 14 in the PDC are connected directly to battery voltage and are HOT all times. Fuse 18 in the fuse block is HOT when the ignition switch is the RUN Position.

In the RUN position, the ignition switch connects circuit A1 from fuse 8 in the PDC with circuit A38. Circuit A38 connects to a bus bar in the fuse block. The bus bar feeds circuit B236 through fuse 18. Fuse 18 is a 2 amp fuse.

Circuit B236 connects to the coil side of the ABS main relay and the Controller, Anti-Lock Brakes (CAB).

Circuit Z1 provides ground for the CAB. Circuit Z1 connects to cavities B14 and B13 of the CAB.

Refer to group 5, Brakes for operational descriptions of ABS system components.

WHEEL SPEED SENSORS

The all wheel anti-lock system uses four wheel speed sensors; one for each wheel. Each sensor converts wheel speed into an electrical signal that it transmits to the Controller, Anti-Lock Brakes (CAB). A pair of twisted wires connect to each sensor to provide signals to the CAB.

Circuits B6 and B7 provide signals to the CAB from the right front wheel speed sensor. Circuit B6 which provides the LOW signal connects to cavity 18 of the CAB. Circuit B7 connects to cavity 3 of the CAB and provides the HIGH signal.

Circuits B8 and B9 provide signals to the CAB from the left front wheel speed sensor. Circuit B8, which provides the LOW signal, connects to cavity 11 of the CAB. Circuit B9 connects to cavity 4 of the CAB and provides the HIGH signal.

Circuits B1 and B2 provide signals to the CAB from right rear wheel speed sensor. Circuit B1 which provides the LOW signal connects to cavity 1 of the CAB. Circuit B2 connects to cavity 17 and provides the HIGH signal. Circuits B3 and B4 provide signals to the CAB from the left rear wheel speed sensor. Circuit B3, which provides the LOW signal, connects to cavity 2 of the CAB. Circuit B4 connects to cavity 10 and provides the HIGH signal.

G-SWITCH

During four-wheel drive operation, the G-switch provides deceleration data to the Controller, Anti-Lock Brakes (CAB). Refer to Group 5, Brakes for additional information.

Circuits B41, B42, and B43 connect the G-Switch to the CAB. Circuits B41 and B42 provide switch states while circuit B43 provides ground.

ABS RELAY

Circuit F15 from fuse 25 of the junction block supplies voltage to the coil side of the ABS relay. Ground for the coil side of the relay is supplied by the Controller, Anti-Lock Brake (CAB).

When the relay contacts close, the ground circuit for the ABS warning lamp is completed on circuit Z1.

ABS WARNING LAMP

Circuit F87 provides power for the ABS warning lamp at the instrument cluster. Ground for the ABS warning lamp is provided by circuit Z1 when the ABS relay is not energized.

STOP LAMP SWITCH INPUT

Circuit L50 from the stop lamp switch provides the brake switch input to the Controller, Anti-Lock Brakes (CAB). When the brake pedal is depressed, the stop lamp switch closes to supply battery voltage from circuit F32 to circuit L50. Circuit L50 connects to cavity 12 of the CAB. Circuit F32 originates at fuse 22 in the Power Distribution Center (PDC).

DATA LINK CONNECTOR

Circuit D21 from cavity 20 of the Controller, Anti-Lock Brakes (CAB) transmits data to the DRB scan tool through the data link connector. Circuit D21 is double crimped at the data link connector and connects to cavity C27 of the Powertrain Control Module (PCM).

Through the data link connector, circuit Z1 provides ground for the DRB scan tool.

Circuit F34 from fuse 17 in the Power Distribution Center (PDC) supplies battery voltage to the scan tool through the diagnostic connector.

8W-39 VEHICLE THEFT SECURITY SYSTEM

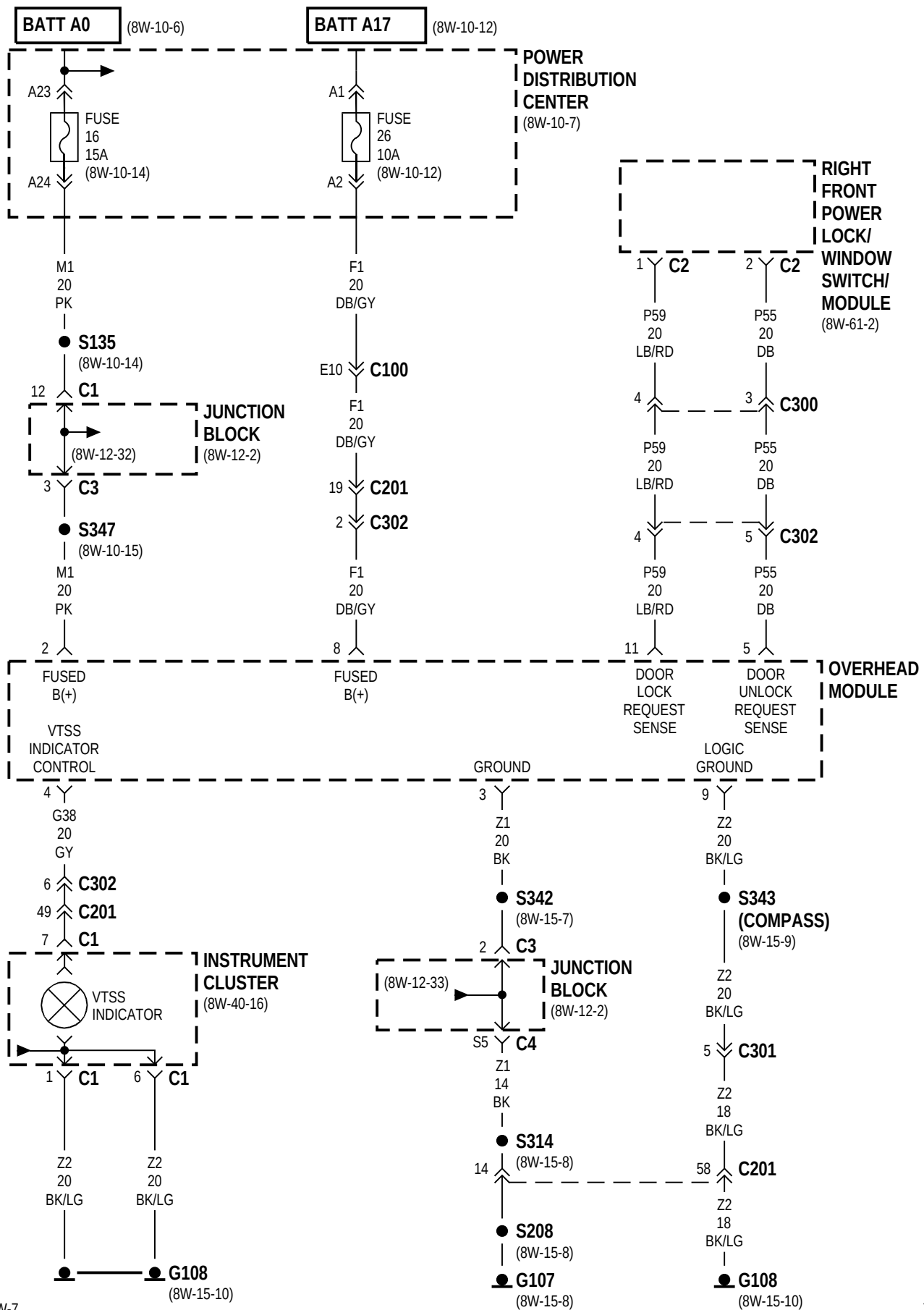
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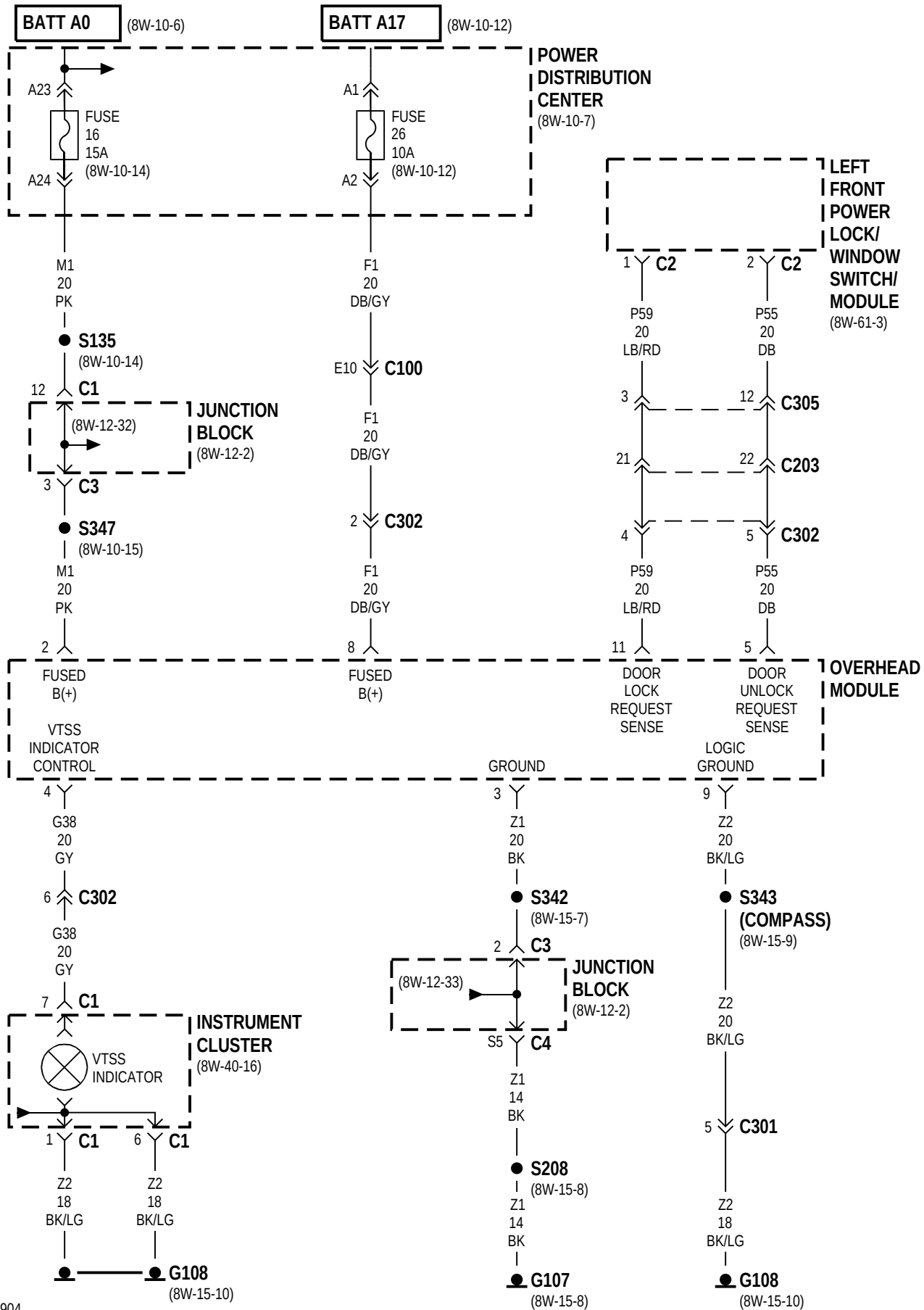
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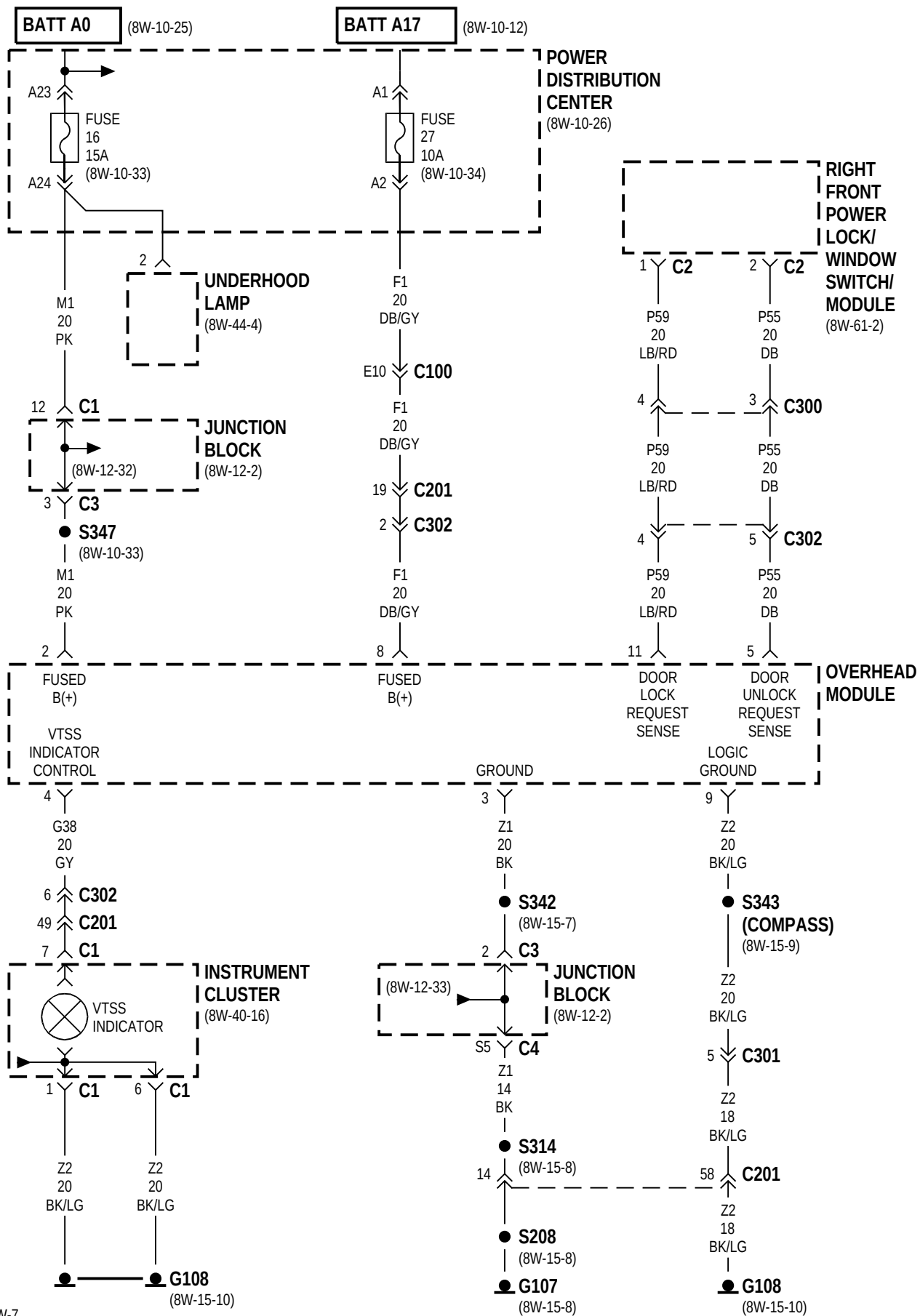
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Data Link Connector	8W-39-8	Right Front Power Lock/Window Switch/Module	8W-39-2, 4
Diagnostic Splice Block	8W-39-8	Right Rear Door Jamb Switch	8W-39-6, 7
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Fuse 26 (PDC)	8W-39-2, 3	S144	8W-39-8
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Left Front Power Lock/Window Switch/Module	8W-39-3, 5	S345	8W-39-6, 7
Left Rear Door Jamb Switch	8W-39-6, 7	S346	8W-39-8
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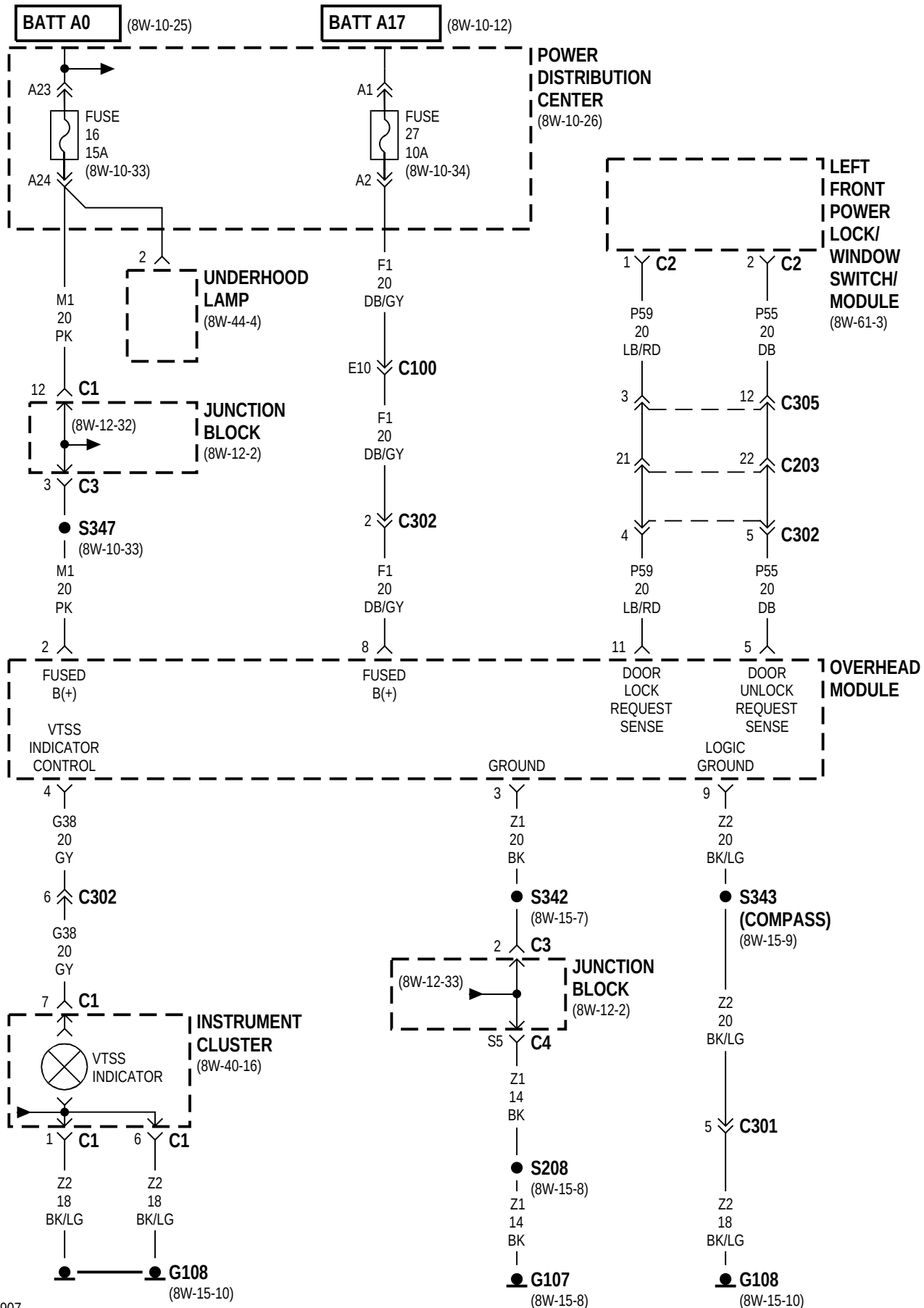
GAS LHD



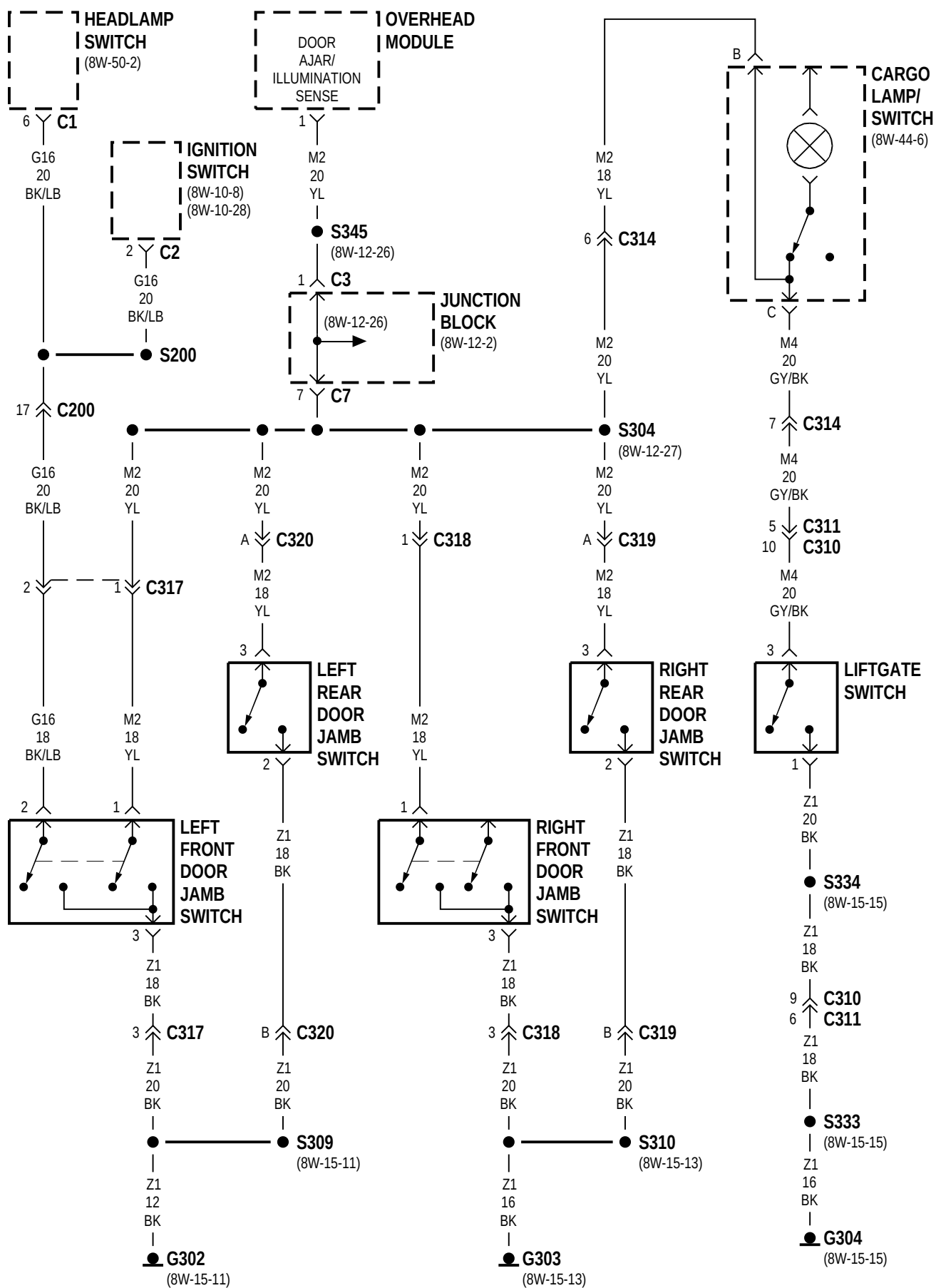


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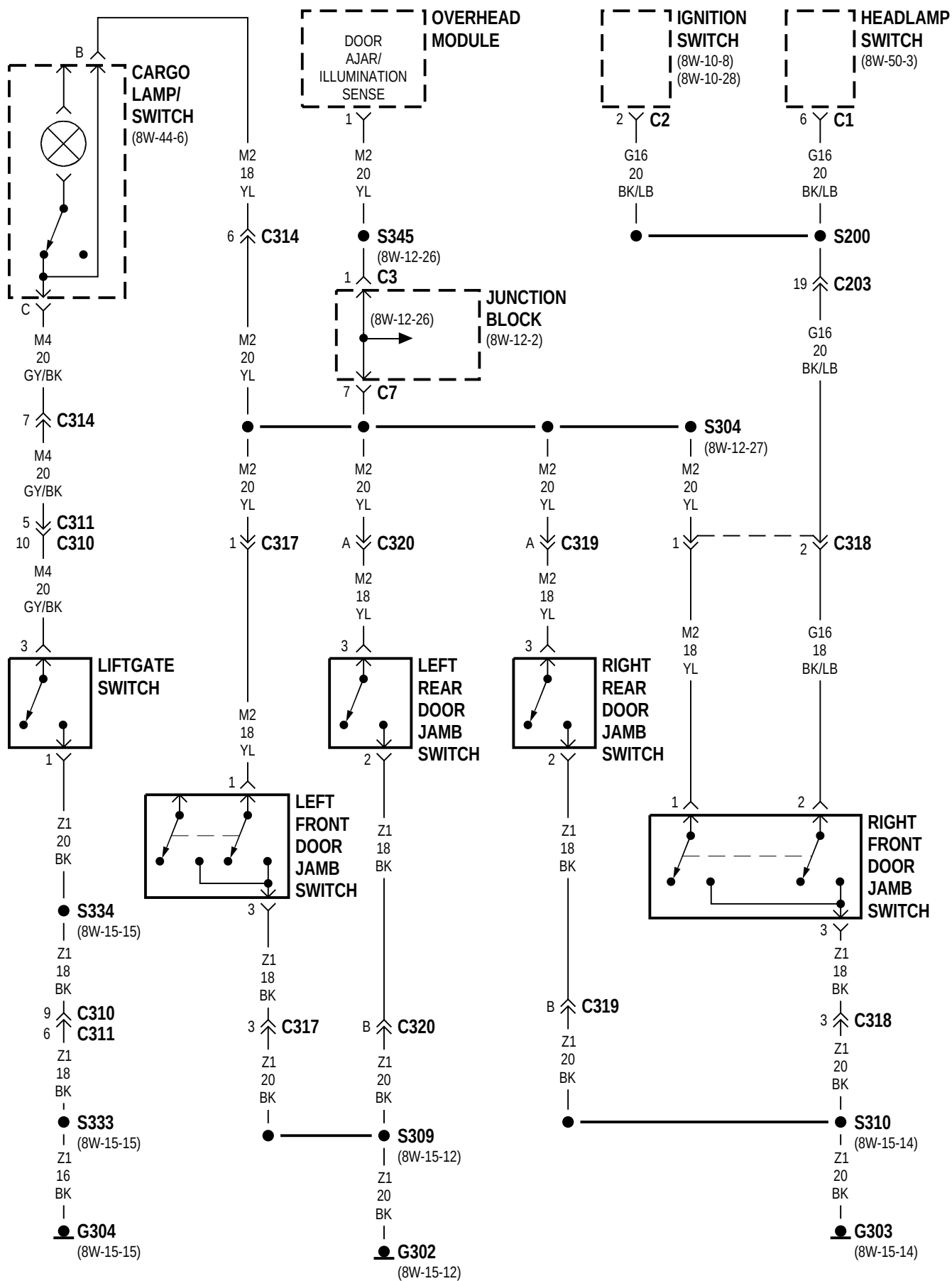




LHD



RHD





8W-39 VEHICLE THEFT SECURITY SYSTEM

DESCRIPTION AND OPERATION

IMMOBILIZER

The Immobilizer provides protection against unauthorized vehicle use by preventing the engine from operating when the system is armed. The system is operated by radio signals sent from a hand-held immobilizer transmitter to a receiver in the vehicle.

REMOTE KEYLESS ENTRY

Immobilizers use key-fob radio signal transmitters and vehicle-mounted receivers to lock and unlock the system. In most cases, the transmitters and receivers also operate the Remote Keyless Entry (RKE) system for locking and unlocking doors.

OVERHEAD MODULE

The Overhead Module operates the Remote Keyless Entry and the Immobilizer system.

Power for the Overhead Module is supplied by circuit F1 from fuse 26 in the Power Distribution Center. Inputs to the overhead module include; door ajar illumination sense, door lock and unlock request, and horn relay control.

The Overhead Module controls systems based on inputs broadcast on the CCD bus.

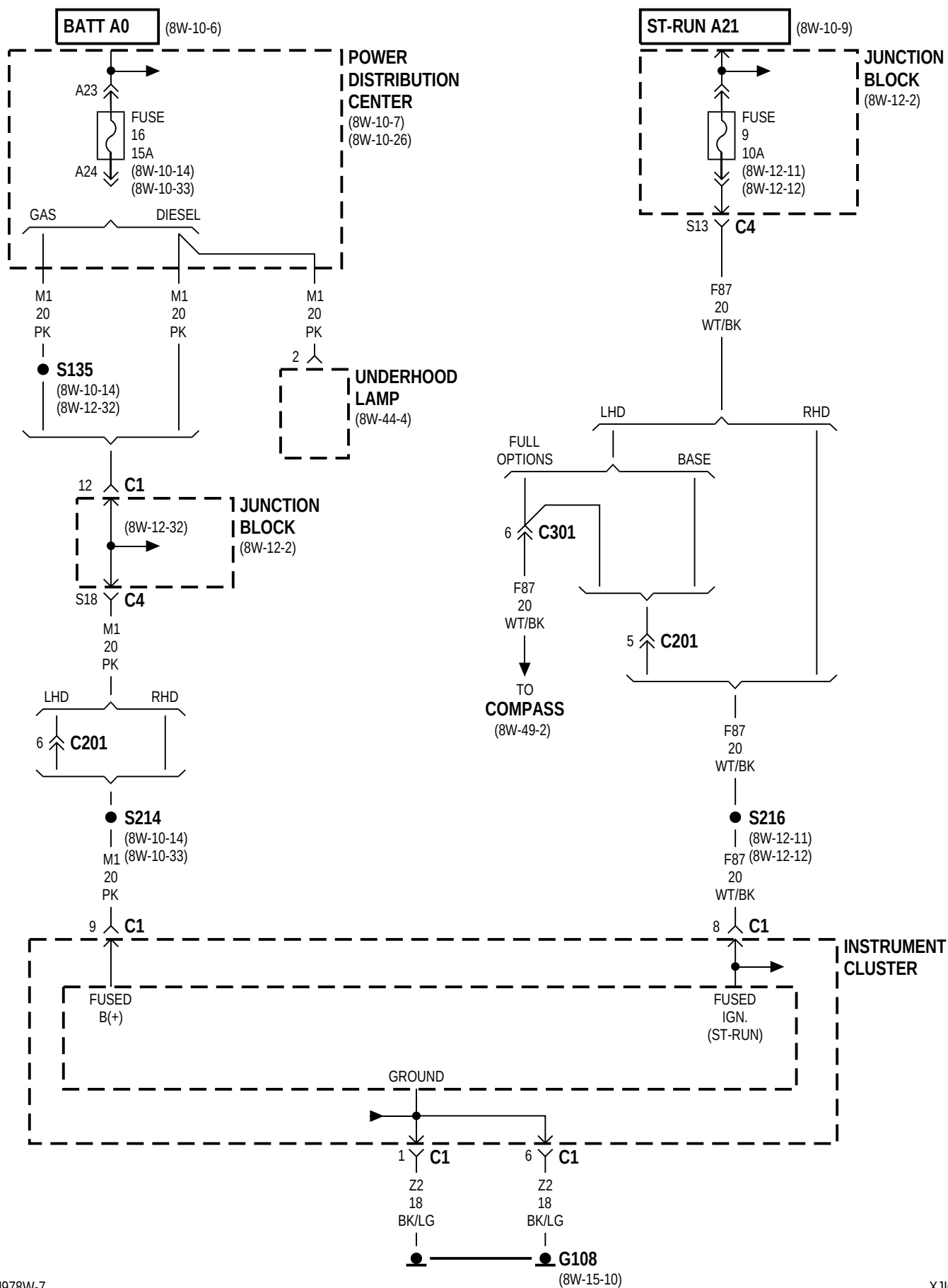
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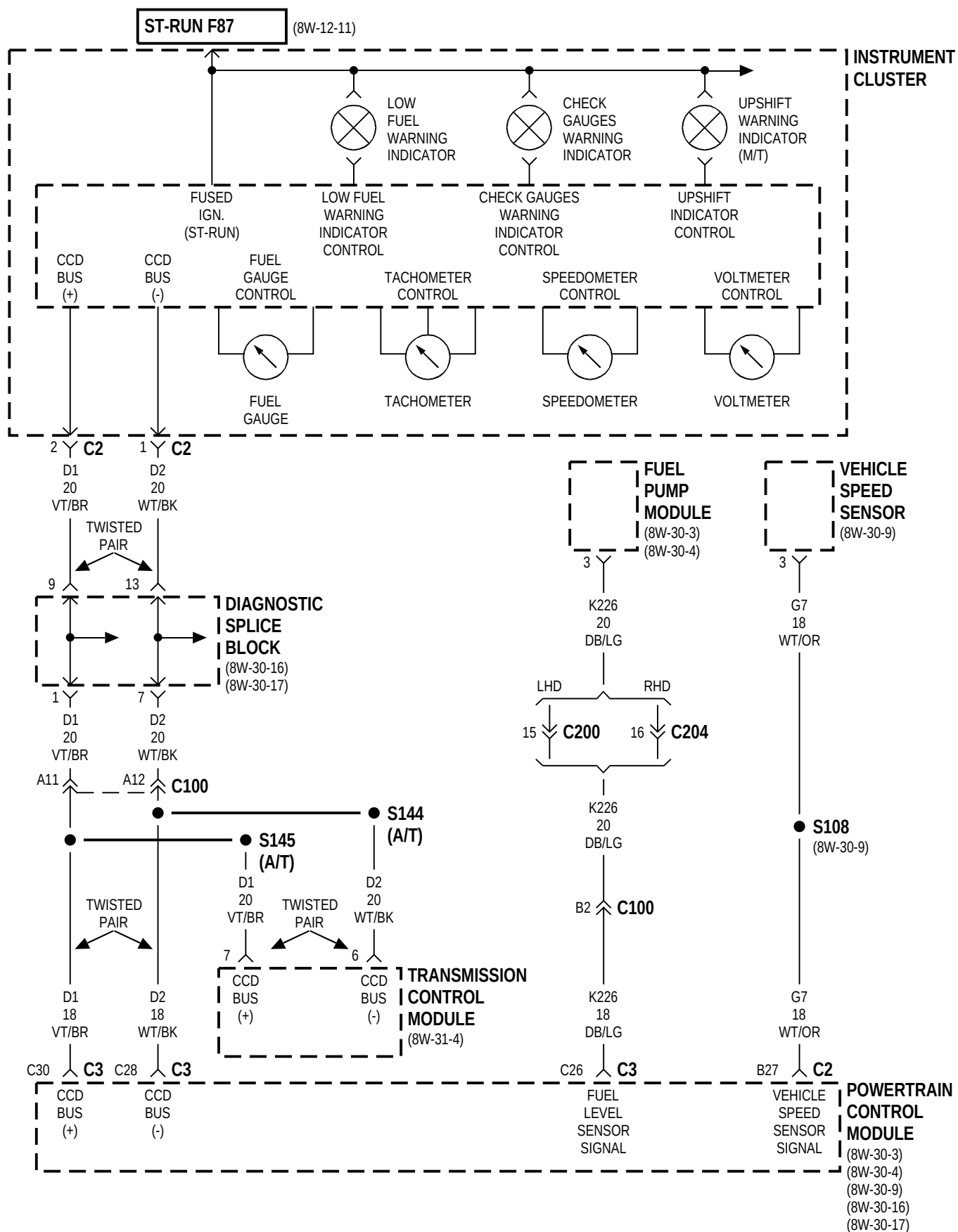
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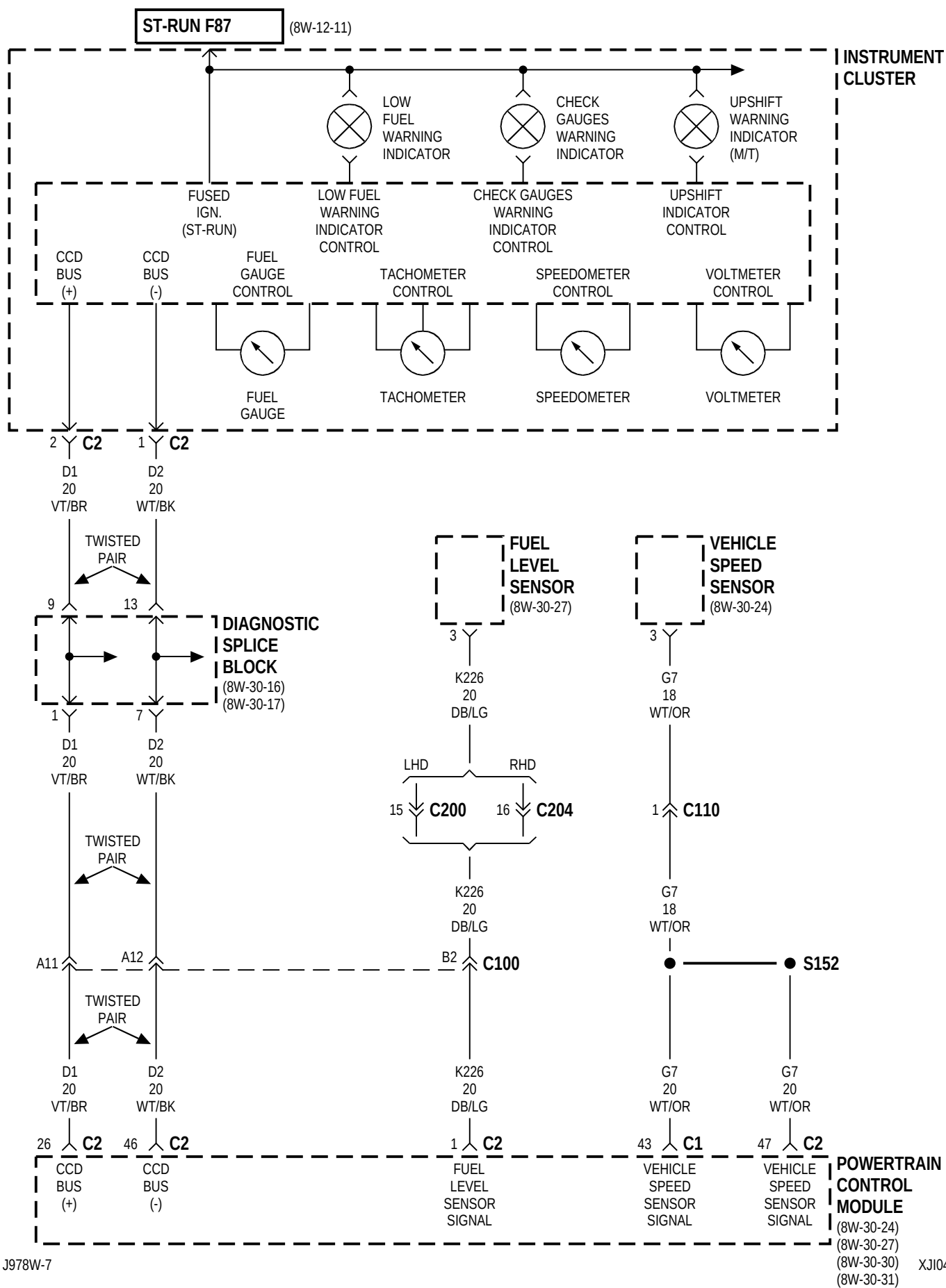
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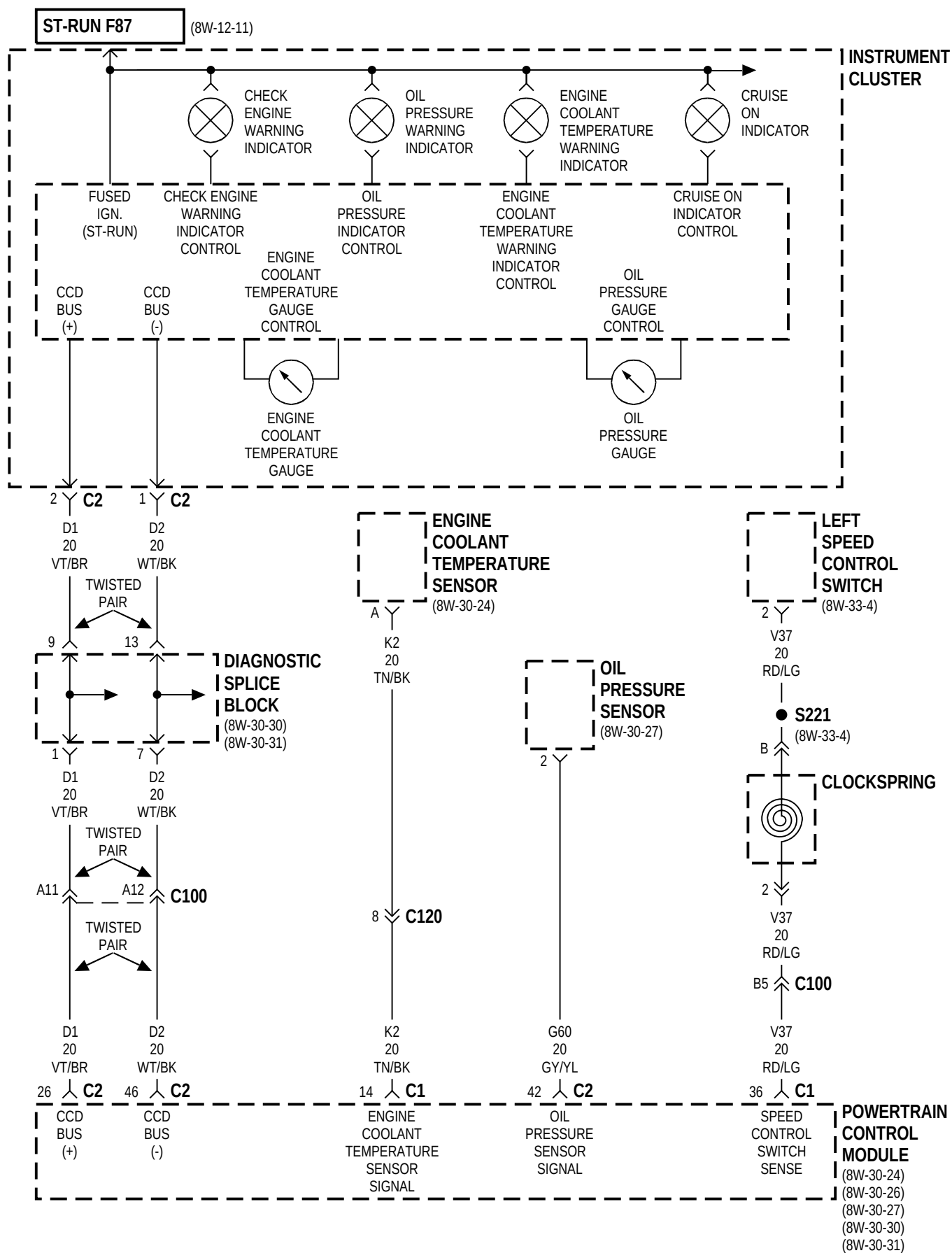
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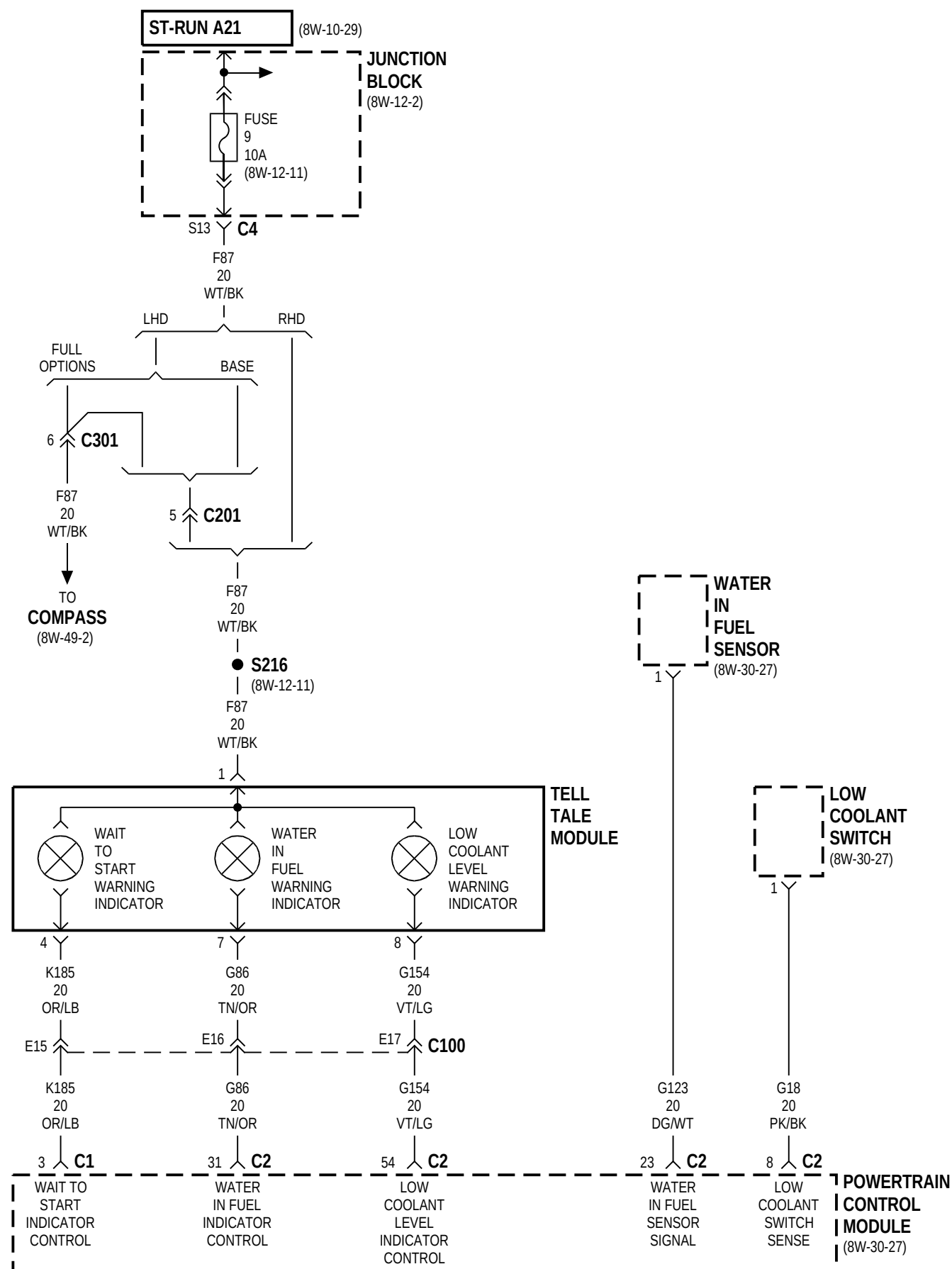
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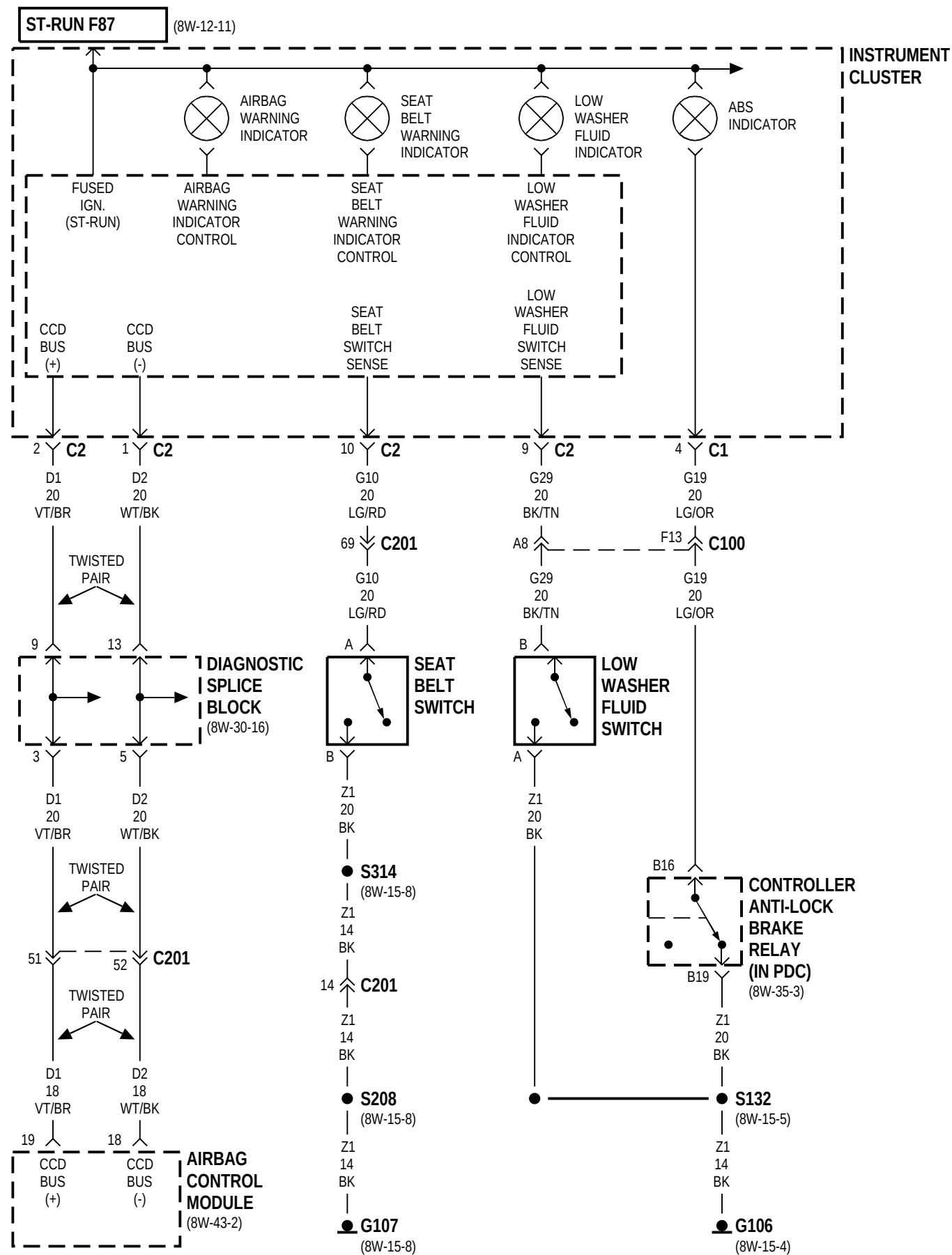


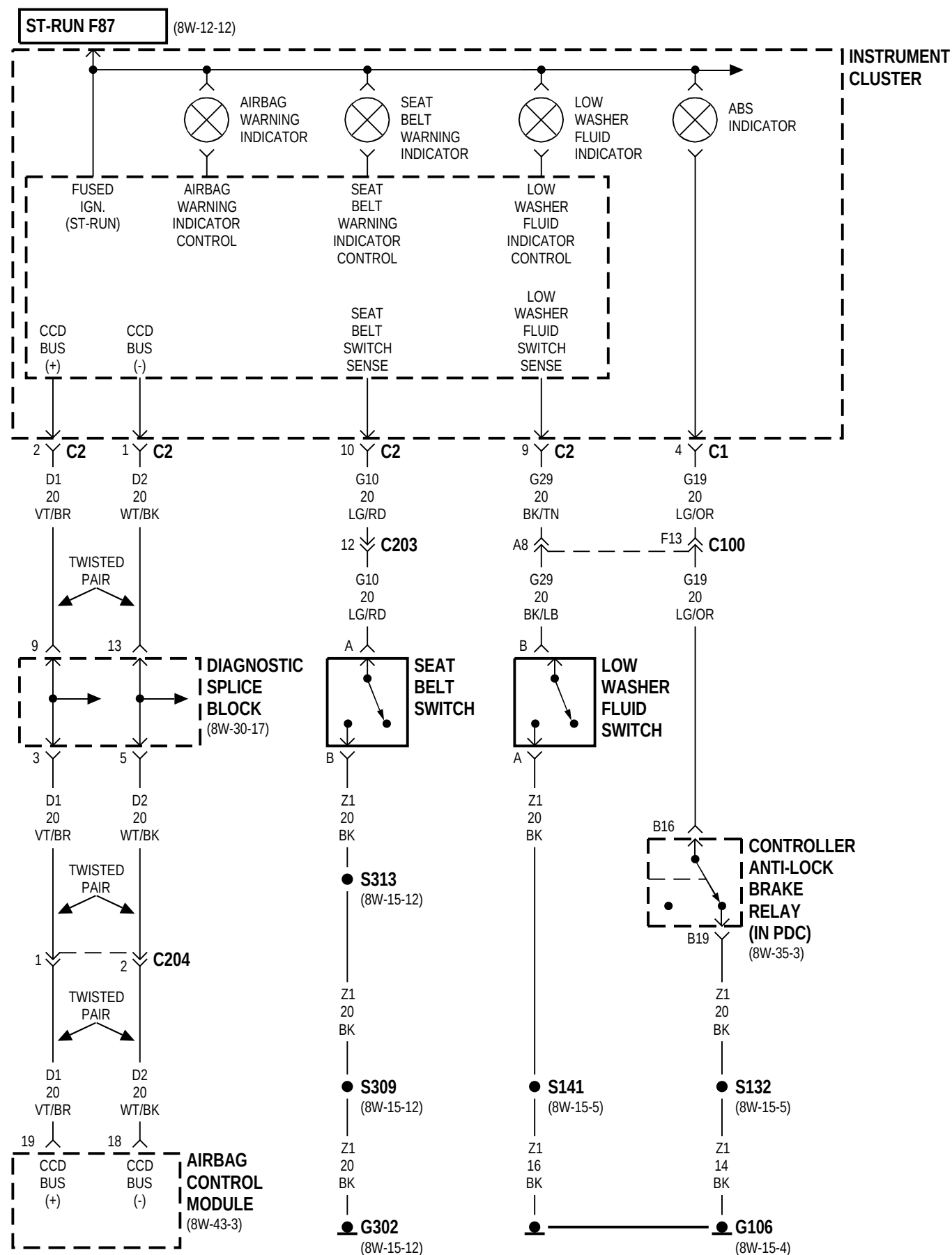


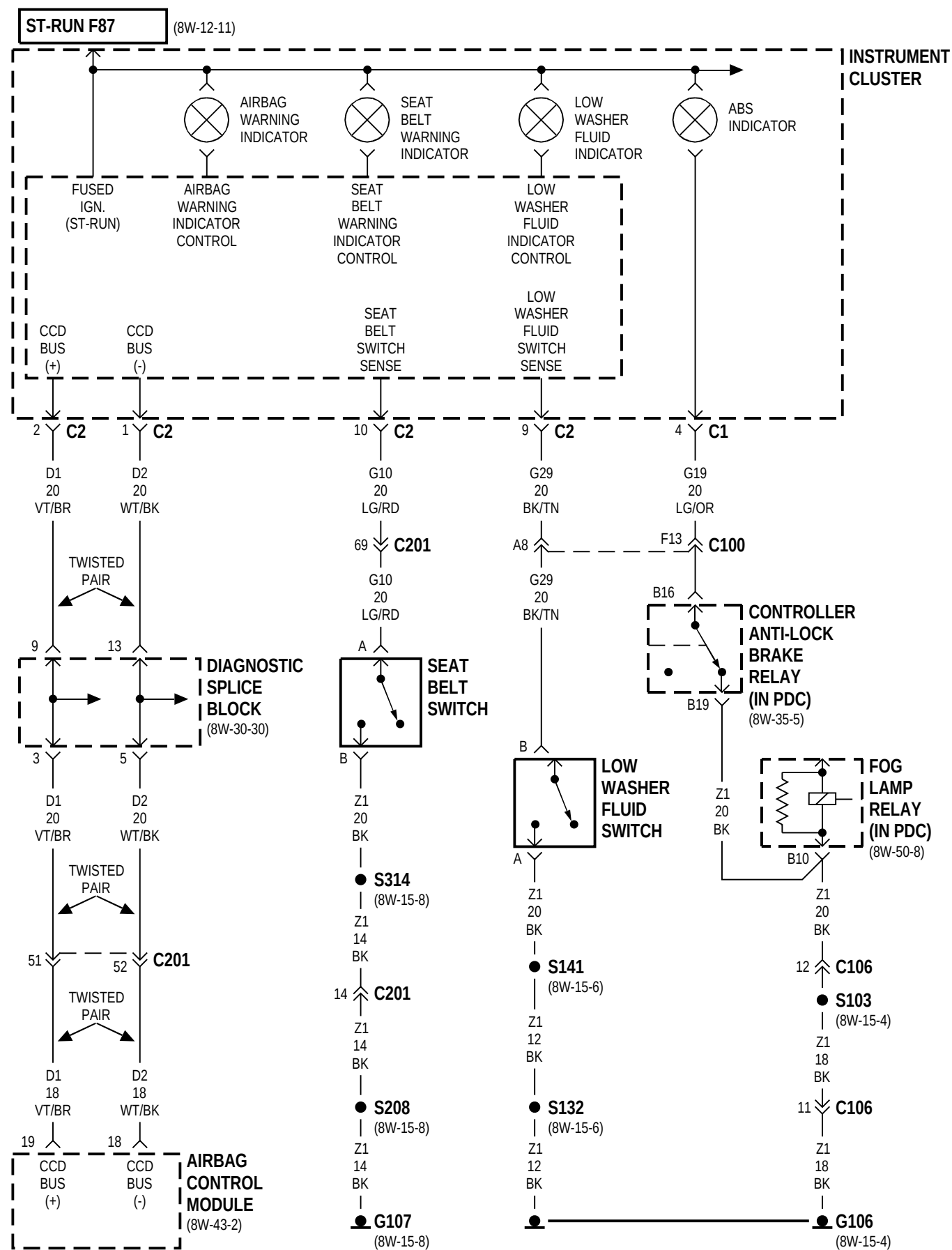


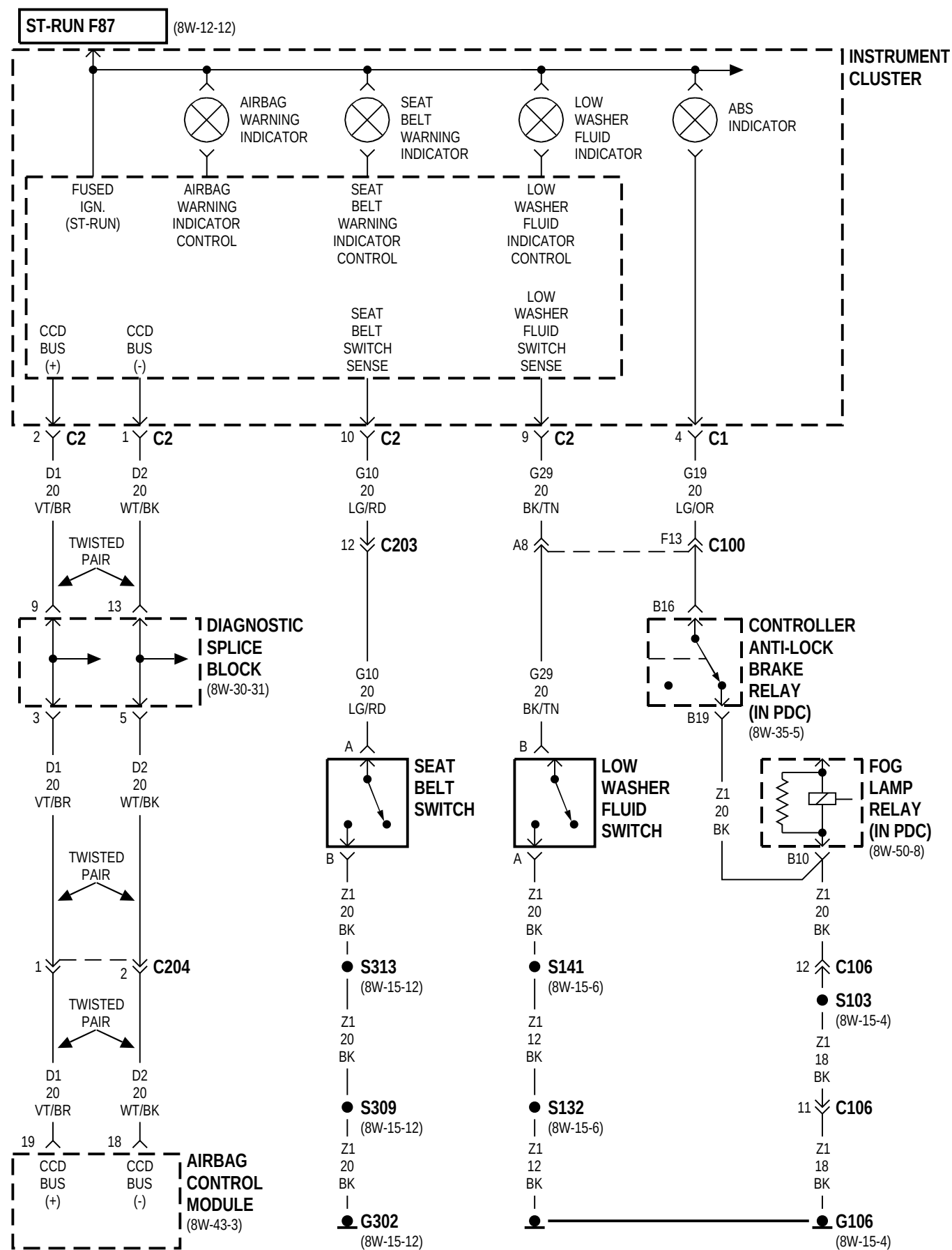




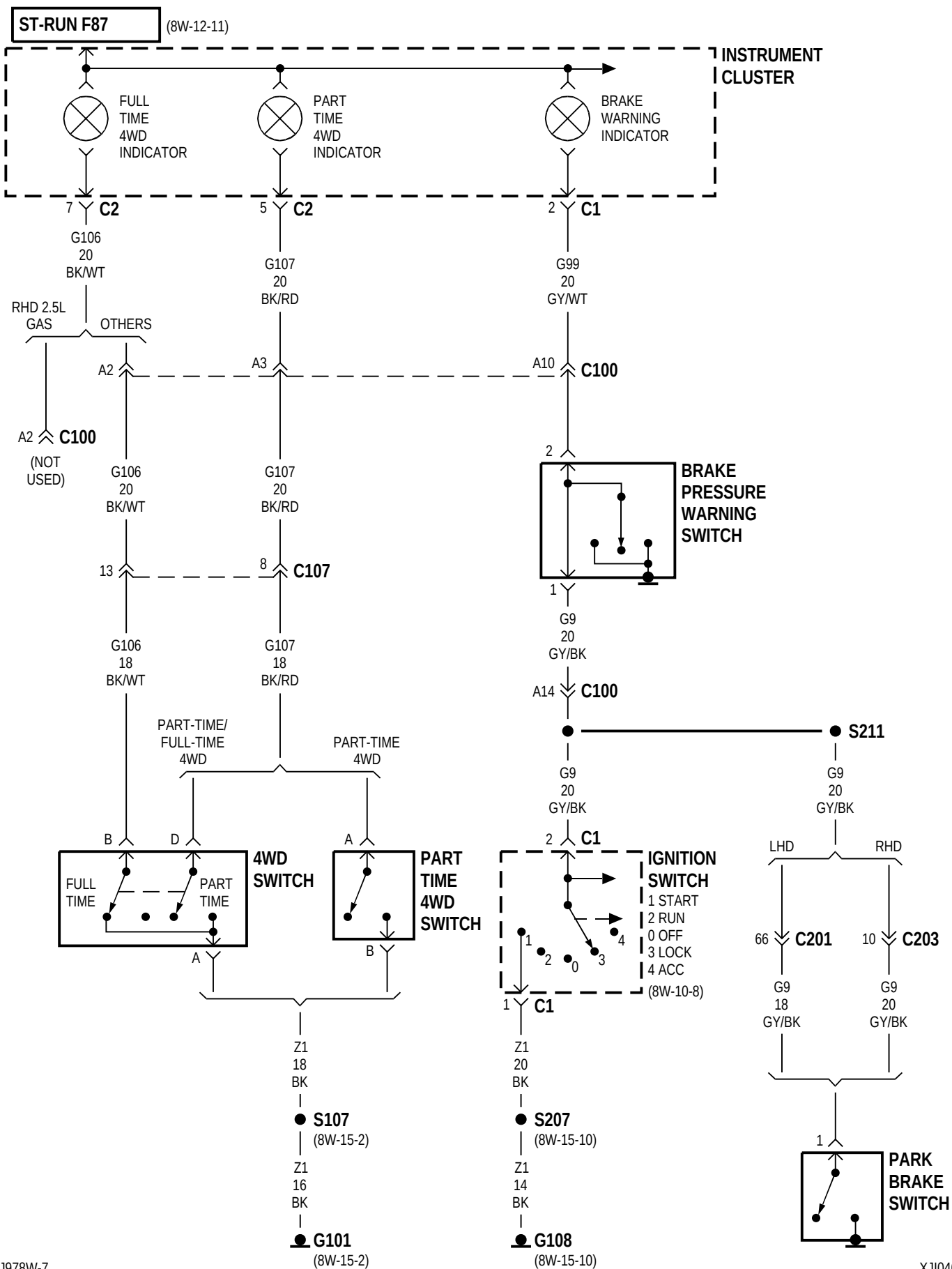


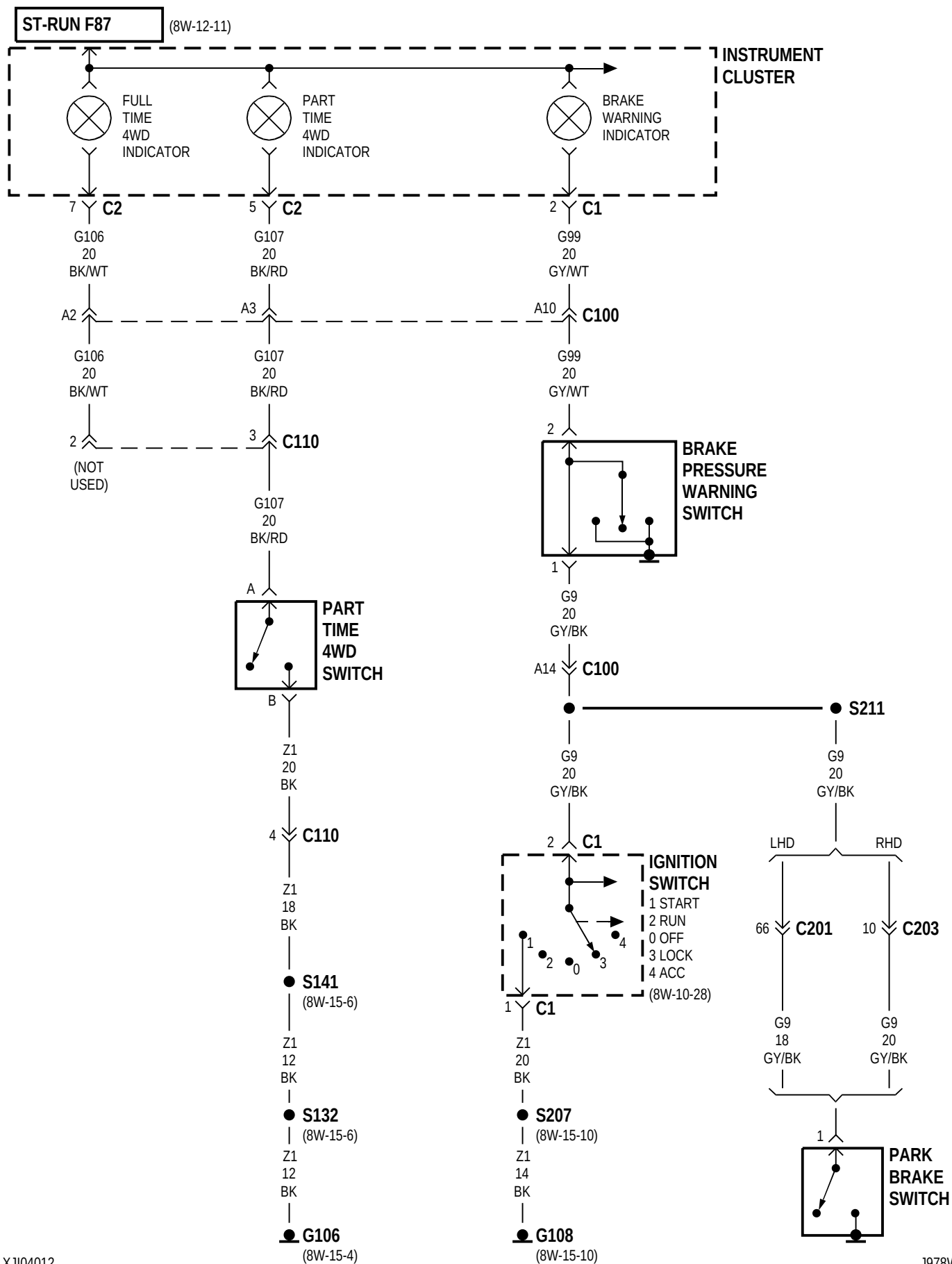


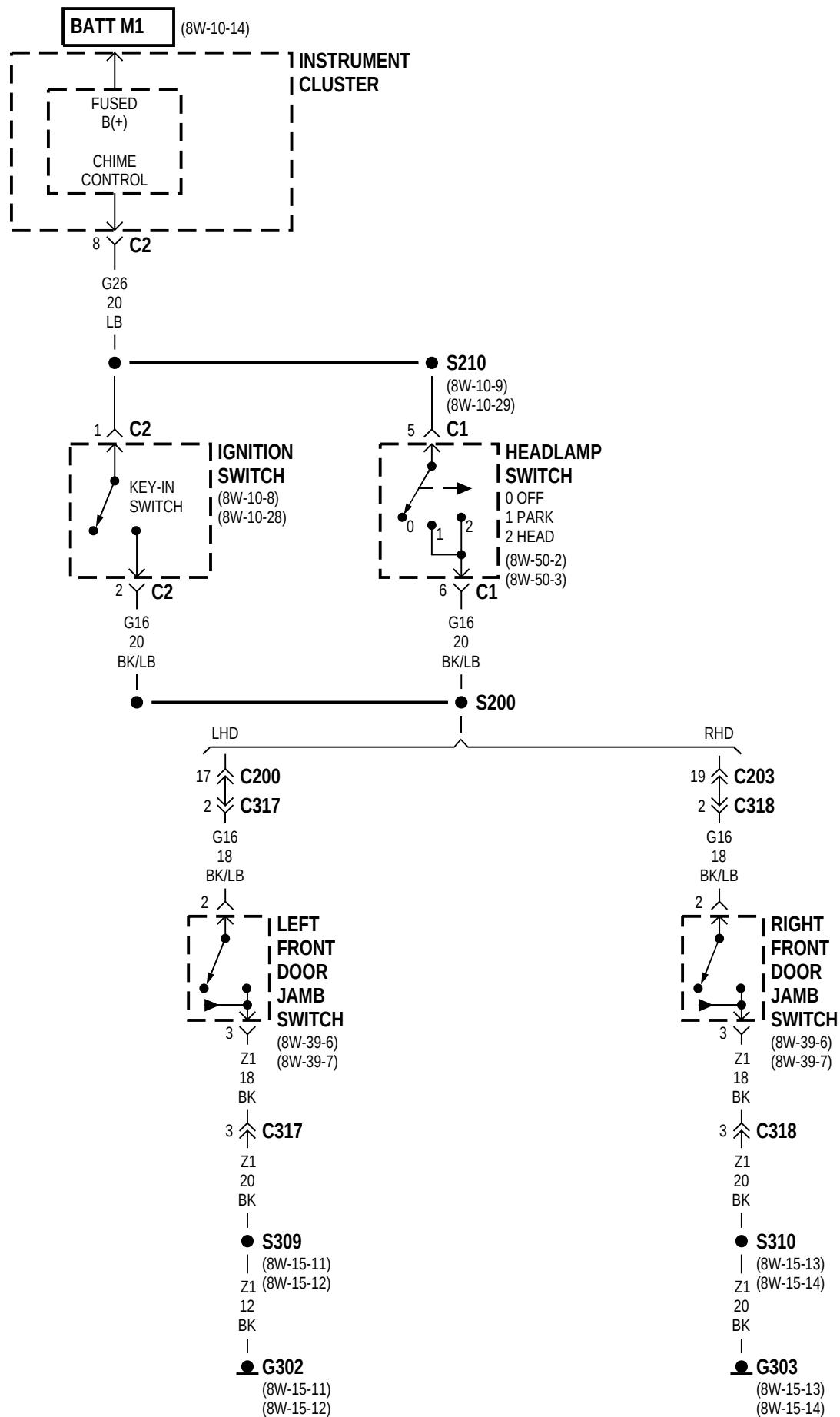


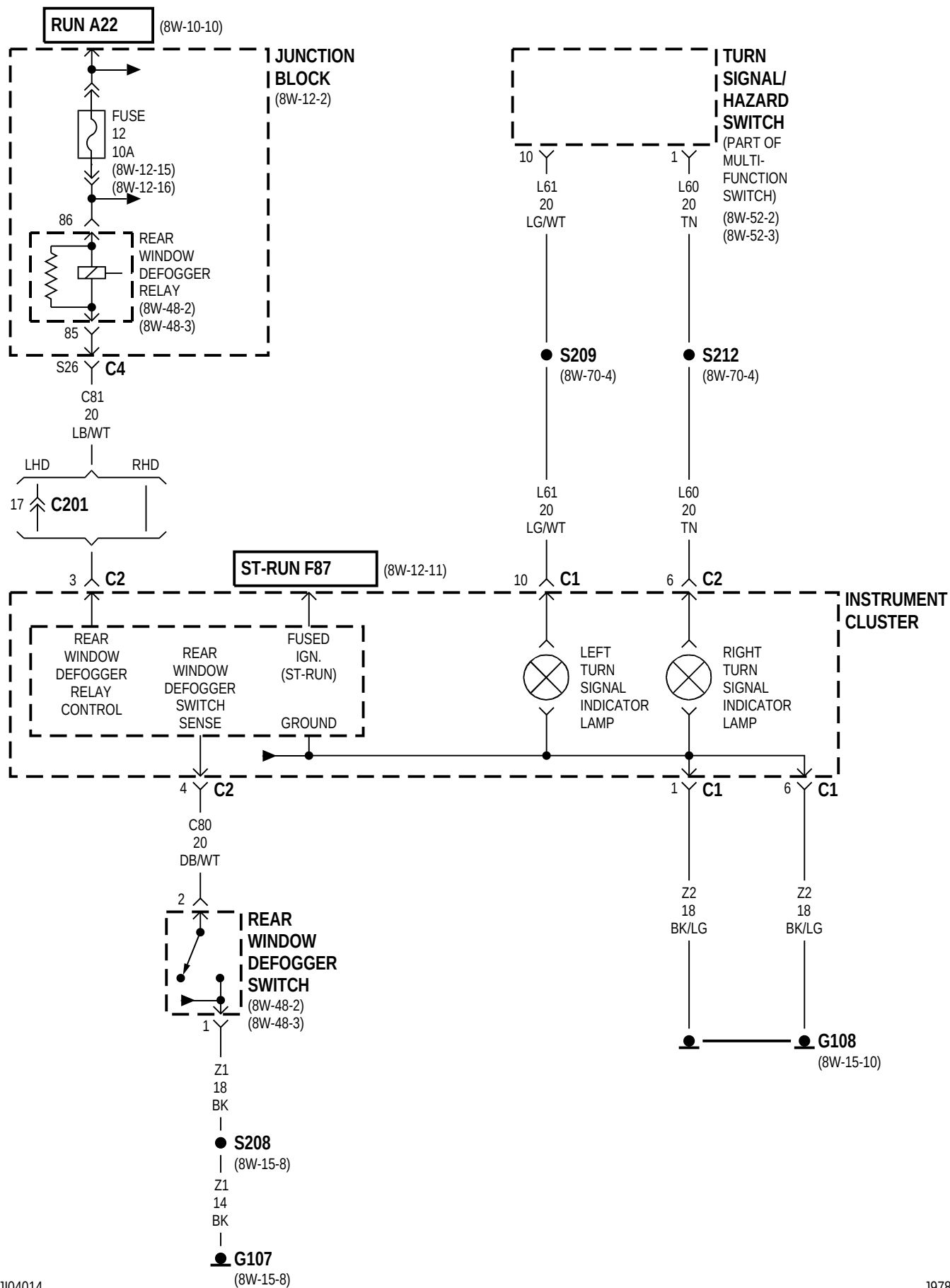


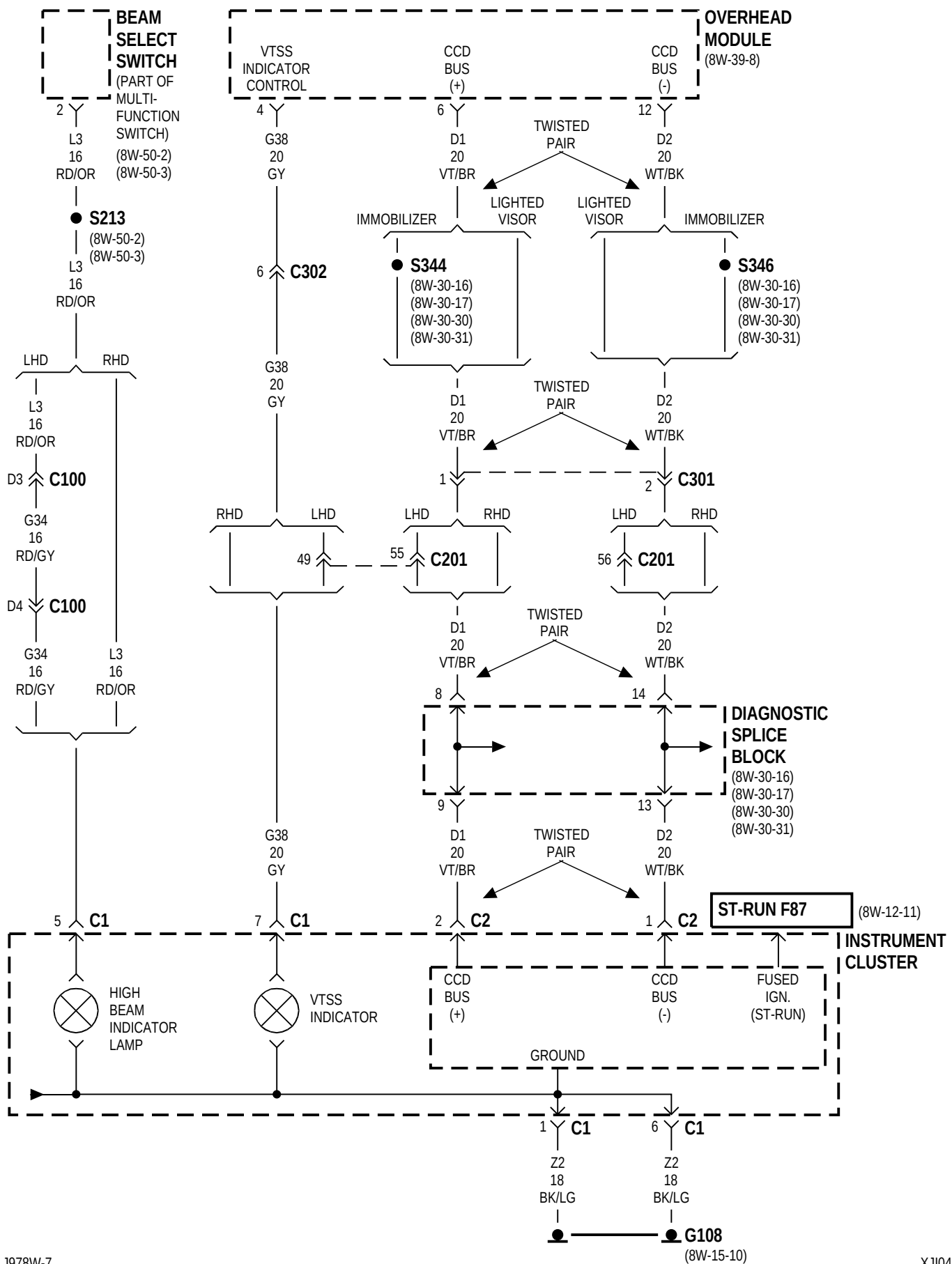
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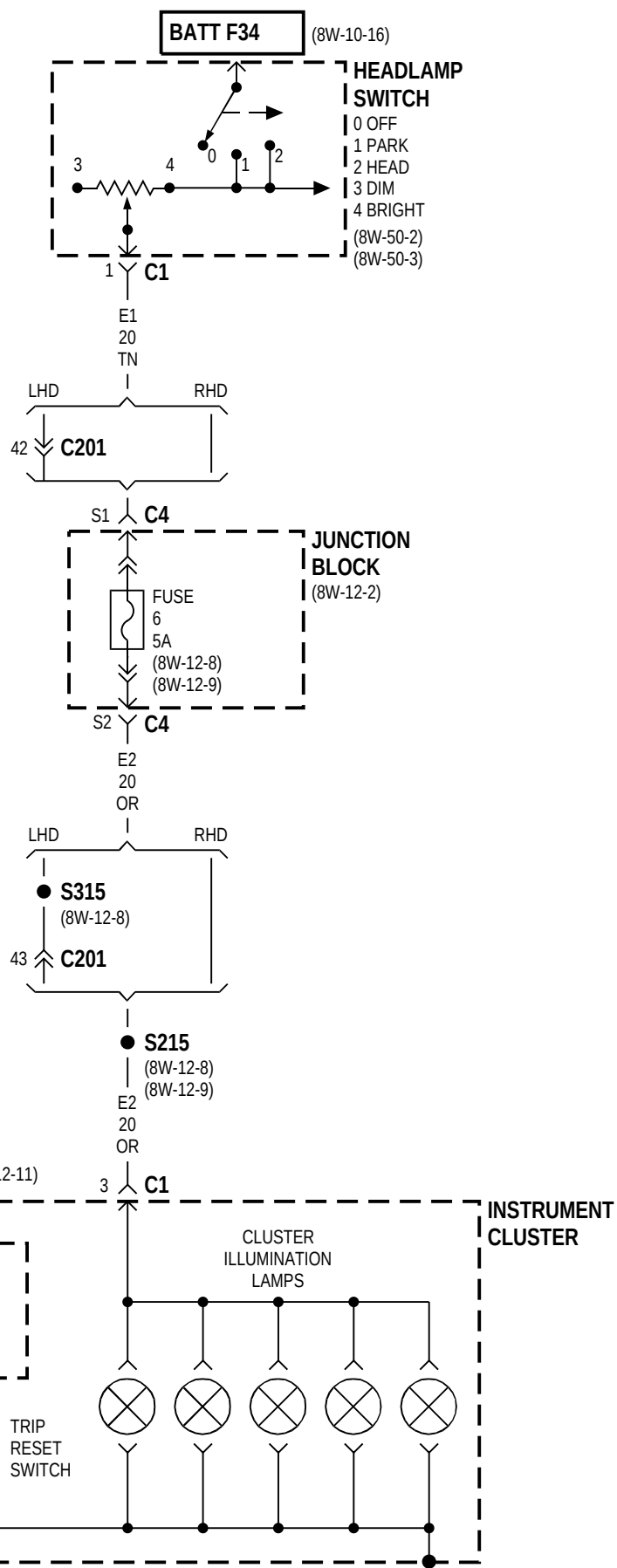












8W-40 INSTRUMENT CLUSTER

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DESCRIPTION AND OPERATION

INTRODUCTION

The electronic instrument cluster contains a microprocessor which controls cluster functions based on data it receives from the CCD bus. Circuit M1 from fuse 16 in the Power Distribution Center (PDC) supplies power to the cluster microprocessor. When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 2 in the PDC to circuit A21. Circuit A21 powers circuit F87 through fuse 9 in the junction block. Circuit F87 powers the cluster microprocessor plus the warning lamps in the cluster. The cluster microprocessor switches the warning lamps on and off by controlling the ground path for each lamp.

ILLUMINATION LAMPS

When the headlamp switch is in the PARK or ON position, circuit E1 from the dimmer switch circuitry feeds circuit E2 through fuse 6 in the junction block. Circuit E2 powers the illumination lamps. Circuit Z2 provides ground for the lamps.

WARNING LAMPS—EXCEPT ABS and BRAKE

Circuit F87 feeds all the warning lamps in the instrument cluster. The microprocessor turns on and off all the warning lamps except the seat belt warning lamp, ABS warning lamp, and brake warning lamp based on inputs broadcast on the CCD bus. The microprocessor controls the ground path for these lamps. Circuits Z2 provide ground for the microprocessor.

ABS WARNING LAMP

Circuit F87 from fuse 9 in the junction block provides power for the ABS warning lamp in the instrument cluster. Ground for the ABS warning lamp is

provided by the ABS relay when the relay is not energized. When the ABS relay is not energized circuit G19 is connected to circuit Z1 ground, through the ABS relay.

HELPFUL INFORMATION

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F87 through fuse 9 in the junction block.

Circuit F87 supplies voltage to the coil side of ABS relay and circuit G83 provides the ground. Circuit G83 connects to cavity 16 of the Controller, Anti-Lock Brakes (CAB).

BRAKE WARNING LAMP

Circuit F87 from fuse 9 in the junction block supplies power to the brake warning lamp. Ground for the brake warning lamp is supplied through the case grounded park brake switch, ignition switch (in the START position) or brake warning switch. Circuit G99 from the lamp connects to the brake warning switch. Circuit G9 connects the brake warning switch to the park brake switch and ignition switch.

SPEEDOMETER

The instrument cluster microprocessor calculates speedometer needle position based on the vehicle speed signal broadcast on the CCD bus by the Powertrain Control Module (PCM). The PCM determines vehicle speed from the input provided by the vehicle speed sensor.

TACHOMETER

The Powertrain Control Module (PCM) broadcasts the engine RPM data on the CCD bus. From the

DESCRIPTION AND OPERATION (Continued)

RPM message on the CCD bus, the instrument cluster calculates tachometer needle position.

VOLTMETER

The Powertrain Control Module (PCM) broadcasts system voltage data on the CCD bus. The microprocessor in the instrument cluster calculate voltmeter needle position based on the signal received from the CCD bus.

FUEL GAUGE

The Powertrain Control Module (PCM) transmits the fuel percentage data over the CCD bus. The microprocessor in the instrument cluster calculates position of the fuel gauge needle based on the signal from the PCM.

ENGINE COOLANT TEMPERATURE GAUGE

The Powertrain Control Module (PCM) broadcasts the engine coolant temperature data over the CCD bus. From the data message on the CCD bus, the instrument cluster microprocessor calculates coolant temperature gauge needle position.

OIL PRESSURE GAUGE

On circuit G60, the Powertrain Control Module (PCM) provides current to the oil pressure sensor. The sensor is a variable resistor. As engine oil pressure changes, the resistance in the sensor changes resulting in a change in current draw. The PCM provides ground for the sensor on circuit K167. Circuit K167 connects to cavity A4 of the PCM.

The instrument cluster microprocessor calculates engine oil pressure gauge needle position based on the oil pressure data message on the CCD bus. The Powertrain Control Module (PCM) broadcasts the data message over the CCD bus.

Circuit K167 splices to supply ground for the signals from the following:

- Battery temperature sensor
- Upstream and downstream heated oxygen sensors
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

SEAT BELT WARNING LAMP

Circuit F87 feeds all the warning lamps in the instrument cluster. The microprocessor turns on and off all the warning lamps except the seat belt warning lamp, ABS warning lamp, and brake warning lamp based on inputs broadcast on the CCD bus. The microprocessor controls the ground path for these

lamps. Circuits Z2 provide ground for the microprocessor.

Circuit G10 from the instrument cluster microprocessor connects to the seat belt switch. The switch is closed when the seat belt is removed from the seat belt clasp. When the seat belt is inserted into the clasp, it opens the switch. When closed, the seat belt switch connects circuit G10 to ground on circuit Z1. If the ignition switch is in the START or RUN position, the instrument cluster microprocessor grounds the seat belt warning lamp if it senses a closed seat belt switch.

HIGH BEAM INDICATOR LAMP

When the operator selects high beam operation, the multi-function switch powers the headlamp high beams on circuit L3. Circuit L3 connects to circuit G34. Circuit G34 supplies power for the high-beam indicator lamp. Circuit Z2 provides ground for the high beam indicator lamp at the cluster.

TURN SIGNAL INDICATOR LAMPS

Circuits L60 and L61 from the turn signal/hazard flasher circuitry in the multi-function switch power the turn signal indicator lamps. Circuit L60 powers the right turn signal indicator lamp. Circuit L61 powers the left indicator lamp. Circuit Z2 provides ground for the lamps.

MANUAL TRANSMISSION UP-SHIFT LAMP

The Powertrain Control Module (PCM) broadcasts the transmission up-shift message on the CCD bus. The microprocessor in the instrument cluster monitors the CCD bus and switches the up-shift lamp on or off by supplying or removing ground from the lamp. Circuit F87 from fuse 9 in the junction block powers the lamp.

FOUR-WHEEL DRIVE (4WD) SWITCH

Circuit F87 from fuse 9 in the junction block powers the 4WD indicator lamp. Circuit G107 connects the indicator lamp to the 4WD switch. When the 4WD switch closes, it connects circuit G107 to circuit G106. Circuit G106 connects to circuit Z1. Circuit Z1 provides ground for the 4WD indicator lamp.

CHIME

The instrument cluster microprocessor sounds the audible warning chime. The chime sounds for seat belt warning and when the ignition key is in the ignition switch while the drivers door is open. The chime sounds when the ignition key is in the ON position while the drivers side seat belt is not buckled. Lastly, the chime sounds when the headlamps are ON when the ignition is OFF.

DESCRIPTION AND OPERATION (Continued)

When the parking lamps or headlamps are ON, the headlamp switch connects circuit G26 from the instrument cluster microprocessor to circuit G16. Circuit G16 connects to the drivers side door jamb switch. Circuit G16 also connects to the key-in switch. When the cluster microprocessor senses ground on circuit G26, it sounds the chime.

If the headlamps are ON, and the drivers door opens, the drivers door jamb switch connects circuit G16 to ground. When the instrument cluster senses ground on circuit G26, it sounds the chime.

If the headlamps are OFF with the key in the ignition switch while the drivers side door is open, the cluster sounds the chime. In this case, the closed key-in switch and drivers door jamb connect the cluster microprocessor to ground.

Circuit G10 connects the cluster microprocessor to the seat belt switch. When the seat belt switch

closes, a path to ground is completed on circuit Z1 and the cluster momentarily sounds the chime.

TELL TALE MODULE

Circuit F87 from fuse 9 in the junction block powers the tell tale module. The warning lamps within the telltale module receive ground from the powertrain control module and the MSA controller.

Circuit K185 from cavity 3 of the MSA controller provides the ground for the Diesel Wait lamp.

Circuit G86 from cavity 31 of the powertrain control module provides the ground for the Water In Fuel lam.

Circuit G154 from cavity 54 of the powertrain control module provides ground for the Low Coolant lamp.

8W-41 HORN/CIGAR LIGHTER

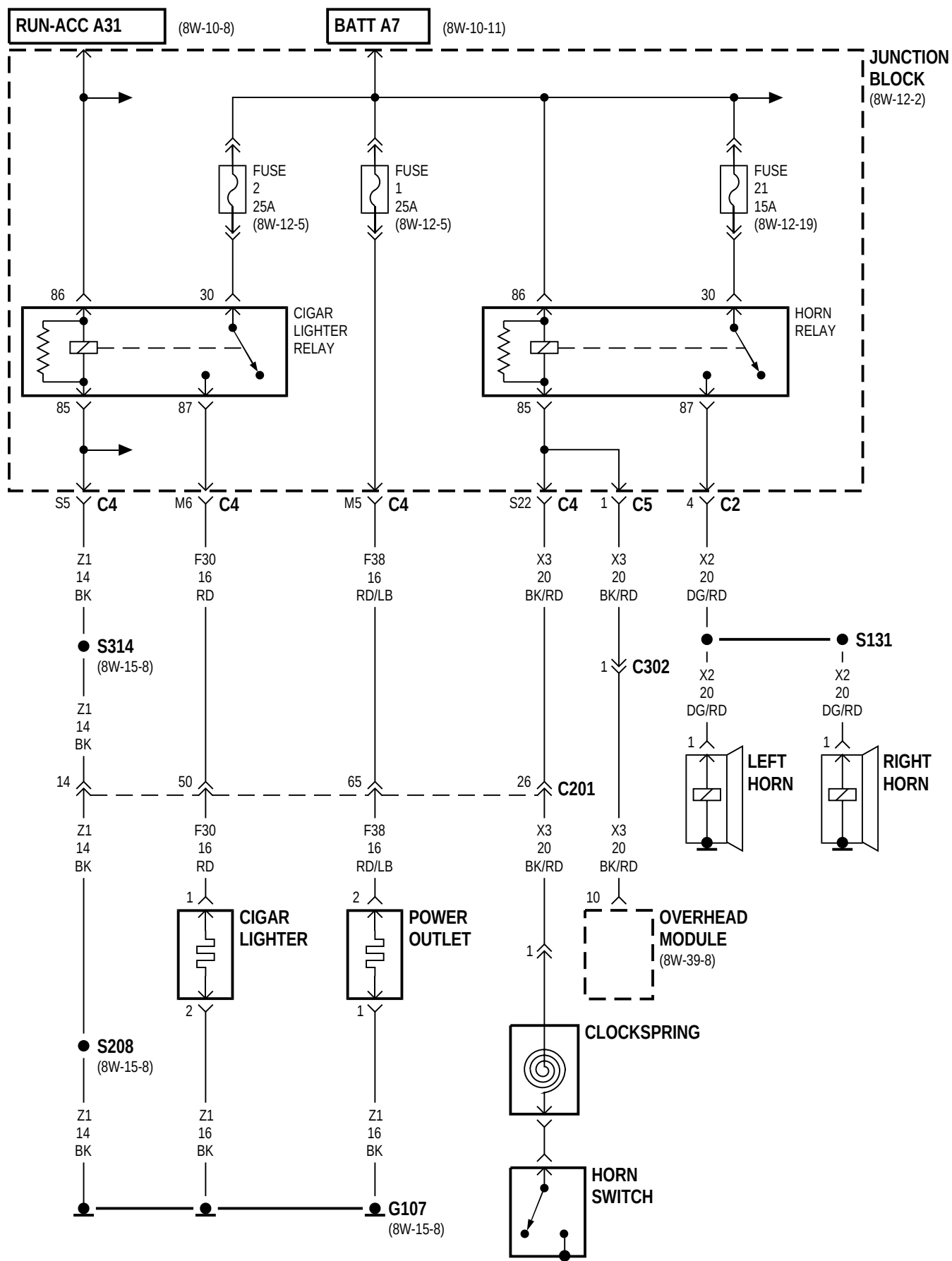
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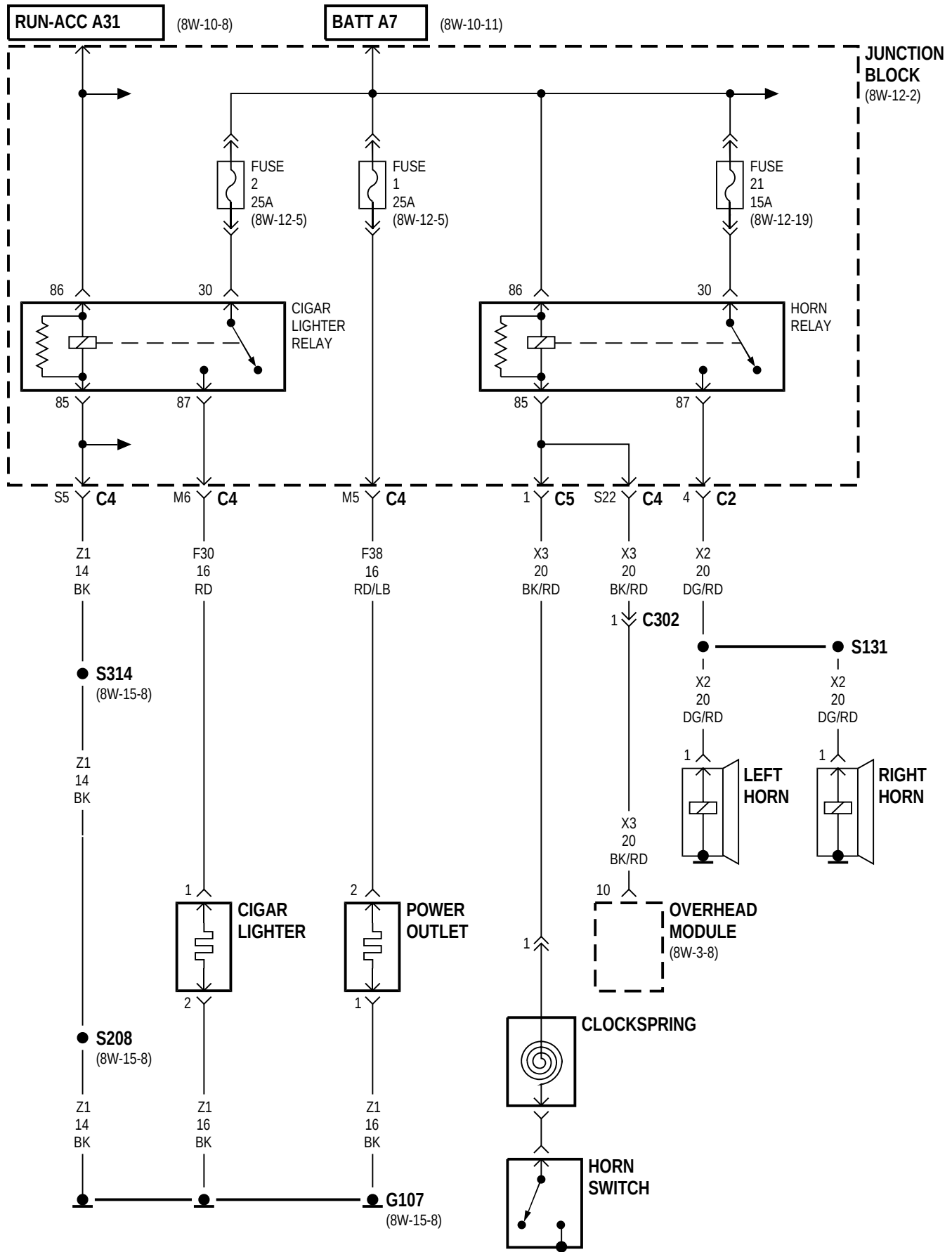
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LHD



XJ ————— **8W-41 HORN/CIGAR LIGHTER/POWER OUTLET** ————— **8W - 41 - 3**
RHD



8W-41 HORN/CIGAR LIGHTER

DESCRIPTION AND OPERATION

HORN

The horn system uses a single horn switch and horn relay. The horn switch is installed in the center of the steering wheel.

Circuit A7 from fuse 4 in the Power Distribution Center (PDC) feeds a junction block bus bar. The bus bar powers the coil side of the horn relay, and the contact side through fuse 21 in the junction block..

When the case grounded horn switch is depressed, circuit X3 provides ground for the coil side of the relay and the contacts CLOSE. When the contacts CLOSE, circuit X2 supplies voltage to the case grounded horns.

HELPFUL INFORMATION

- The horn switch is grounded to the steering wheel.
- Check fuse 4 in the PDC and fuse 21 in the junction block.

CIGAR LIGHTER

The cigar lighter relay powers the cigar lighter. The relay energizes when the ignition switch is in

the ACCESSORY or RUN position. In the ACCESSORY or RUN position, the switch connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A31. Circuit A31 powers relay coil. Circuit Z1 provides ground for the relay coil.

When the relay energizes, it connects circuit A7 from fuse 4 in the PDC to circuit F30. Circuit F30 powers the cigar lighter.

When the operator depresses the lighter, contacts inside the lighter element close, and voltage from circuit F30 flows through the heating element to ground. Circuit Z1 provides ground for the lighter.

HELPFUL INFORMATION

Circuit Z1 also grounds the power outlet.

POWER OUTLET

Circuit A7 from FUSE 4 in the Power Distribution Center (PDC) powers circuit F38 through fuse 1 in the junction block. Circuit F38 feeds the power outlet. Circuits A7 and F38 are HOT at all times. Circuit Z1 provides ground for the power outlet.

8W-42 AIR CONDITIONING/HEATER

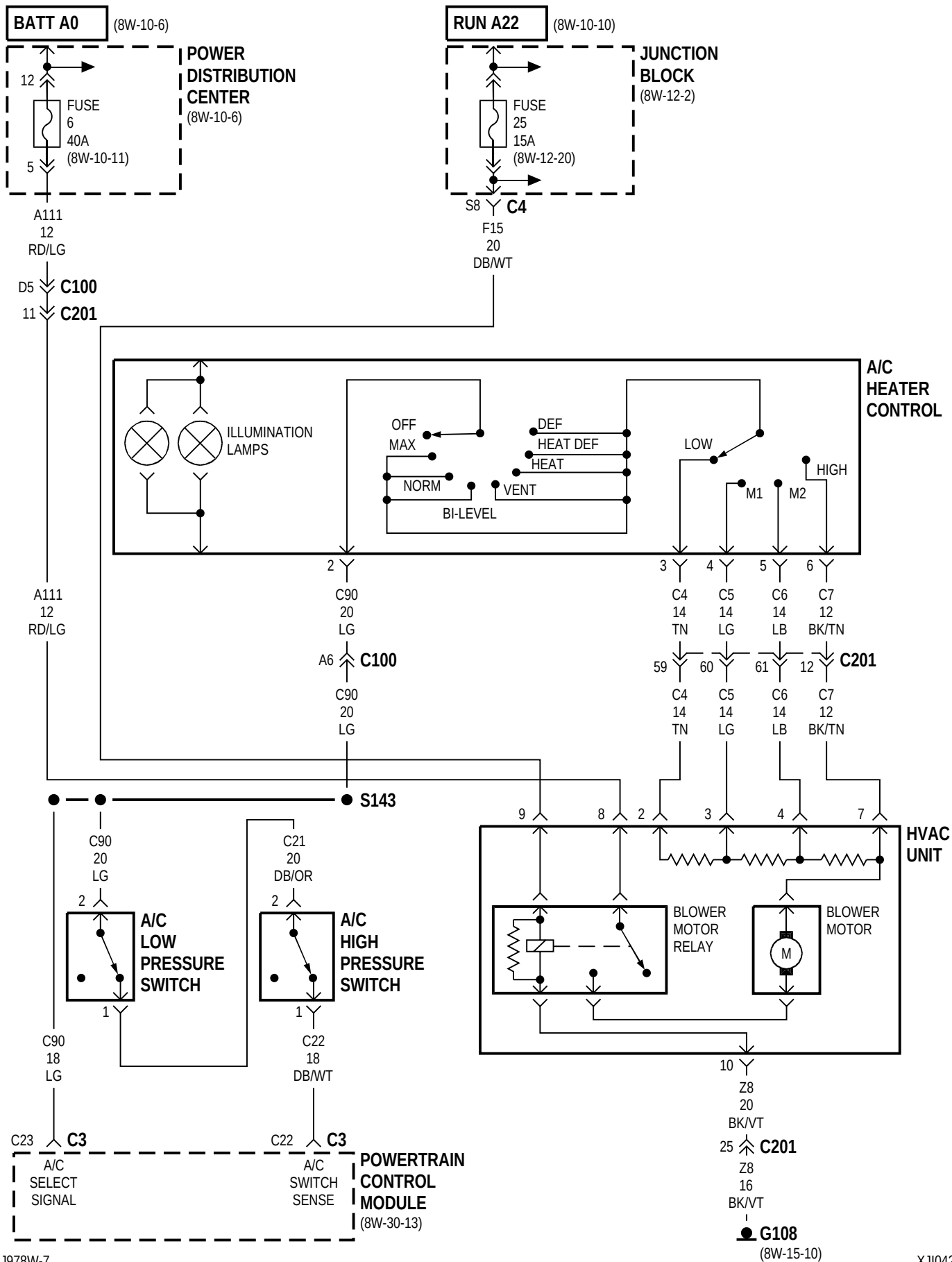
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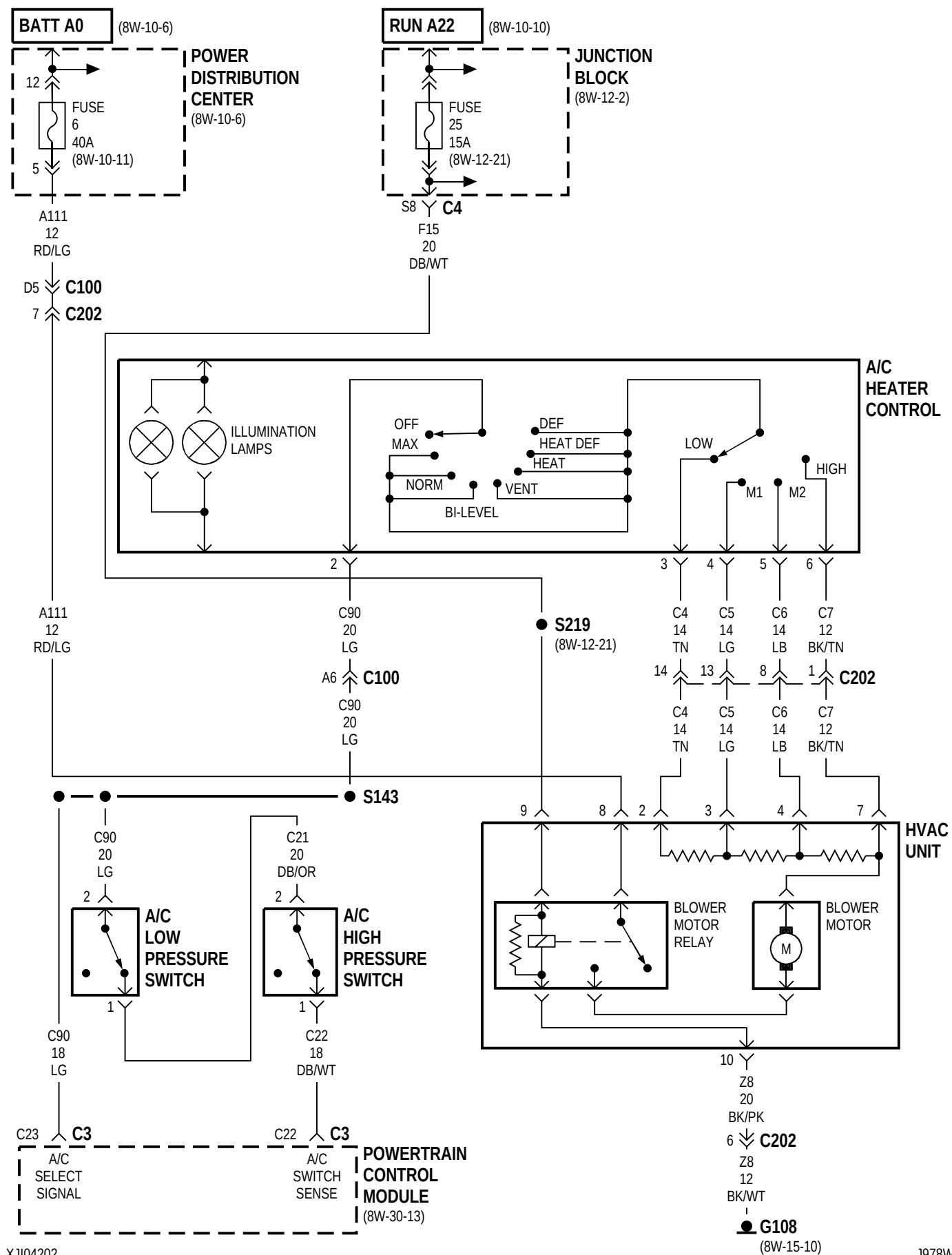
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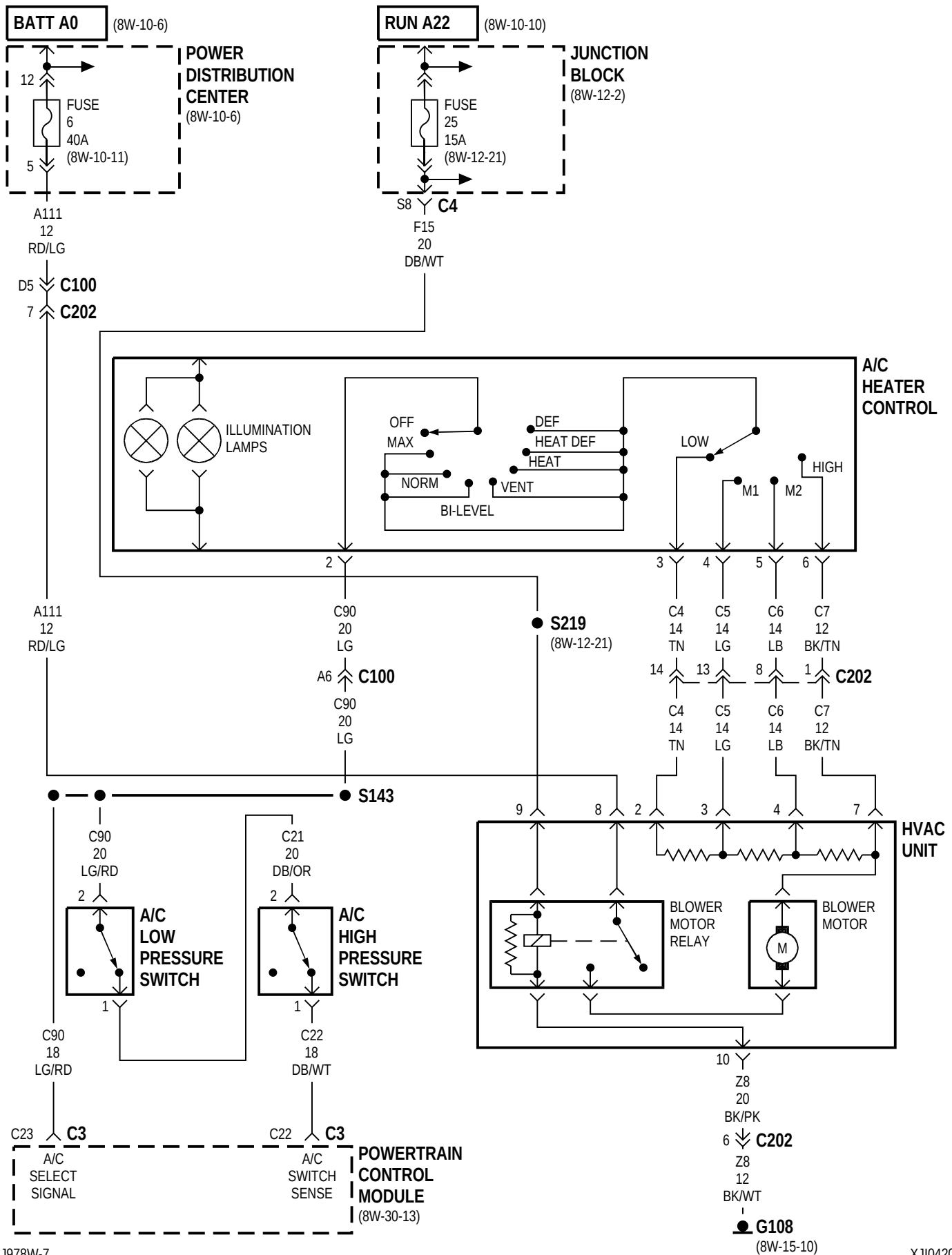
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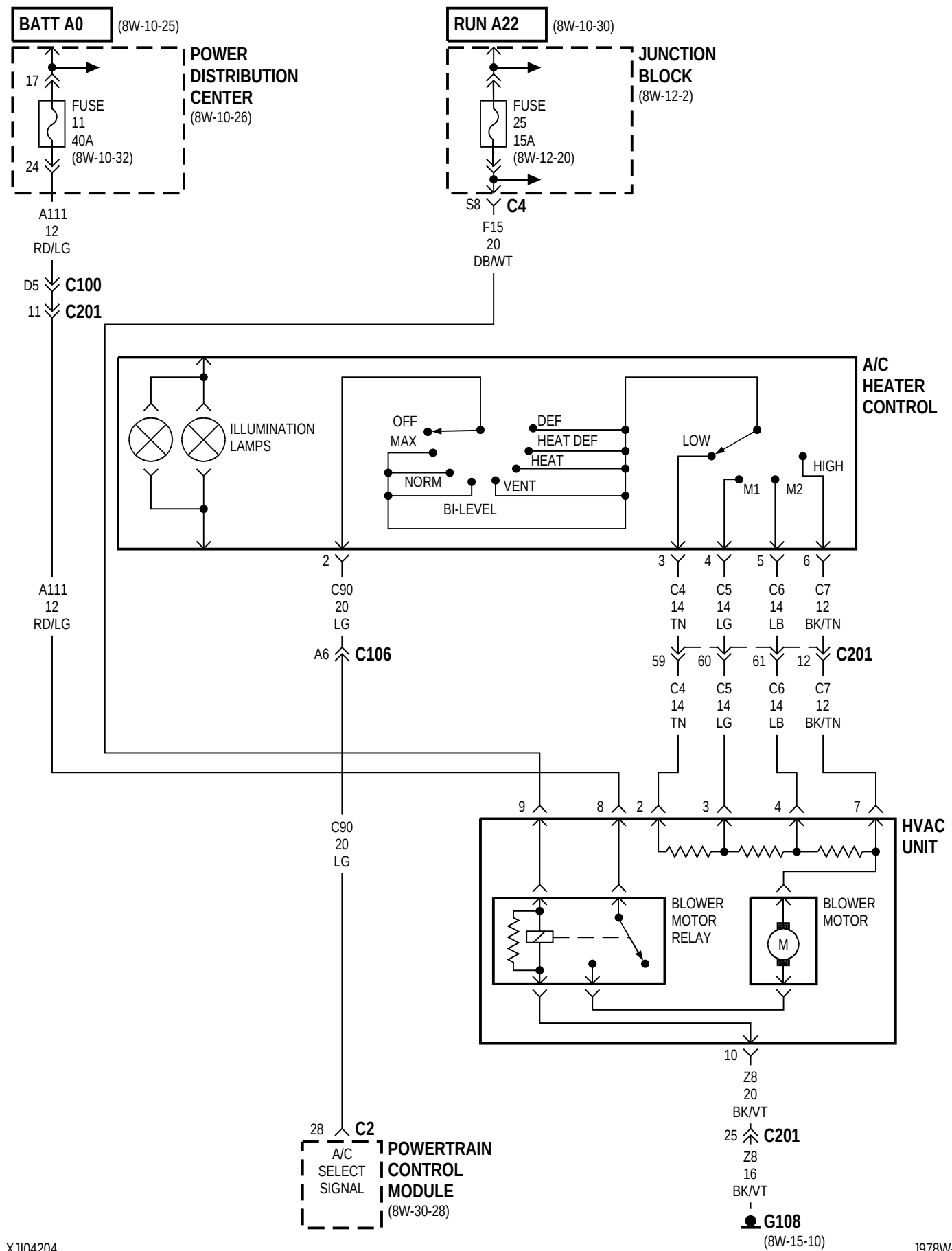
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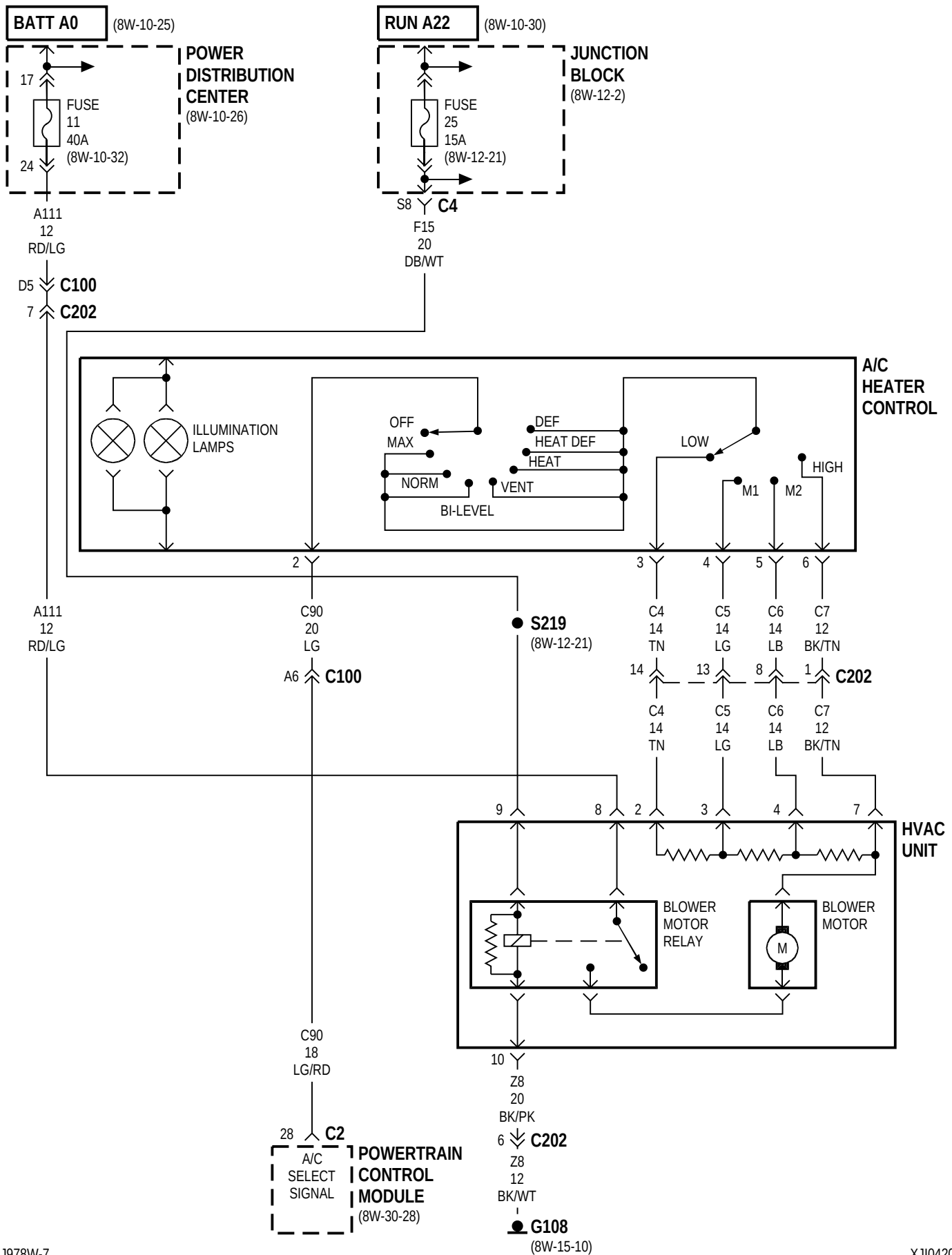


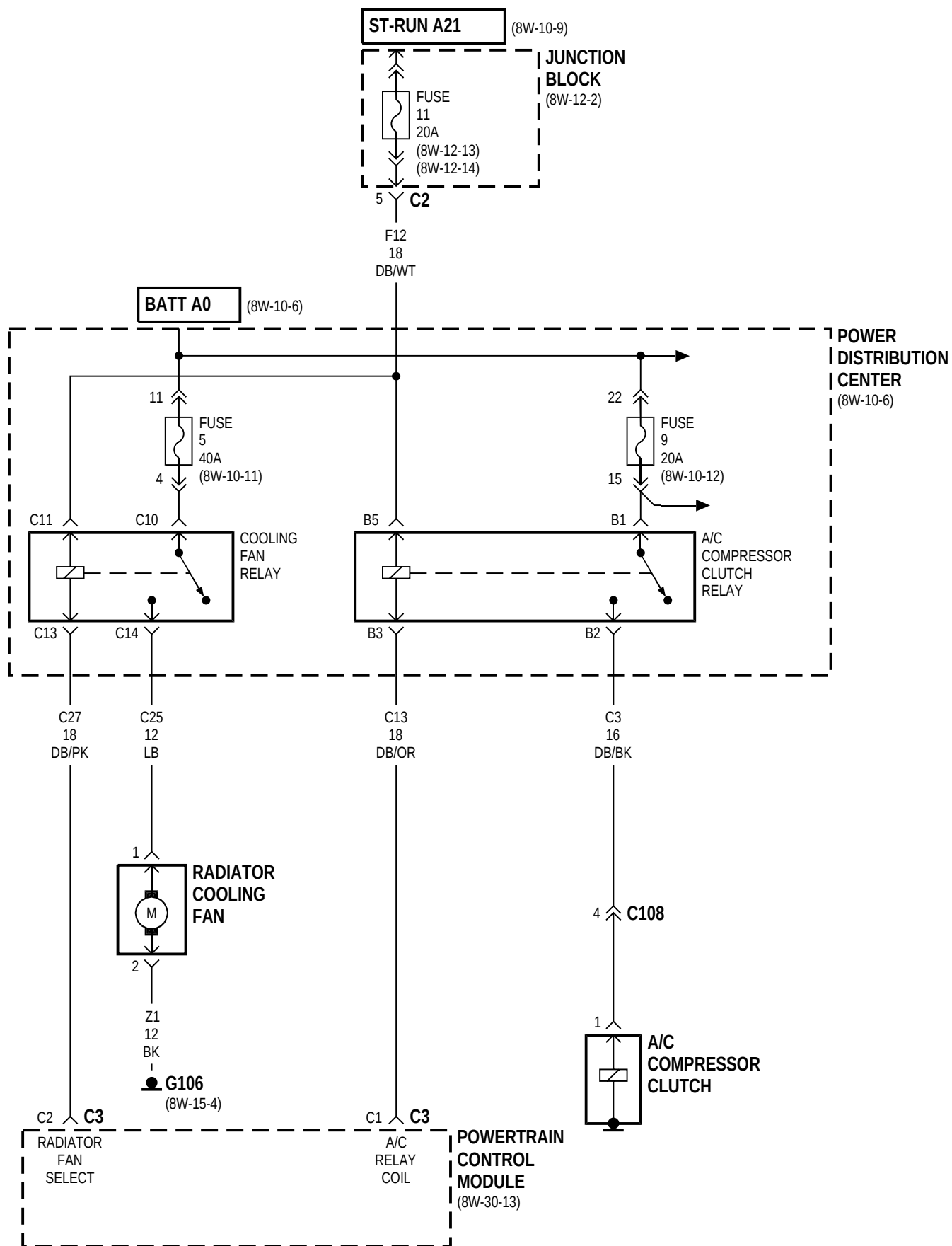
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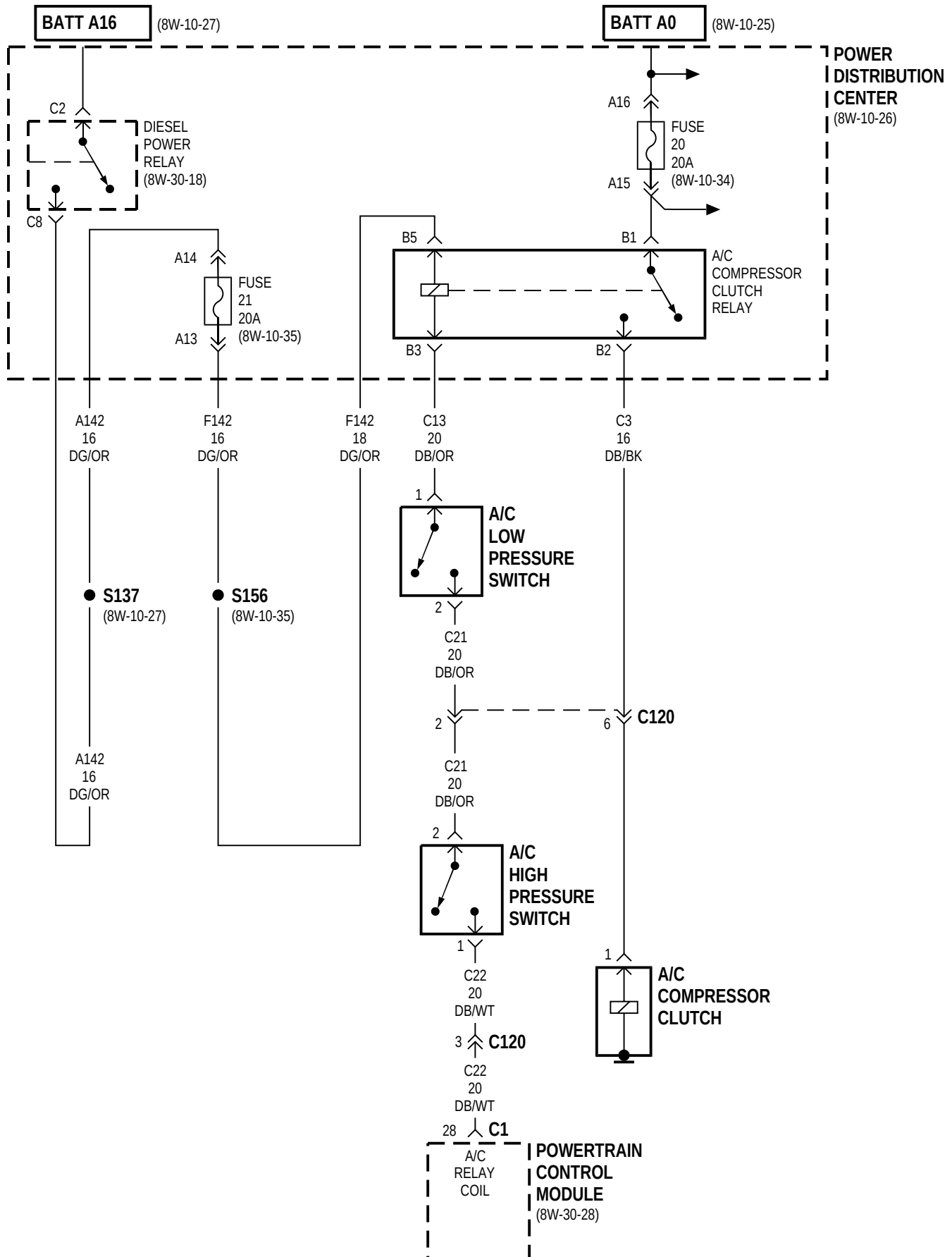












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GENERAL INFORMATION

INTRODUCTION

The wiring diagrams in this section are divided into two sub-sections; Heater only, and A/C and Heater. When referring to the wiring diagrams, ensure that you use the correct sub-section.

DESCRIPTION AND OPERATION

BLOWER MOTOR

In the RUN position, the ignition switch connects circuit A2 from fuse 3 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 feeds circuit F15 through fuse 25 in the junction block. Circuit F15 supplies voltage to coil side of the blower motor relay. Ground for the coil side of the relay is circuit Z8. When the relay contacts close they connect circuit A111 from fuse 6 of the PDC to circuit C1. Circuit C1 supplies voltage to the blower motor. Circuit C7 connects the ground side of the blower motor to the blower resistor block.

The blower switch receives ground through the control switch on circuit Z8. The blower switch connects to circuit C4. Circuit C4 connects to the blower resistor block. The blower resistor block controls blower motor speed in all positions except HIGH. The blower motor switch has four positions; LOW, MEDIUM 1, MEDIUM 2, AND HIGH.

In the LOW position, circuit C4 passes through all three resistors in the blower resistor block, to the blower motor.

In the MEDIUM 1 position, circuit C5 passes through two resistors in the blower resistor block, to the blower motor.

In the MEDIUM 2 position, circuit C6 passes through one resistor in the blower resistor block, to the blower motor.

When the blower motor switch is in the HIGH position it connects circuit C7 directly to the blower motor.

Circuit Z8 provides ground for the blower motor switch. Circuit Z8 also supplies ground for the coil side of the blower motor relay.

A/C OPERATION

When the A/C-heater control switch is moved to an A/C position or the defrost position, it connects circuit C90 to ground on circuit Z8. Circuit C90 connects to cavity C23 of the Powertrain Control Module (PCM). When circuit C90 connects to ground circuit Z8, it provides the A/C select signal to the PCM.

When the A/C high pressure and low pressure switches are closed, circuit C90 connects to circuit C21, and circuit C21 connects to circuit C22. Circuit C22 connects to cavity C22 of the PCM. The PCM senses the A/C request signal on circuit C22 when the A/C-heater control switch is in defrost or an A/C position.

After sensing the A/C request signal, the PCM supplies ground for the coil side of A/C compressor clutch relay on circuit C13. Circuit C13 originates at cavity C1 of the PCM. Circuit F12 from fuse 11 in the fuse block powers the coil side of the A/C compressor clutch relay.

When the PCM grounds the A/C compressor clutch relay, the contacts close and connect circuit A17 from fuse 9 in the PDC to circuit C3. Circuit C3 supplies power to the case grounded A/C compressor clutch.

The A/C compressor clutch has a built-in diode. The diode controls the induced voltage that results from the magnetic field collapsing when the clutch disengages. The diode provides a current path to protect other components and systems.

A/C OPERATION

When the A/C-heater control switch is moved to an A/C position or the defrost position, it connects circuit C90 to ground on circuit Z8. Circuit C90 connects to cavity C28 of the Powertrain Control Module (PCM). When circuit C90 connects to ground circuit Z8, it provides the A/C input signal to the PCM.

Circuit F142 from the diesel power relay powers the coil side of the A/C compressor relay. Circuit C13 provides ground for the coil side of the A/C com-

DESCRIPTION AND OPERATION (Continued)

presser relay. When the A/C high pressure and low pressure switches are closed, they connect circuit C13 to circuit C22 which connects to cavity 28 of the MSA Controller and provides A/C compressor relay ground.

When the MSA Controller grounds the A/C compressor clutch relay, the contacts close and connect circuit A17 from fuse 20 in the PDC to circuit C3.

Circuit C3 supplies power to the A/C compressor clutch. Circuit Z0 provides ground for the compressor clutch.

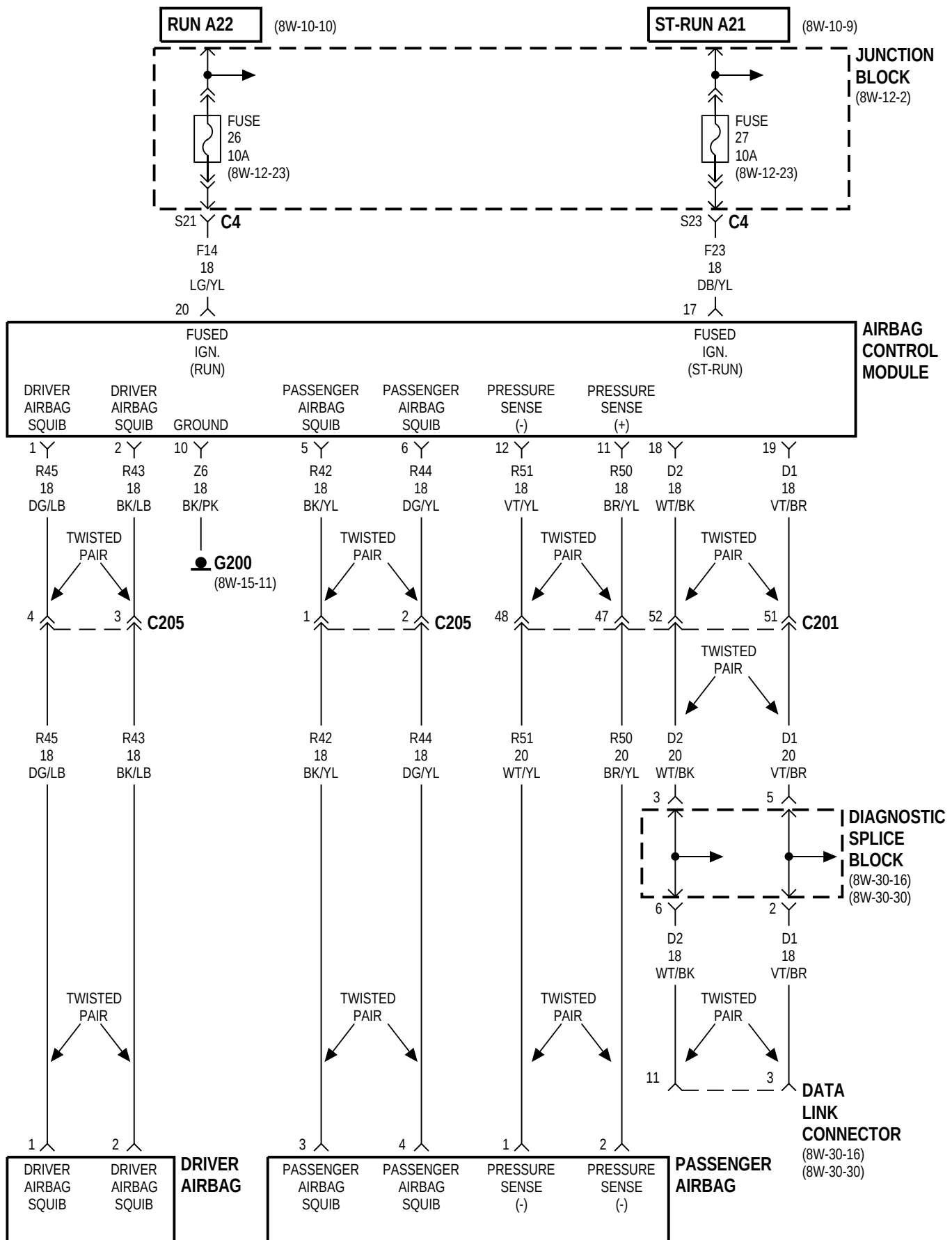
The A/C compressor clutch has a built-in diode. The diode controls the induced voltage that results from the magnetic field collapsing when the clutch disengages. The diode provides a current path to protect other components and systems.

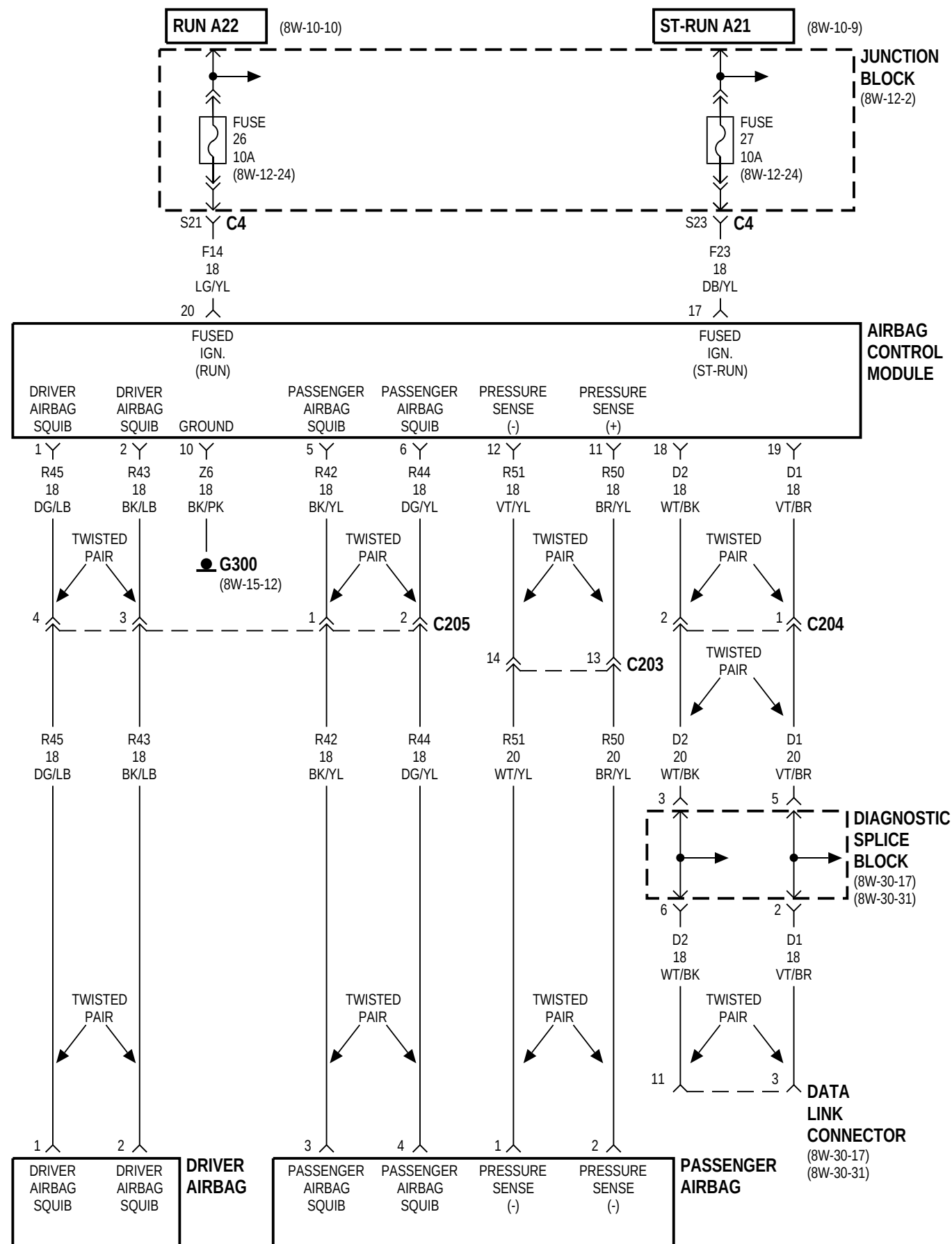
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8W-43 AIRBAG SYSTEM

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DESCRIPTION AND OPERATION

INTRODUCTION

This vehicle has a drivers airbag and a passengers airbag. The Airbag Control Module (ACM) operates both. The airbag system has one impact sensor located inside the Airbag Control Module (ACM). The ACM is secured to a bracket under the left side front seat inside the vehicle.

The ACM has two ignition switch feeds. In the START or RUN position, the ignition switch connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers circuit F23 through fuse 27 in the junction block. Circuit F23 connects to the ACM.

When the ignition switch is in the RUN position, it connects circuit A2 to circuit A22. Circuit A22 powers circuit F14 through fuse 26 in the junction block. Circuit F14 connects to the ACM. Circuit Z6 provides ground for the ACM.

AIRBAG IMPACT SENSOR

The Airbag system uses a sensor internal to the Airbag Control Module (ACM) to detect impact. For information regarding operation of this sensor, refer to the appropriate group of the Service Manual.

AIRBAG SQUIB (AIRBAG IGNITER)

Circuits, R43 and R45, connect the ACM to the drivers airbag squib (igniter) after passing through the clock spring connector. Circuit R43 from cavity 2 of the ACM 4-way connector connects to the squib. Circuit R45 from cavity 1 of the ACM 4-way connector connects to the squib.

Circuits, R42 and R44, connect the ACM to the passenger airbag squib (igniter). Circuit R42 from cavity 5 of the ACM 4-way connector connects to the squib. Circuit R44 from cavity 6 of the ACM 4-way connector connects to the squib.

8W-44 INTERIOR LIGHTING

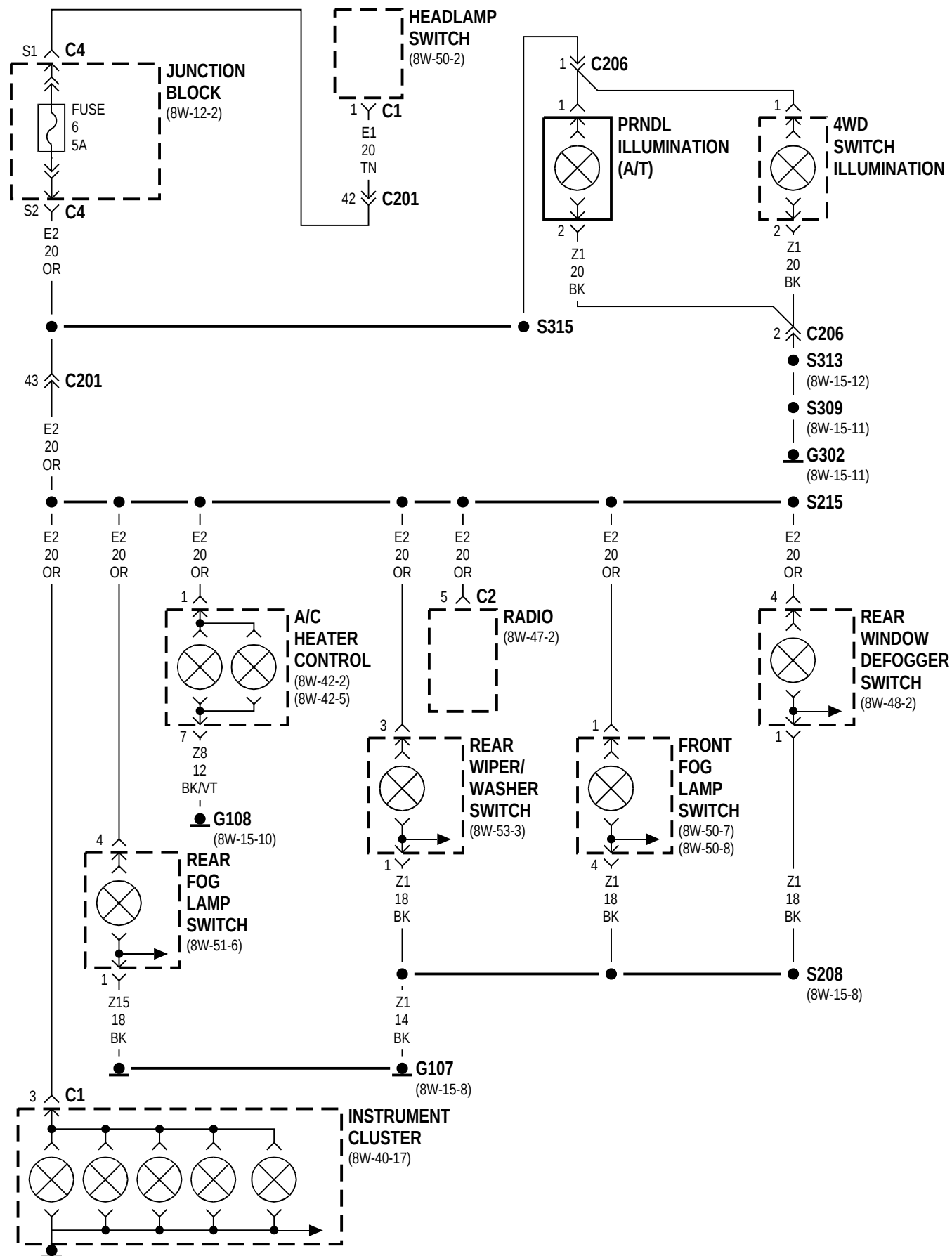
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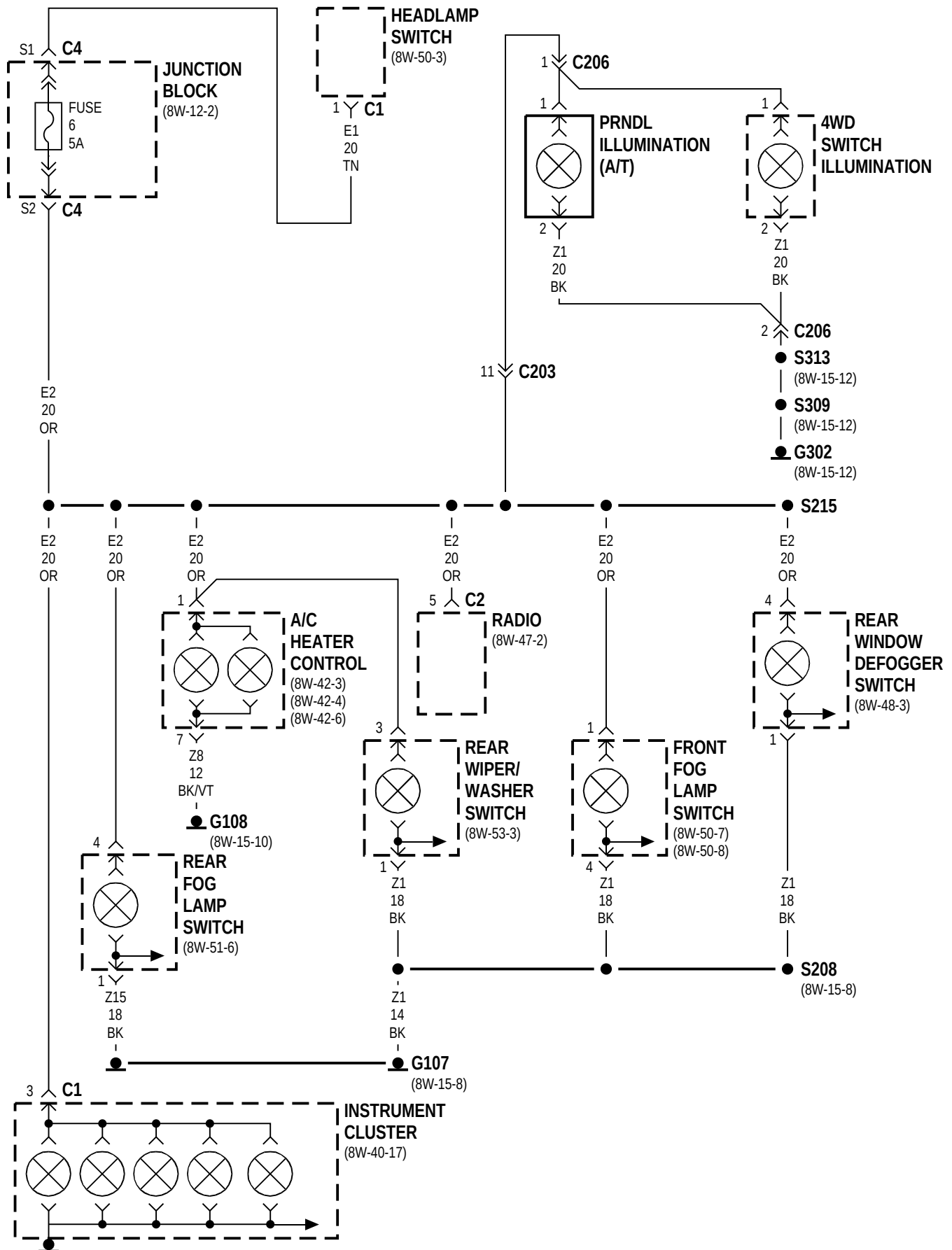
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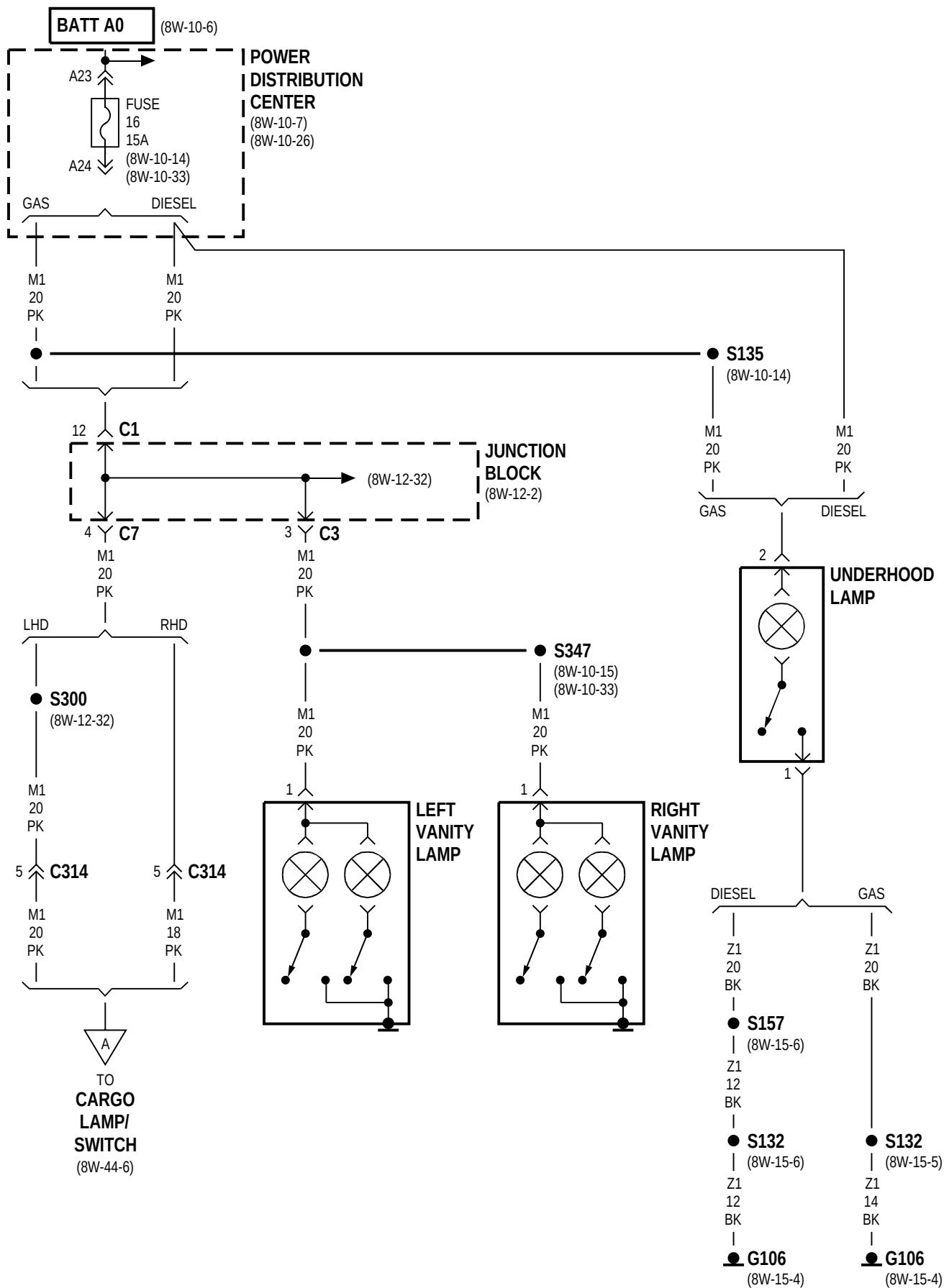
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A/C Heater Control	8W-44-2, 3	Rear Wiper/Washer Switch	8W-44-2, 3
Cargo Lamp/Switch	8W-44-6	Right Courtesy Lamp	8W-44-5
Dome Lamp/Switch	8W-44-5	Right Front Door Jamb Switch	8W-44-6
Front Fog Lamp Switch	8W-44-2, 3	Right Rear Door Jamb Switch	8W-44-6
Fuse 6 (JB)	8W-44-2, 3	Right Vanity Lamp	8W-44-4
Fuse 16 (PDC)	8W-44-4	S132	8W-44-4
G106	8W-44-4	S135	8W-44-4
G107	8W-44-2, 3, 5	S157	8W-44-4
G108	8W-44-2, 3, 5	S201	8W-44-5
G302	8W-44-2, 3, 6	S207	8W-44-5
G303	8W-44-6	S208	8W-44-2, 3, 5
G304	8W-44-6	S214	8W-44-5
Glove Box Lamp Switch	8W-44-5	S215	8W-44-2, 3
Headlamp Delay Module	8W-44-5	S300	8W-44-4
Headlamp Switch	8W-44-2, 3, 5	S304	8W-44-6
Instrument Cluster	8W-44-2, 3	S309	8W-44-2, 3, 6
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Left Courtesy Lamp	8W-44-5	S314	8W-44-5
Left Front Door Jamb Switch	8W-44-6	S315	8W-44-2
Left Rear Door Jamb Switch	8W-44-6	S333	8W-44-6
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Radio	8W-44-2, 3	Underhood Lamp	8W-44-4
Rear Fog Lamp Switch	8W-44-2, 3		

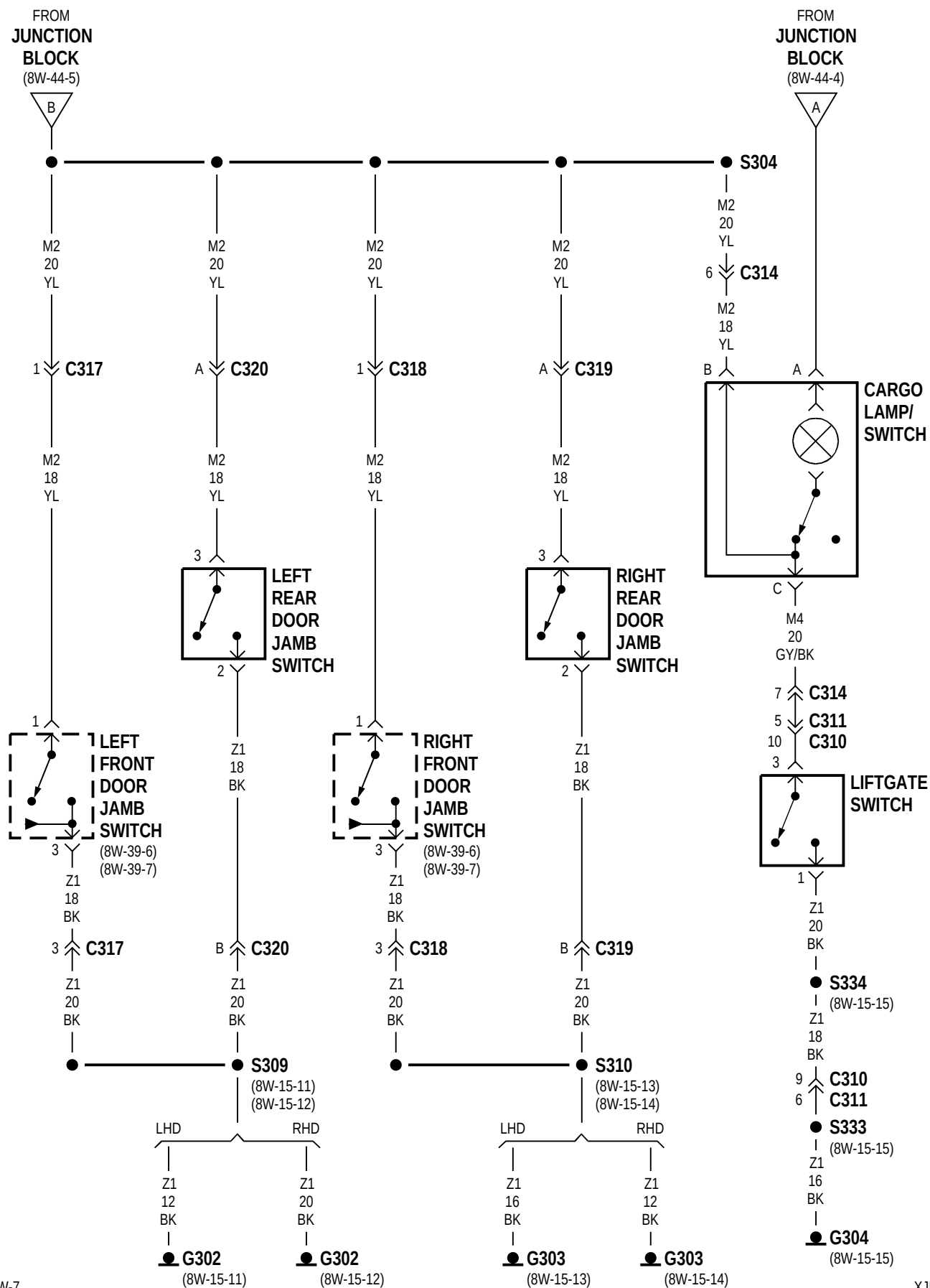
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8W-44 INTERIOR LIGHTING

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UNDERHOOD LAMP	7		

DESCRIPTION AND OPERATION

INTRODUCTION

Circuit M1 from the Ignition Off Draw (IOD)fuse in cavity 16 of the Power Distribution Center (PDC) supplies power to the glove box lamp, left courtesy lamp, right courtesy lamp, dome lamp, cargo lamp, and visor vanity mirror lamps. The M1 circuit also feeds the radio and instrument cluster microproces-sor.

Circuit E2 supplies power for the instrument panel illumination lamps.

INSTRUMENT PANEL ILLUMINATION LAMPS

When parking lamps or headlamps are ON, the headlamp switch connects circuit F34 from fuse 17 in the Power Distribution Center (PDC) to circuit E1 through the dimmer switch circuitry. Circuit E1 feeds circuit E2 through fuse 6 in the junction block. Cir-cuit E2 powers to the following illumination lamps:

- Instrument cluster
- A/C-Heater control lamp
- Fog lamp switch lamp
- Rear wiper switch lamp
- Rear window defogger switch lamp
- Transmission range (PRNDL) indicator lamp
- Radio

Circuit Z1 provides ground for all of the illumina-tion lamps except the instrument cluster, radio, and A/C-Heater control. Circuit Z2 provides ground for the instrument cluster illumination lamps. Circuit Z5 provides ground for the radio, and circuit Z8 provides ground for the A/C-Heater control lamp.

GLOVE BOX LAMP

Circuit M1 from the Ignition Off Draw (IOD) fuse in cavity 16 of the Power Distribution Center (PDC) powers the glove box lamp. A case grounded switch, in series after the lamp, CLOSES when the glove box door is opened. The switch completes a path to ground on circuit Z1.

UNDERHOOD LAMP

Circuit M1 from the Ignition Off Draw (IOD) fuse in cavity 16 of the Power Distribution Center (PDC) supplies battery voltage for the underhood lamp. A mercury switch, in series after the lamp, connects the lamp to ground on circuit Z1. When the hood is raised, mercury inside the switch moves to a position where it connects circuit M1 to ground circuit Z1, illuminating the lamp.

CARGO LAMP, COURTESY LAMPS AND DOME LAMP

Circuit M1 from the Ignition Off Draw (IOD) fuse in cavity 16 of the Power Distribution Center (PDC) supplies power to the cargo lamp, courtesy lamps and dome lamp. This circuit is HOT at all times. The ground path for the lamp is provided in three differ-ent ways.

One way is through the door jamb switches. Circuit M2 connects to the door jamb switches from the cour-tesy and dome lamps. The switches are connected to ground circuit Z1. When a door is opened, the plunger in the switch CLOSES, completing a path to ground.

The second way is through the liftgate switch. Cir-cuit M2 connects to circuit M4 through the liftgate switch. The liftgate switch connects to ground circuit Z1. When the lift gate opens, the plunger in the switch CLOSES, completing a path to ground.

The third ground path is through the headlamp switch. Circuit M2 is spliced in with the headlamp switch. When the operator turns the headlamp switch to the dome lamp ON position, a ground path is provided through the switch.

VISOR VANITY MIRROR LAMPS

Circuit M1 from the Ignition Off Draw (IOD) fuse in cavity 16 of the Power Distribution Center (PDC) supplies power to the vanity lamps. Circuit M1 is HOT at all times. When the vanity lamps switch closes, voltage flows to vanity mirror lamps. Circuit Z1 supplies ground for the vanity mirror lamps.

DESCRIPTION AND OPERATION (Continued)

READING LAMPS

Circuit M1 from the Ignition Off Draw (IOD) fuse in cavity 16 of the Power Distribution Center (PDC) supplies power to the reading lamps. Circuit M1 is

HOT at all times. When the operator depresses the reading lamp, the reading lamp switch closes and supplies ground on circuit Z1.

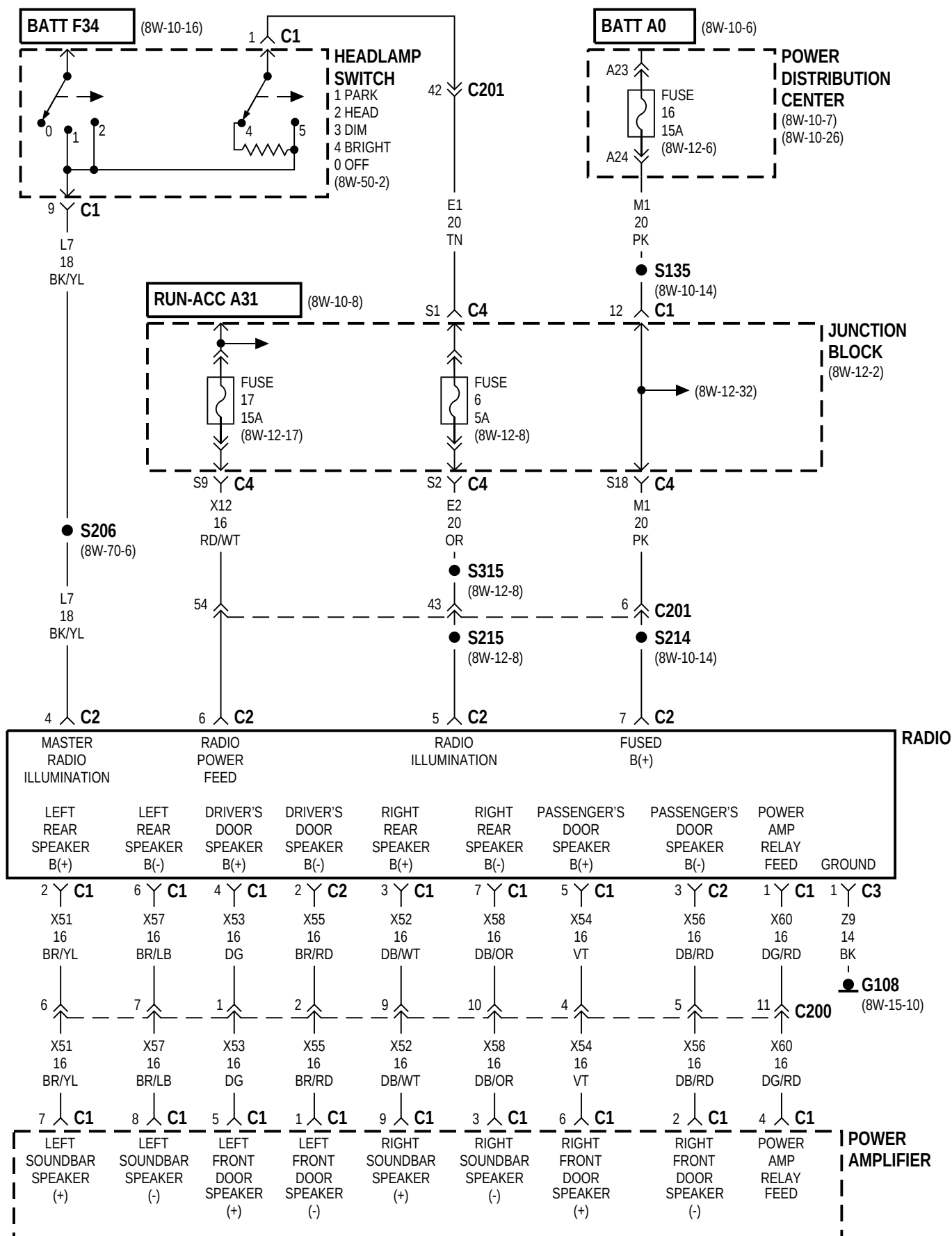
8W-47 AUDIO SYSTEM

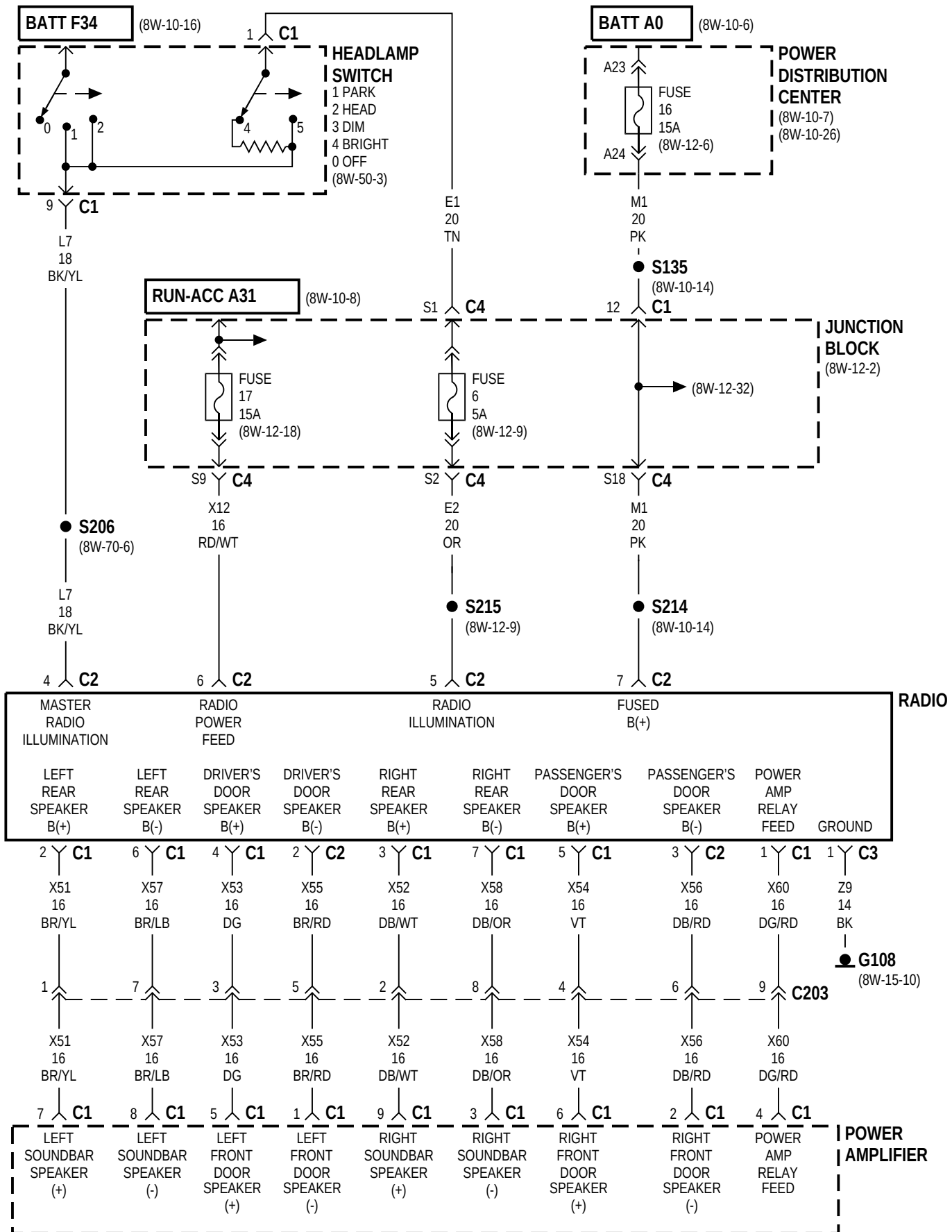
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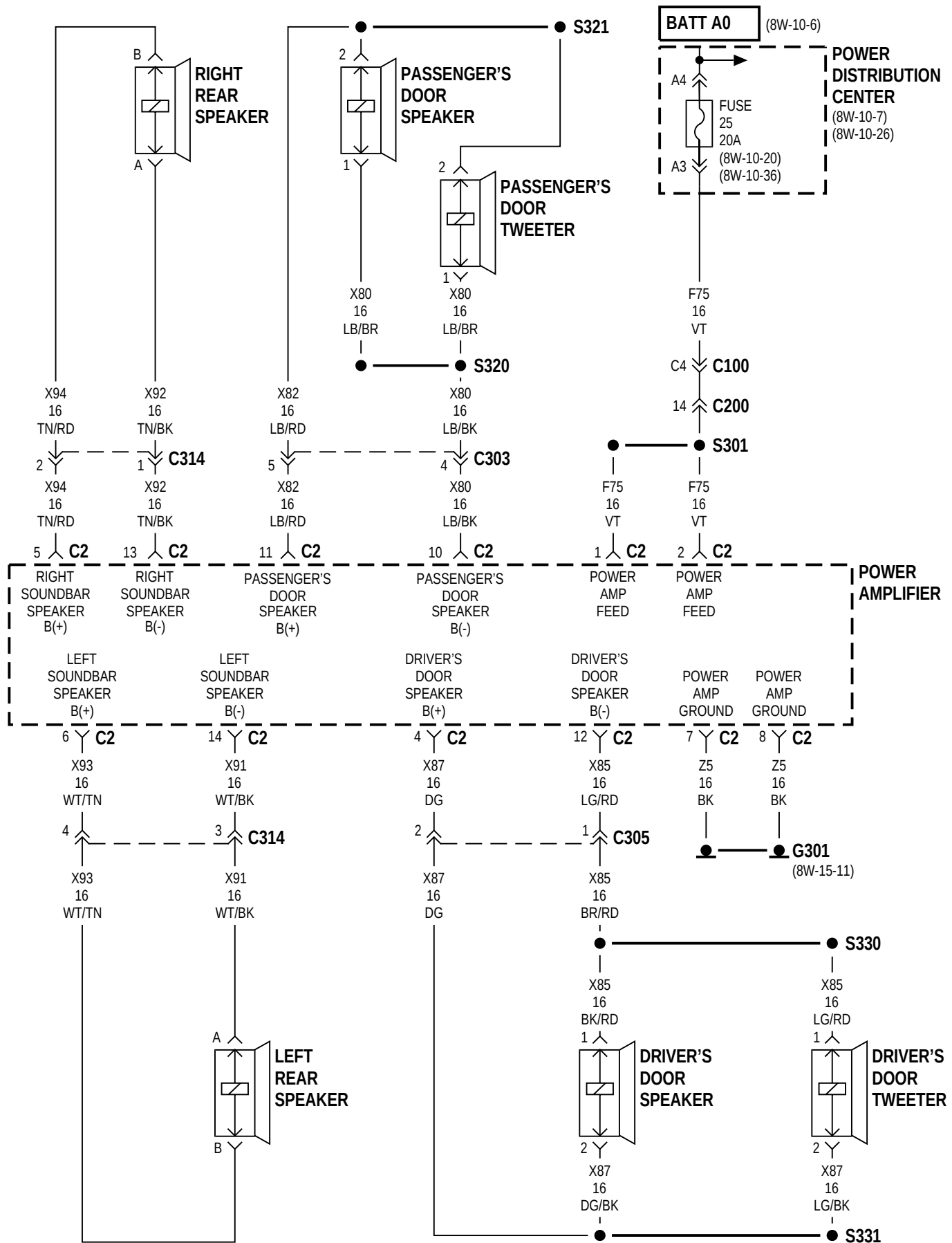
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Driver's Door Tweeter	.8W-47-3, 4	Right Rear Speaker.....	.8W-47-3, 4
Fuse 6 (JB)	.8W-47-2	S135	.8W-47-2
Fuse 16 (JB)	.8W-47-2	S206	.8W-47-2
Fuse 17 (JB)	.8W-47-2	S214	.8W-47-2
Fuse 25 (PDC).....	.8W-47-3, 4	S215	.8W-47-2
G108	.8W-47-2	S301	.8W-47-3, 4
G301	.8W-47-3, 4	S315	.8W-47-2
Headlamp Switch	.8W-47-2	S320	.8W-47-3, 4
Junction Block.....	.8W-47-2	S321	.8W-47-3, 4
Left Rear Speaker.....	.8W-47-3, 4	S326	.8W-47-4
Passenger's Door Speaker	.8W-47-3, 4	S327	.8W-47-4
Passenger's Door Tweeter	.8W-47-3, 4	S330	.8W-47-3
Power Amplifier.....	.8W-47-2, 3, 4	S331	.8W-47-3
Power Distribution Center.....	.8W-47-2, 3, 4		

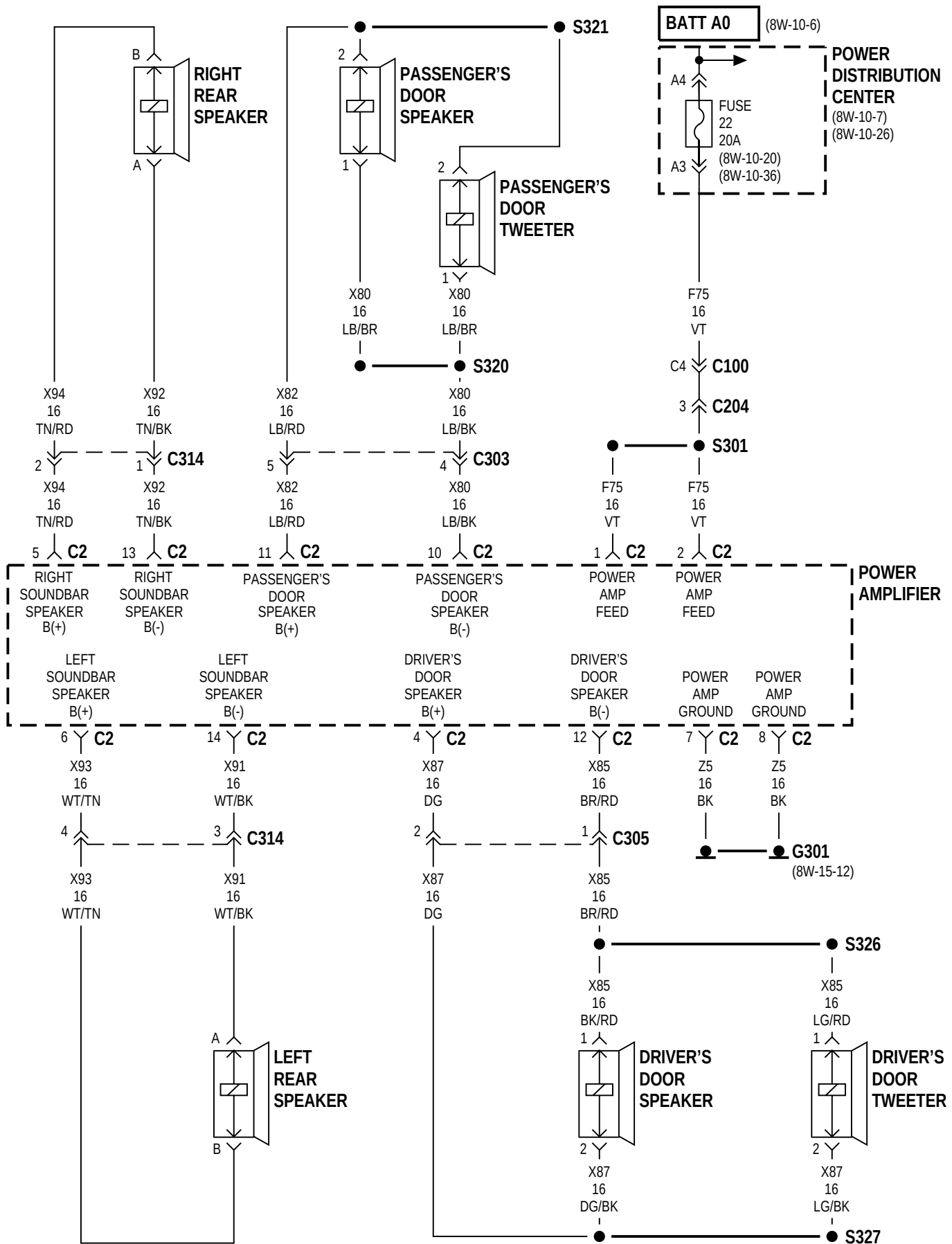




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8W-47 AUDIO SYSTEM

DESCRIPTION AND OPERATION

RADIO

When the ignition switch is in the ACCESSORY or RUN position, it connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A31. Circuit A31 feeds circuit X12 through fuse 15 in the junction block. Circuit X12 powers the radio.

Circuit Z5 provides ground for the radio. The antenna connects to the rear of the radio.

RADIO MEMORY

Circuit M1 from the Ignition Off Draw (IOD) fuse in cavity 16 of the Power Distribution Center (PDC) supplies power for the radio memory. Circuit M1 is HOT at all times.

The IOD fuse is removed during vehicle shipping to prevent excessive battery draw.

RADIO ILLUMINATION

When the parking lamps or headlamps are ON, circuit L7 provides the illumination signal to the radio. Also when the headlamps or parking lamps are ON, circuit E2 provides the illumination intensity signal to the radio.

SPEAKERS—STANDARD SYSTEM

The standard system uses four speakers. Circuit X53 feeds the speaker in the left front door. Circuit X55 is the return from the speaker to the radio.

Circuit X54 feeds the right front door speaker. Circuit X56 is the return from the speaker to the radio.

Circuit X51 feeds the left rear door speaker. Circuit X57 is the return from the speaker to the radio.

Circuit X52 feeds the right rear door speaker. Circuit X58 is the return from the speaker to the radio.

AMPLIFIER AND SPEAKERS—PREMIUM

A power amplifier is used on premium systems only. The amplifier is connected between the radio and the speakers.

Circuit F75 from fuse 25 in the Power Distribution Center (PDC) feeds the radio amplifier. Circuit Z5 provides ground for the amplifier. Circuit X60 from the radio supplies power to the amplifier.

From the radio, circuits X54 and X56 are the right front speaker inputs to the power amplifier; circuits X53 and X55 the left front inputs, circuits X51 and X57 the left rear inputs, and circuits X52 and X58 the right rear inputs.

From the power amplifier, circuits X80 and X82 feed the right front door and instrument panel. Circuits X85 and X87 feed the left front door and instrument panel. Circuits X92 and X94 feed the right sound bar. Circuits X91 and X93 feed the left sound bar.

8W-48 REAR WINDOW DEFOGGER

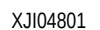
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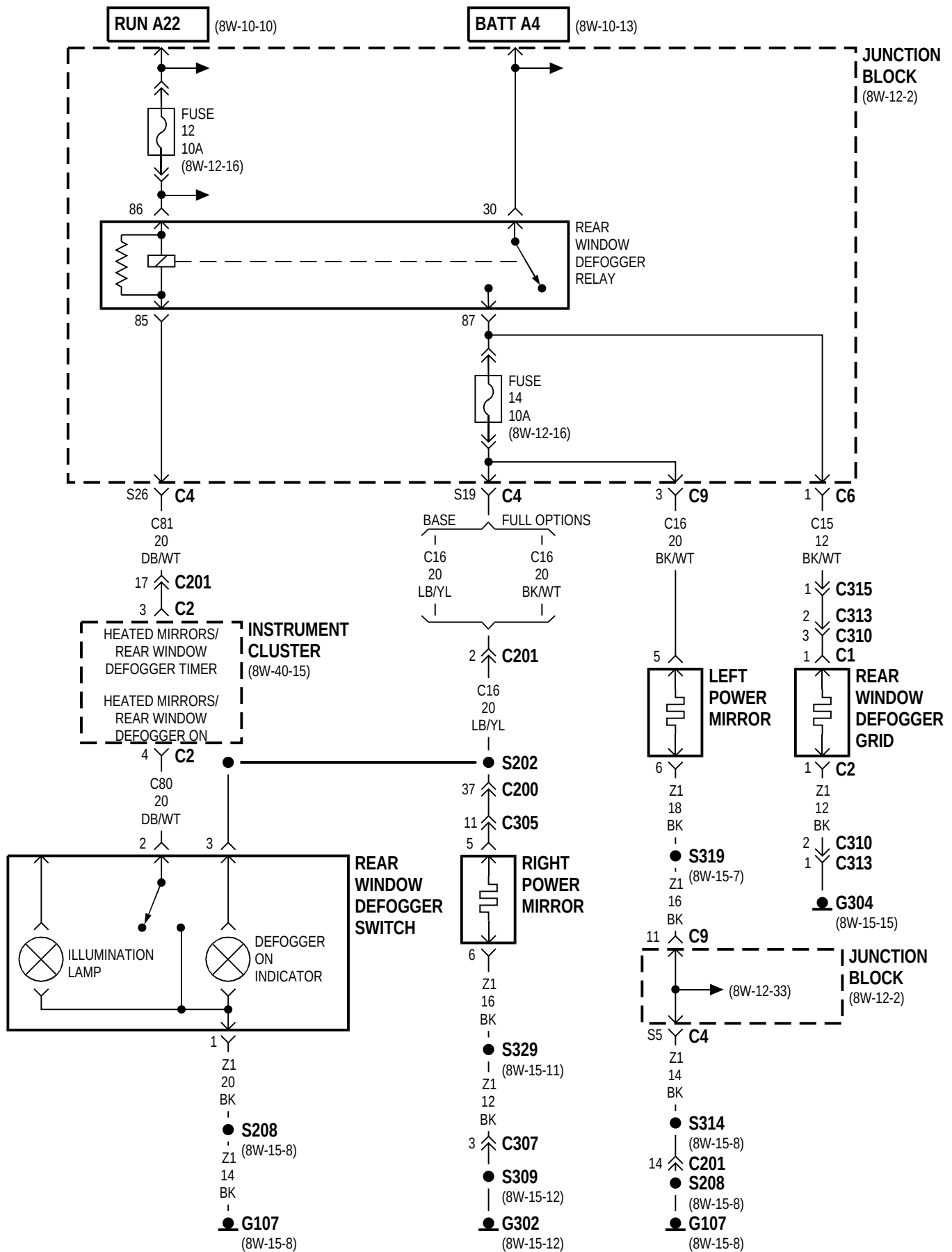
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Defogger On Indicator	.8W-48-2, 3	Rear Window Defogger Relay	.8W-48-2, 3
Fuse 12 (JB)	.8W-48-2, 3	Rear Window Defogger Switch	.8W-48-2, 3
Fuse 14 (JB)	.8W-48-2, 3	Right Power Mirror	.8W-48-2, 3
G107	.8W-48-2, 3	S202	.8W-48-2, 3
G302	.8W-48-2, 3	S208	.8W-48-2, 3
G304	.8W-48-2, 3	S309	.8W-48-2, 3
Illumination Lamp	.8W-48-2, 3	S314	.8W-48-2, 3
Instrument Cluster	.8W-48-2, 3	S319	.8W-48-2, 3
Junction Block	.8W-48-2, 3	S329	.8W-48-2, 3
Left Power Mirror	.8W-48-2, 3		
Rear Window Defogger Grid	.8W-48-2, 3		

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8W-48 REAR WINDOW DEFOGGER

DESCRIPTION AND OPERATION

REAR WINDOW DEFOGGER

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 powers the coil side of the rear window defogger relay through fuse 12 in the junction block..

When the operator presses the rear window defogger switch, the switch contacts momentarily CLOSE. When closed, the switch contacts connect circuit C80 from the instrument cluster microprocessor to ground on circuit Z1. After it senses ground on circuit C80, the microprocessor energizes the rear window defog-

ger relay by providing ground for the relay coil on circuit C81.

When the rear window defogger relay energizes, it connects circuit A4 from PDC fuse 10 to circuit C15. Circuit C15 supplies power the rear window defogger grid. Circuit Z1 provides ground for the rear window defogger grid.

HELPFUL INFORMATION

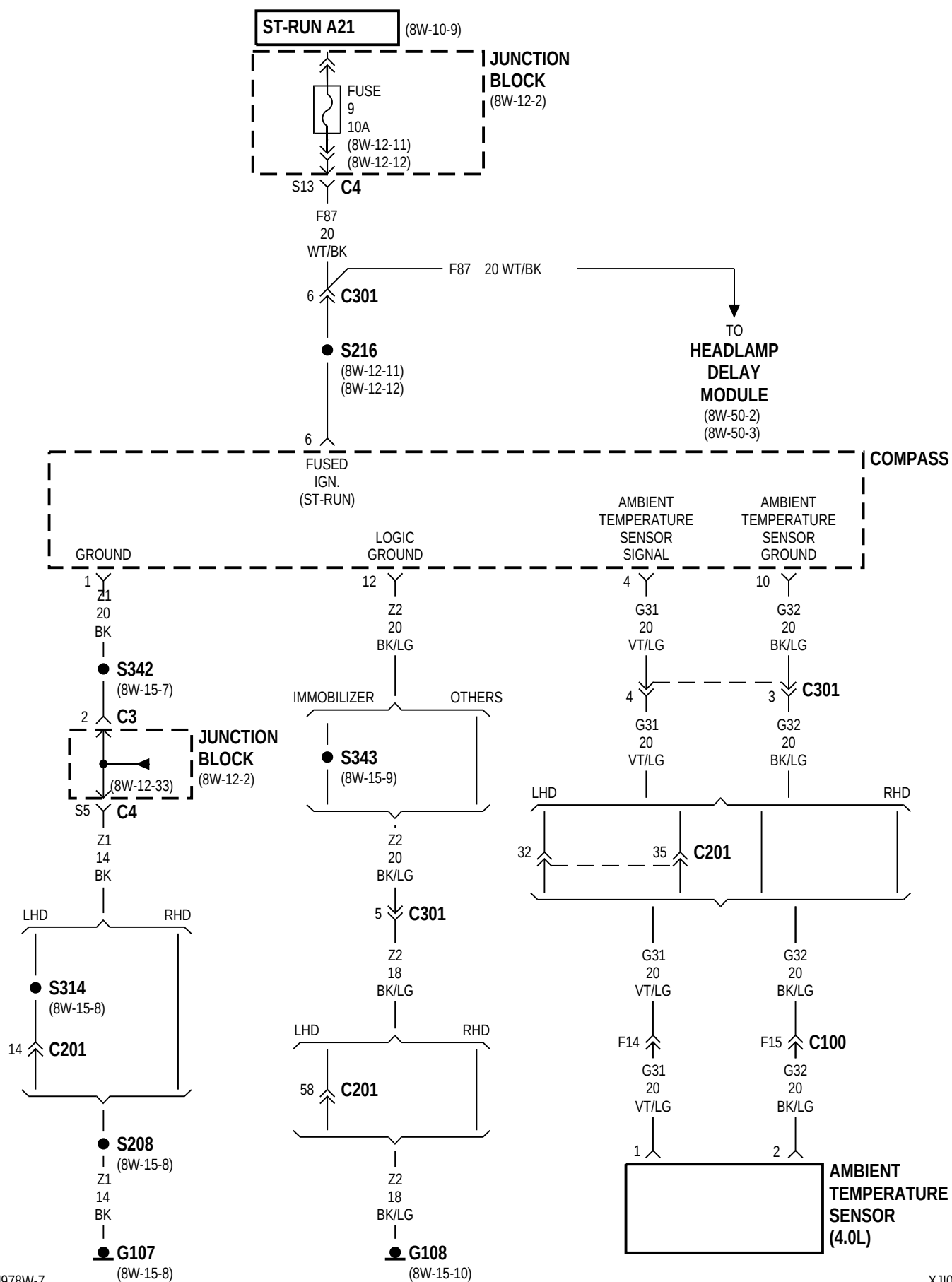
- Check for broken grid lines on the window.
- Check for a broken bus bar or disconnected leads at the rear window.
- Check for a good ground at the rear window defogger grid.

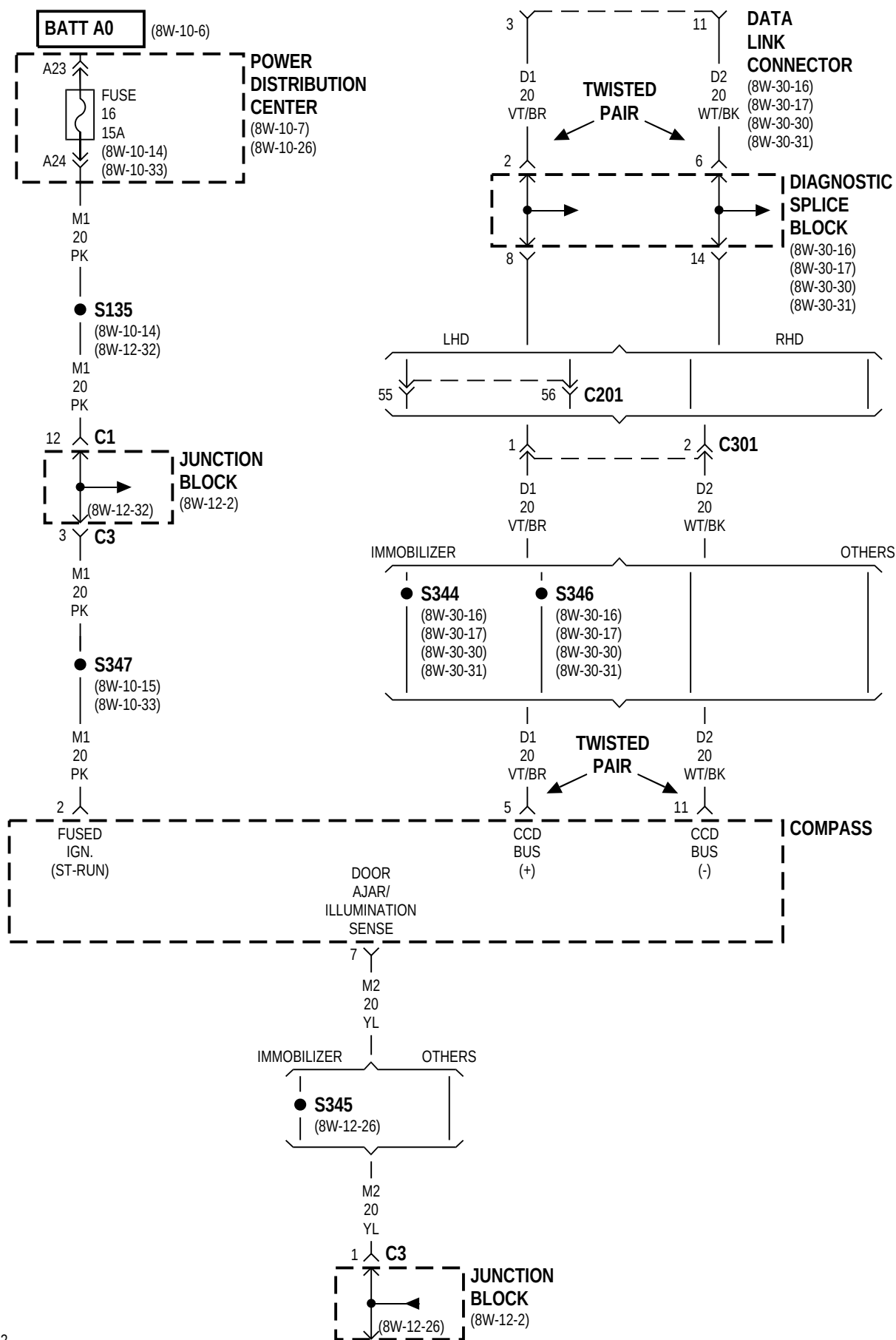
8W-49 OVERHEAD CONSOLE

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Data Link Connector	.8W-49-3	S314	.8W-49-2
Diagnostic Splice Block	.8W-49-3	S342	.8W-49-2
Fuse 9 (JB)	.8W-49-2	S343	.8W-49-2
Fuse 16 (PDC)	.8W-49-3	S344	.8W-49-3
G107	.8W-49-2	S345	.8W-49-3
G108	.8W-49-2	S346	.8W-49-3
Junction Block	.8W-49-2,3	S347	.8W-49-3
Power Distribution Center	.8W-49-3		
S135	.8W-49-3		





8W-49 OVERHEAD CONSOLE

DESCRIPTION AND OPERATION

INTRODUCTION

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 supplies power to circuit F87 through fuse 9 in the junction block. Circuit F87 supplies power to the overhead console.

To allow the overhead console to communicate with other modules and controllers the CCD Bus is used.

The circuits involved are D1 for CCD (+), and D2 for CCD (-).

Circuits Z1 and Z2 provides ground for the overhead console. Circuit M2 from the door jamb switches also connects to the overhead console.

AMBIENT TEMPERATURE SENSOR

The ambient temperature sensor is a variable resistor. Circuit G31 supplies voltage from the overhead console to the sensor. Circuit G32 is the signal return from the sensor to the overhead console.

8W-50 FRONT LIGHTING

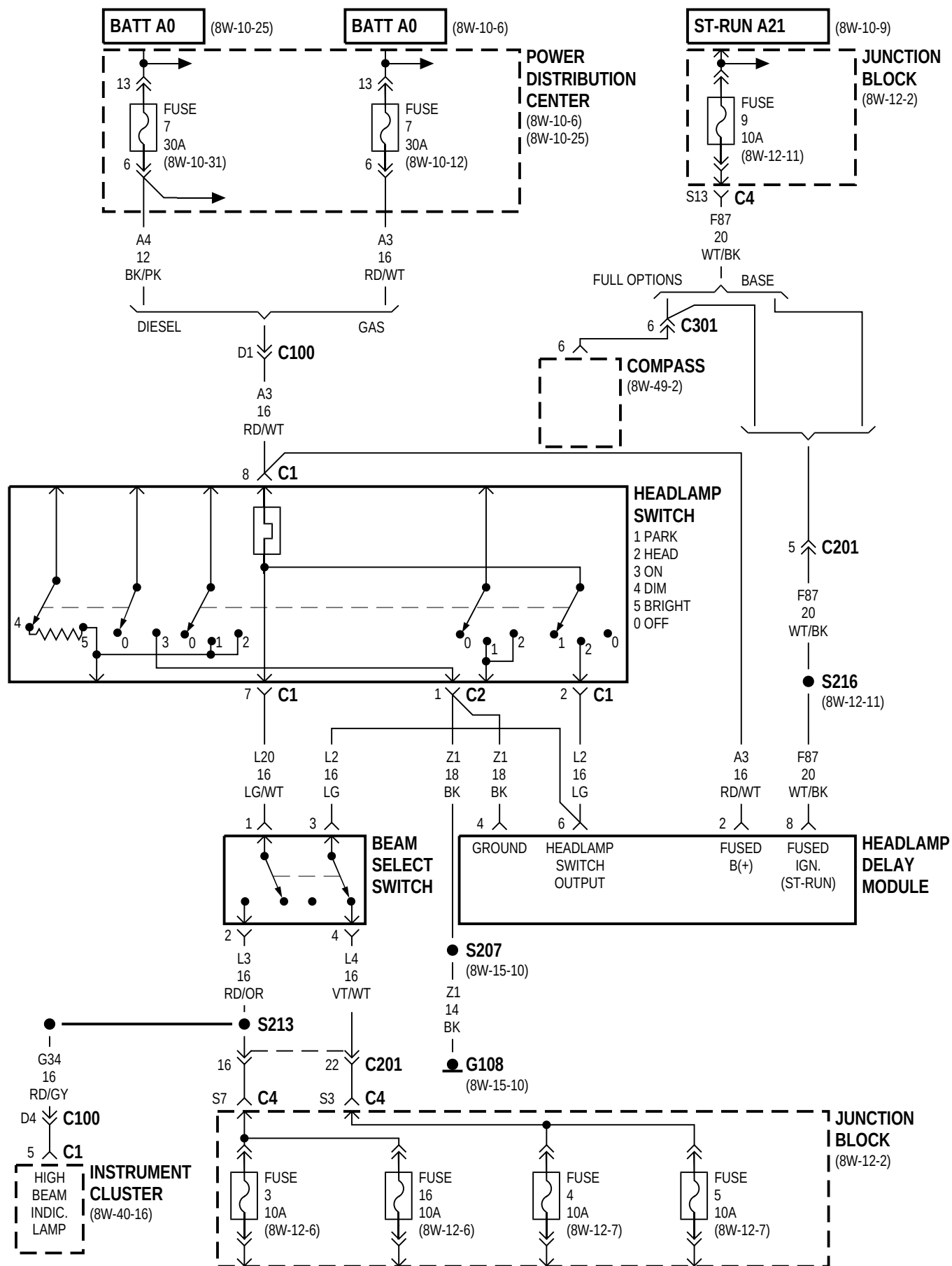
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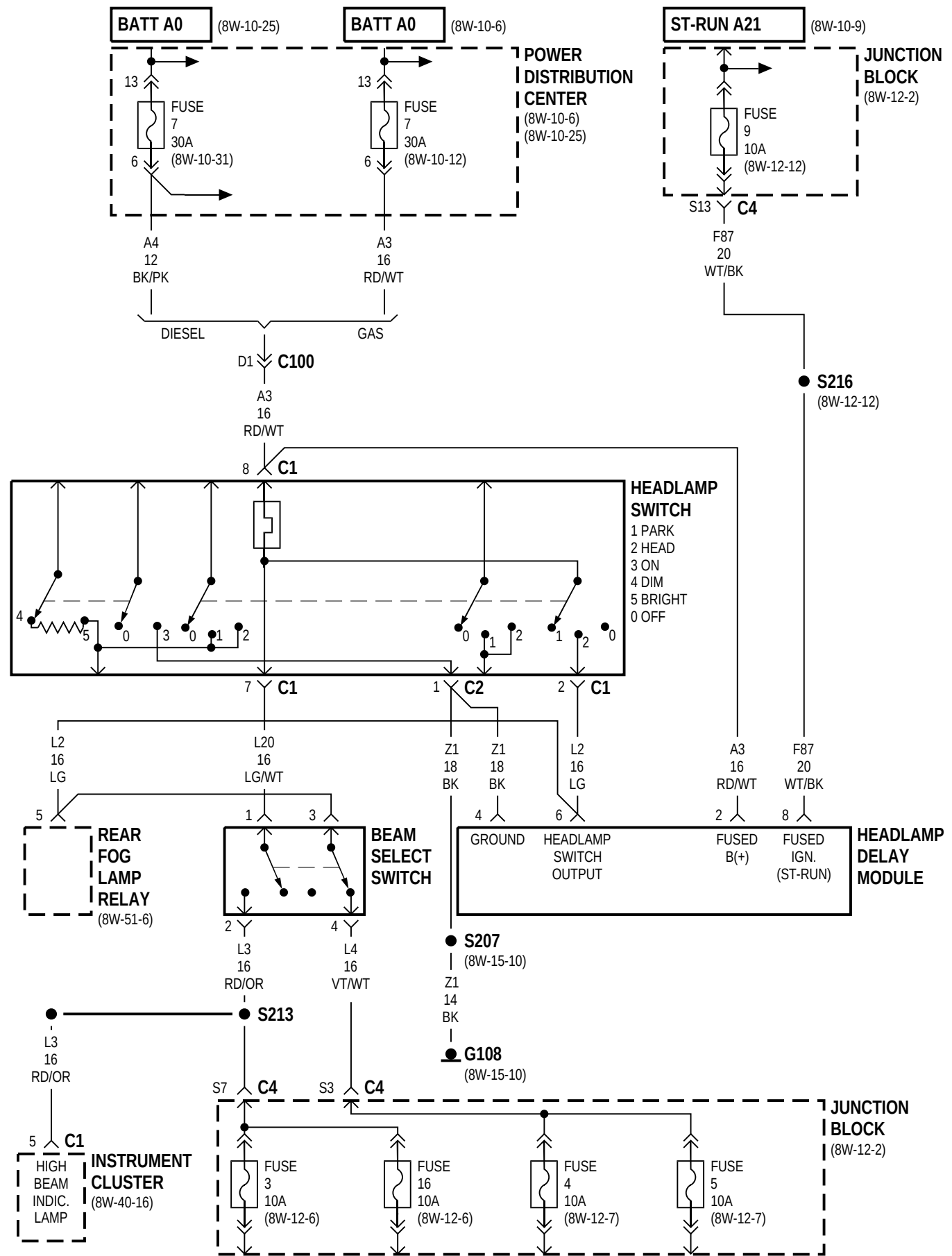
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Compass	8W-50-2	Left Headlamp Leveling Motor	8W-50-9
Controller Anti-Lock Brake Relay	8W-50-8	Left Position Lamp	8W-50-5, 6
Fog Lamp Relay	8W-50-5, 7, 8	Left Repeater Lamp	8W-50-5, 6
Front Fog Lamp Switch	8W-50-7, 8	Power Distribution Center	8W-50-2, 3, 7, 8
Fuse 3 (JB)	8W-50-2, 3, 4	Rear Fog Lamp Relay	8W-50-3
Fuse 4 (JB)	8W-50-2, 3, 4	Right Fog Lamp	8W-50-7, 8
Fuse 5 (JB)	8W-50-2, 3, 4, 9	Right Front Turn Signal Lamp	8W-50-5, 6
Fuse 7 (JB)	8W-50-5, 6, 7, 8	Right Headlamp	8W-50-4, 9
Fuse 7 (PDC)	8W-50-2, 3	Right Headlamp Leveling Motor	8W-50-9
Fuse 9 (JB)	8W-50-2, 3	Right Position Lamp	8W-50-5, 6
Fuse 16 (JB)	8W-50-2, 3, 4	Right Repeater Lamp	8W-50-5, 6
Fuse 23 (JB)	8W-50-5, 6	S100	8W-50-5, 6
Fuse 24 (PDC)	8W-50-7, 8	S102	8W-50-4, 5, 6, 7, 8
G106	8W-50-4, 5, 6, 7, 8, 9	S103	8W-50-4, 5, 6, 7, 8
G107	8W-50-9	S105	8W-50-5, 6
G108	8W-50-2, 3	S106	8W-50-7, 8
Headlamp Delay Module	8W-50-2, 3	S133	8W-50-4, 9
Headlamp Leveling Switch	8W-50-4, 9	S206	8W-50-5, 6, 7, 8
Headlamp Switch	8W-50-2, 3, 5, 6, 7, 8	S207	8W-50-2, 3
Illumination Lamp	8W-50-7, 8	S209	8W-50-5, 6
Instrument Cluster	8W-50-2, 3	S212	8W-50-5, 6
Junction Block	8W-50-2, 3, 4, 5, 6, 7, 8, 9	S213	8W-50-2, 3, 4
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Left Front Turn Signal Lamp	8W-50-5, 6	Turn Signal/Hazard Switch	8W-50-5, 6

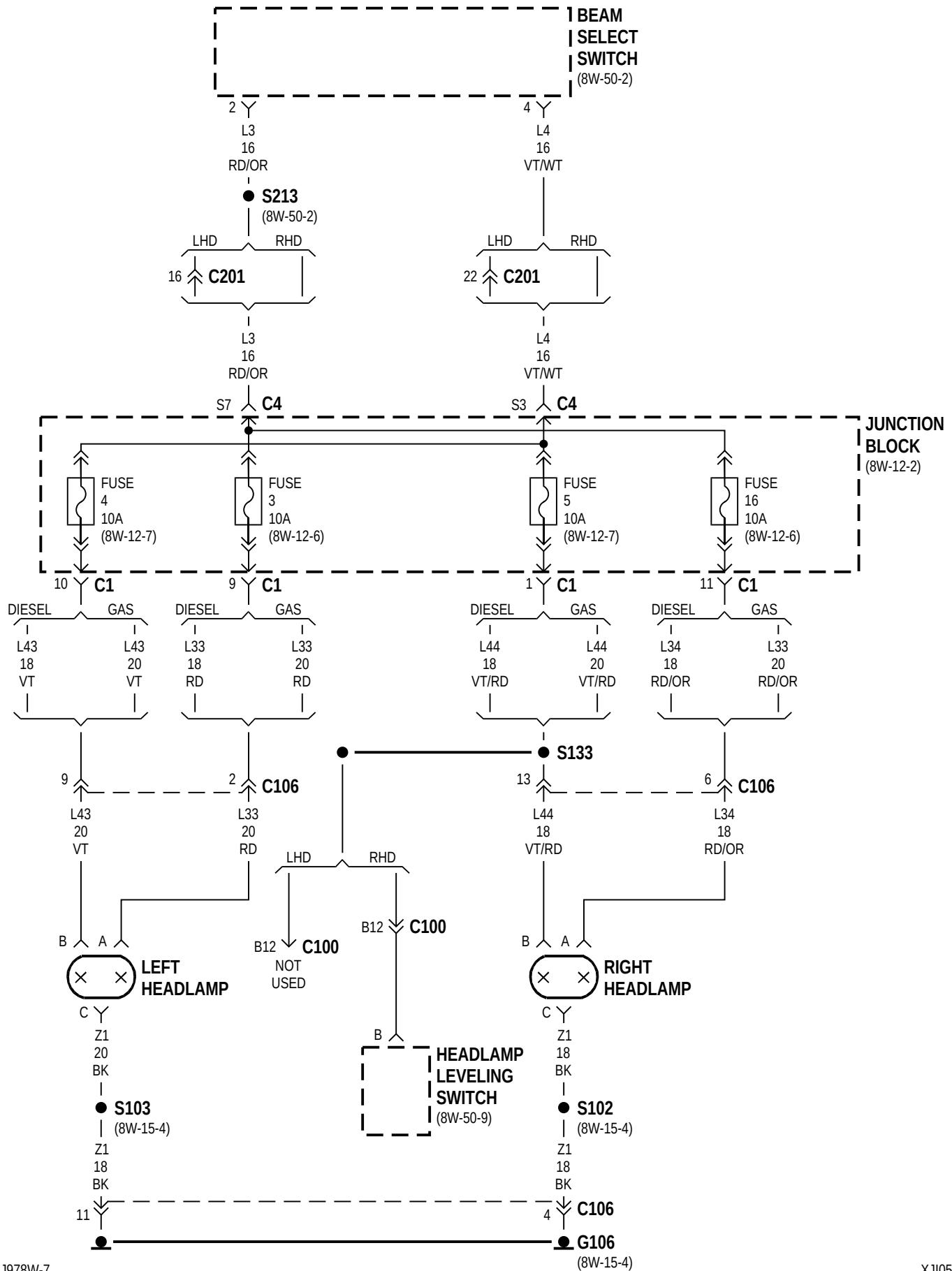
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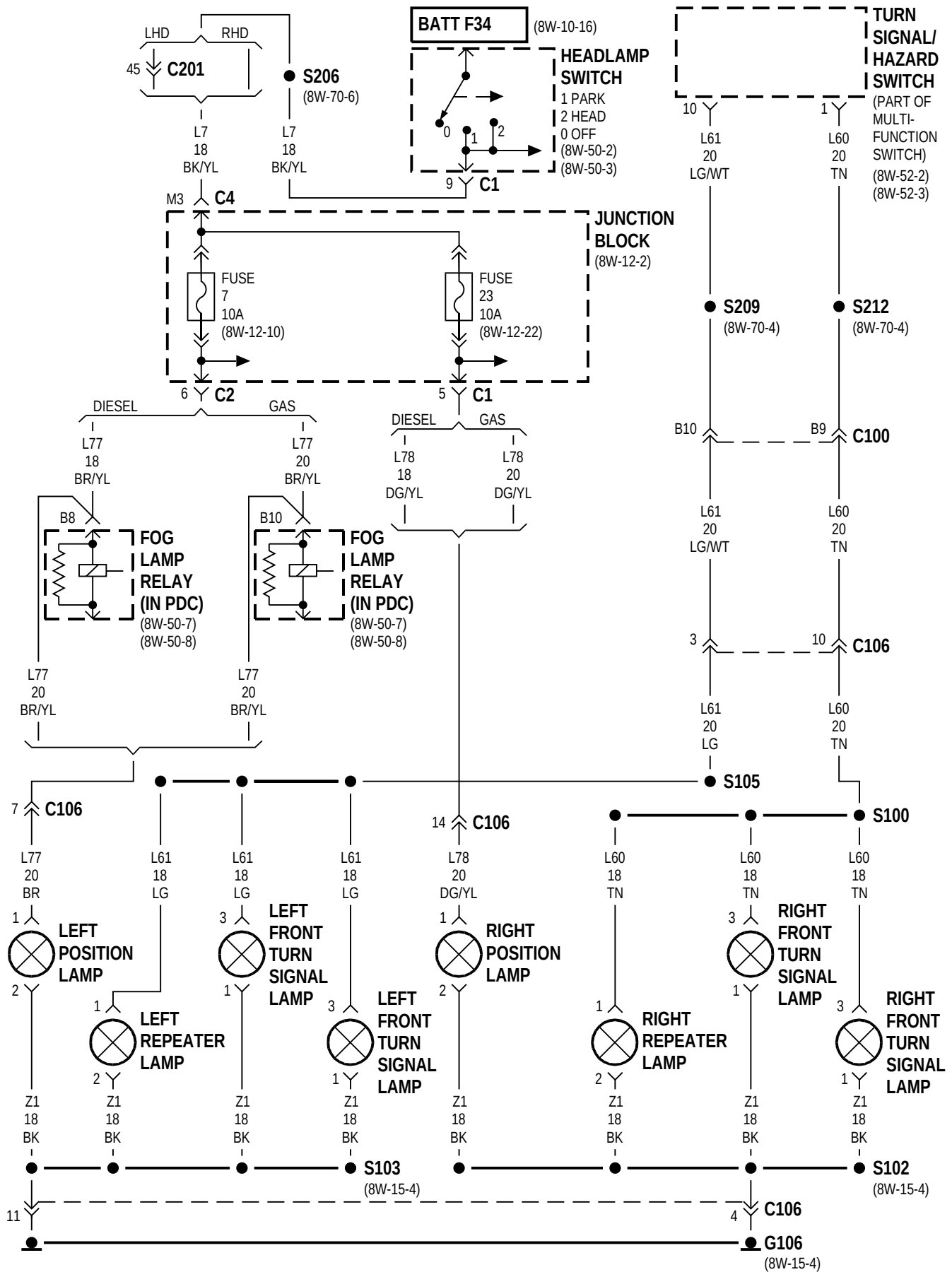


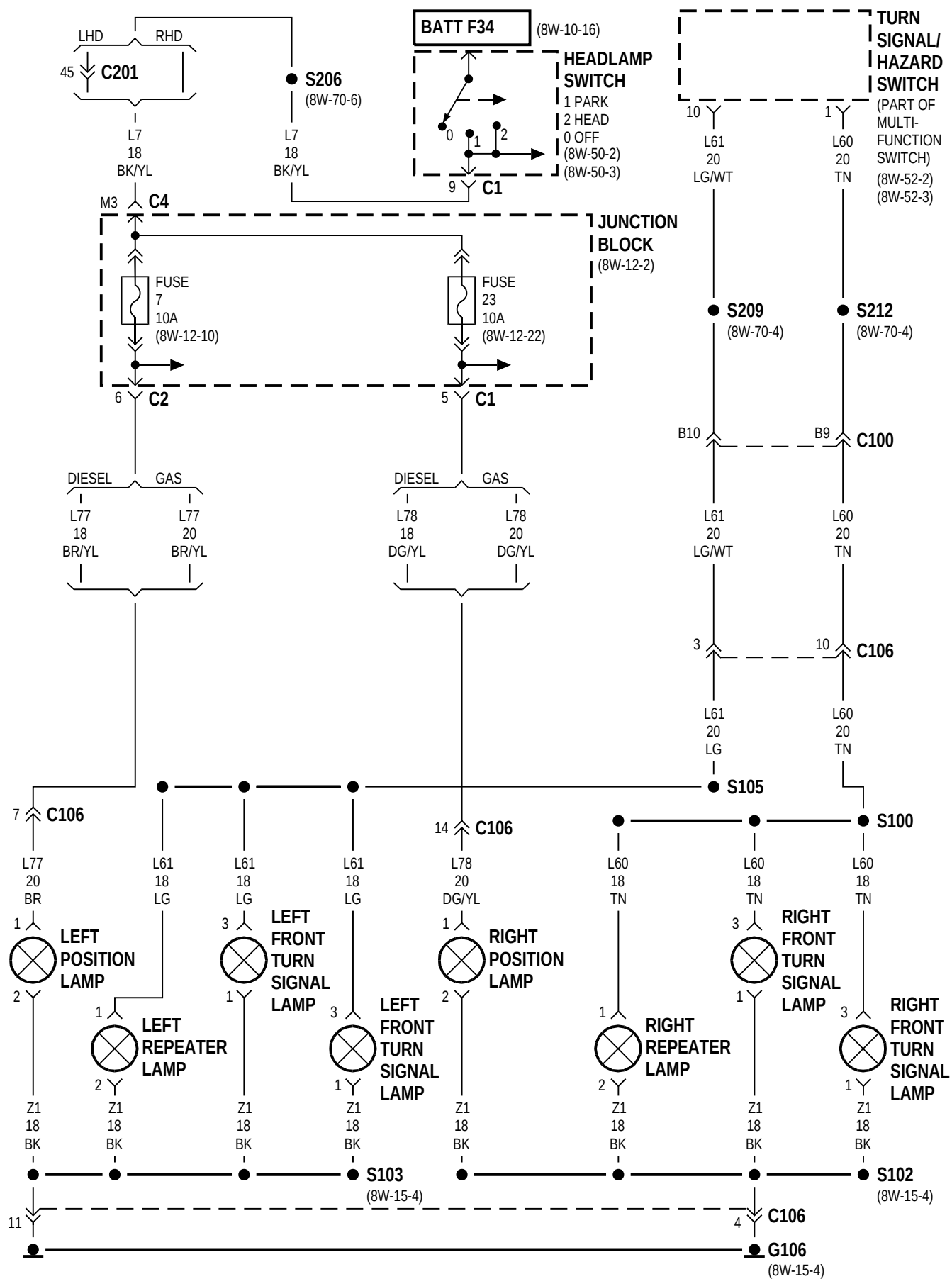
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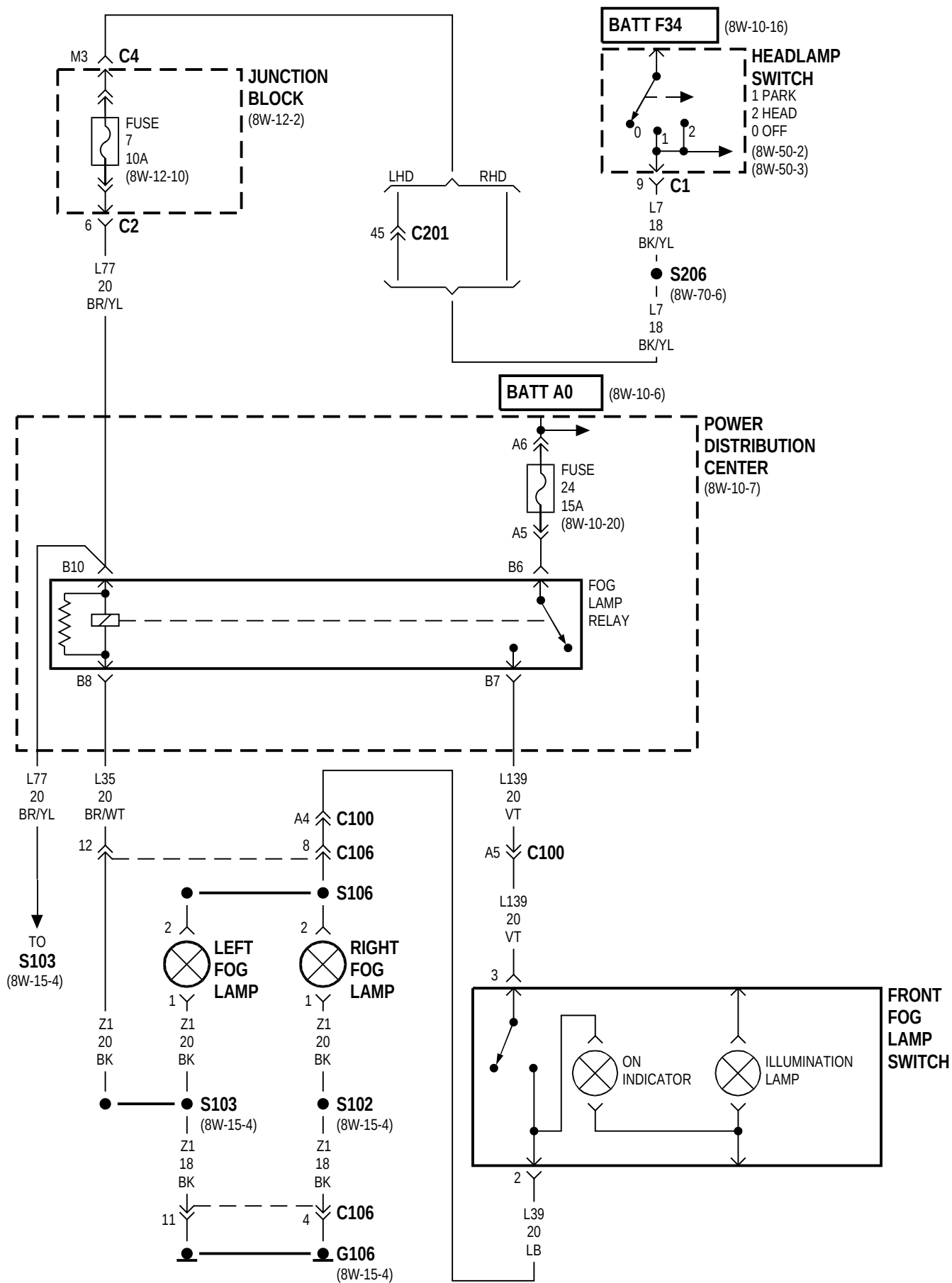


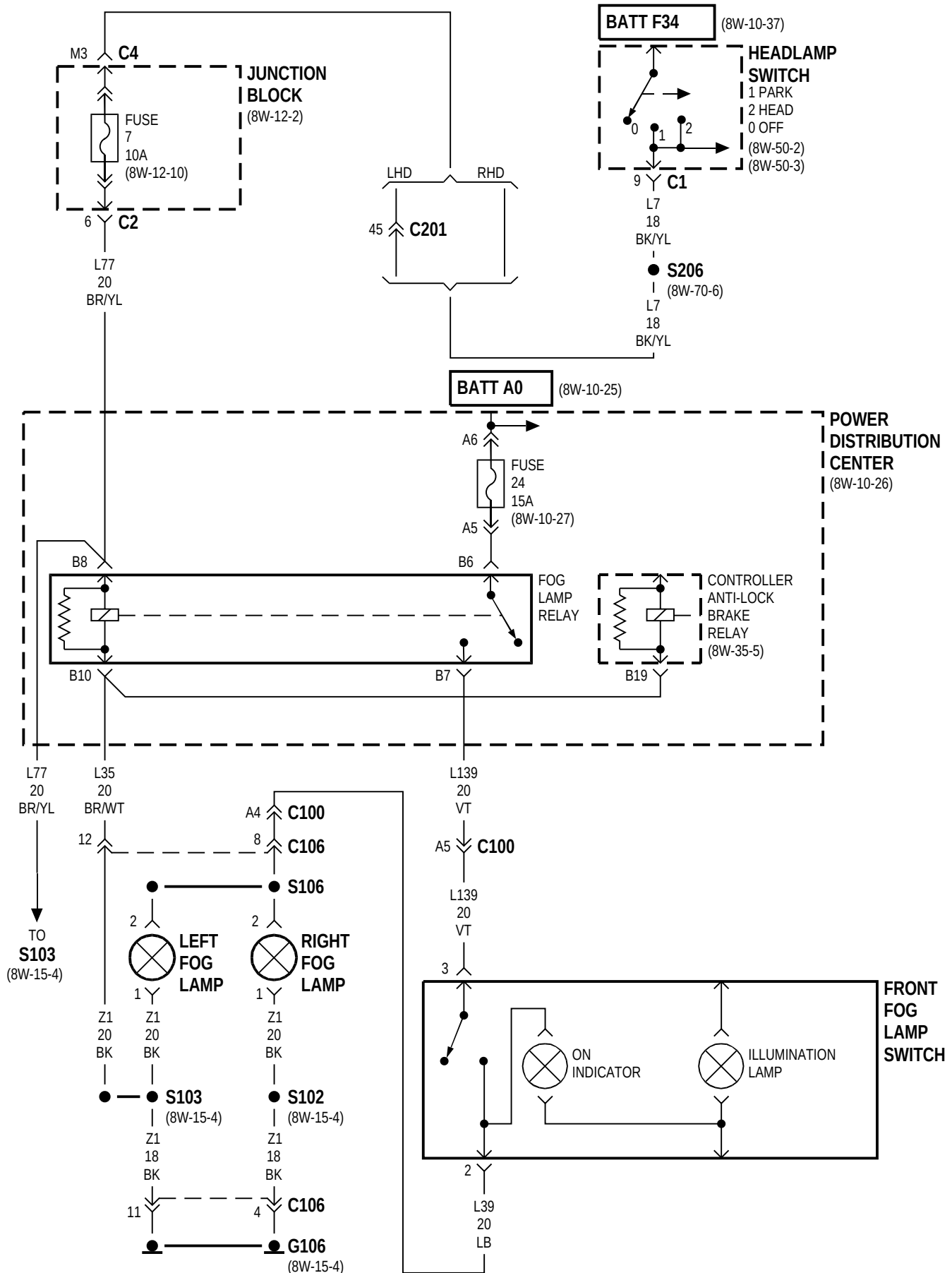
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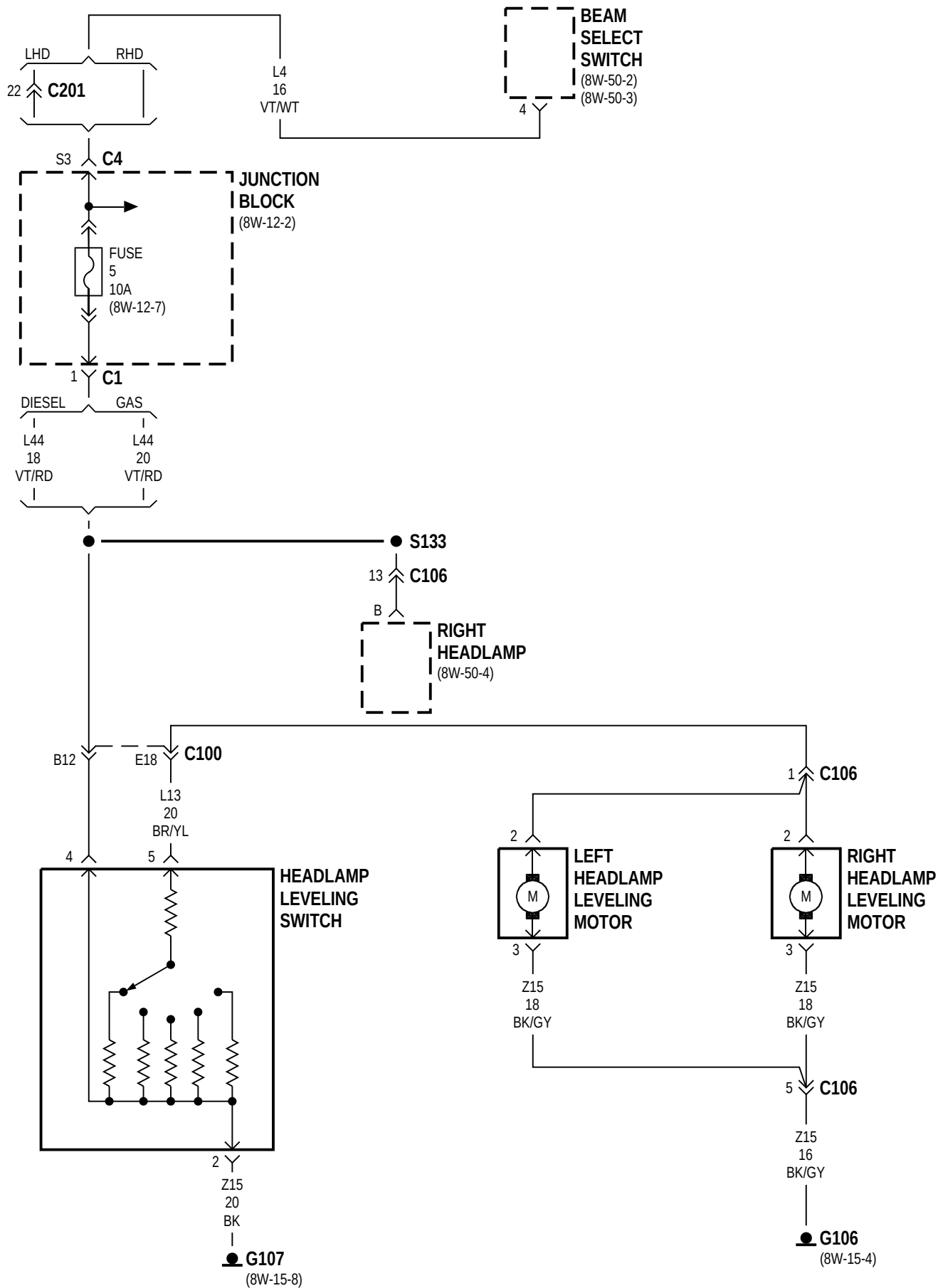












8W-50 FRONT LIGHTING

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DESCRIPTION AND OPERATION

PARKING LAMPS

Circuit F34 from fuse 17 in the Power Distribution Center (PDC) connects to circuit L7 through the headlamp switch. Circuit L7 powers circuits L77 and L78 through fuses 7 and 23 in the junction block. Circuit L78 powers the right park and marker lamps. Circuit L77 powers the left park and marker lamps.

HELPFUL INFORMATION

- Circuits L77 and L78 also power the rear tail lamps.
- Circuit L77 powers the coil side of the fog lamp relay.
- Circuit L77 provides the illumination lamp signal to the radio.
- Circuit L78 feeds the license plate lamp.
- Circuit Z1 provides ground for the parking lamps, marker lamps, rear tail lamps, and license lamp.

HEADLAMPS

HEADLAMP SWITCH IN ON POSITION

The headlamp switch has three positions: ON, PARK (parking lamps) and OFF. In the ON position, the headlamp switch connects circuit A3 from fuse 7 in the Power Distribution Center (PDC) to circuit L2. Circuit L2 connects to circuit L4 through the dimmer switch circuitry in the multi-function switch. Circuit L4 connects to circuits L43 and L44 through fuses 4 and 5 in the junction block. Circuits L43 and L44 power the low beams of the headlamps.

When the operator selects high beam operation, the multi-function switch connects circuit L2 to circuit L3. Circuit L3 connects to circuits L33 and L34 through fuses 3 and 16 in the junction block. Circuits L33 and L34 power high beam operation. Circuit Z1 provides ground for the headlamps.

HEADLAMP SWITCH IN OFF OR PARKING LAMP POSITION

The headlamps switch contains an internal circuit breaker that connects circuit A3 to circuit L20. Circuit L20 connects to the multi-function switch. When the operator momentarily flashes the high beams of the headlamps with the turn signal lever, circuit L20 connects to circuit L3. Circuit L3 feeds the high beams of the headlamps.

HEADLAMP GROUND

Circuit Z1 provides ground for both right and left headlamps.

HEADLAMP LEVELING

When the headlamp switch is in the ON or Headlamp position, it connects circuit A3 from fuse 7 in the Power Distribution Center (PDC) to circuit L2. Circuit L2 connects to circuit L4 through the multi-function switch. Circuit L4 feeds the headlamp leveling switch. Circuit Z15 grounds the switch.

HEADLAMP DELAY MODULE

When the operator turns OFF the ignition switch and then turns OFF the headlamp switch, the headlamp delay module powers the headlamps for approximately 45 seconds.

When the ignition switch is in the START or RUN position, circuit A22 powers circuit F87 through fuse 9 in the junction block. Circuit F87 supplies the IGNITION ON/OFF signal to the headlamp delay module. Circuit Z1 provides ground for the module.

When the headlamp delay module activates, it connects circuit A3 from fuse 7 in the Power Distribution Center (PDC) to circuit L2. Circuit L2 powers the headlamps through the multifunction switch.

FOG LAMPS

WITHOUT DAYTIME RUNNING LAMPS

The fog lamps are controlled by the fog lamp switch and fog lamp relay. The fog lamps operate only when the headlamp switch is in the PARK or ON position, and the operator has selected low-beam

DESCRIPTION AND OPERATION (Continued)

operation. When the headlamps are in high-beam operation, the fog lamps will not operate.

Circuit F61 from fuse 24 in the Power Distribution Center (PDC) powers the contact side of fog lamp relay. Circuit F61 connects to circuit L139 through the contacts of the fog lamp relay. Circuit L139 connects to circuit L39 through the contacts of the fog lamp switch. When the contacts in the fog lamp relay and the fog lamp switch are closed, circuit L39 feeds the fog lamps. Circuit Z1 provides ground for the fog lamps.

Circuit E2 provides voltage for the illumination lamp in the fog lamp switch.

WITH DAYTIME RUNNING LAMPS

The fog lamps are controlled by the fog lamp switch and two fog lamp relays. The fog lamps operate only when the headlamp switch is in the PARK or ON position, and the operator has selected low-beam operation. When the headlamps are in high-beam operation, the fog lamps will not operate.

Circuit F61 from fuse 24 in the Power Distribution Center (PDC) powers the contact side of fog lamp relay number one (1).

When the headlamp switch is in the PARK or ON position, circuit L77 from the switch supplies voltage to the coil side of relay number one (1). Circuit Z1 provides ground for the coil side of relay number one (1). When the contacts in relay number one are closed circuit F61 is connected to circuit L34. Circuit L34 connects to circuit L139 through the contacts in fog lamp relay number two (2). When the fog lamp switch closes, it connects circuit L139 to circuit L39. When the contacts in the fog lamp relays and the fog lamp switch are closed, circuit L39 feeds the fog lamps. Circuit Z1 provides ground for the fog lamps.

If the high beam lamps are ON, circuit G34 energizes fog lamp relay number two (2). When fog lamp relay number two (2) energizes, its contacts open and disconnect circuits L34 and L139. When circuits L34 and L139 are disconnected, power is not supplied to the fog lamps.

Circuit E2 provides voltage for the illumination lamp in the fog lamp switch.

HELPFUL INFORMATION

- The fog lamp switch contains a light emitting diode (LED) that illuminates during fog lamp operation.

DAYTIME RUNNING LAMP (DRL) MODULE

On vehicles built for sale in Canada, the headlamps operate when the ignition switch is in the RUN position.

When the ignition switch is in the START or RUN position, circuit A1 from fuse 2 in the Power Distribution Center (PDC) connects to circuit A21. Circuit A21 powers circuit F12 through fuse 11 in the junction block. Circuit F12 splices to supply power to the DRL module.

The headlamp switch connects circuit A3 from fuse 7 in the PDC to circuit L20. Circuits A3 and L20 are HOT at all times. Circuit L20 connects to the headlamp dimmer switch circuitry in the multi-function switch and to the DRL module.

The DRL module receives the vehicle speed sensor input from circuit G7. Circuit G34 from the DRL module provides power for the high beam indicator lamp in the instrument cluster.

When the headlamp switch is OFF and the ignition switch is in the START or RUN position, the DRL module powers the headlamps on circuit L3 at reduced intensity. When the headlamps are ON, the dimmer switch in the multi-function switch powers the low beams on circuit L4.

Circuit L3 feeds the high beams of the headlamps. When the operator flashes the headlamps with the stalk of the multi-function switch, the DRL senses voltage on circuit L3.

Circuit Z1 provides ground for the DRL module.

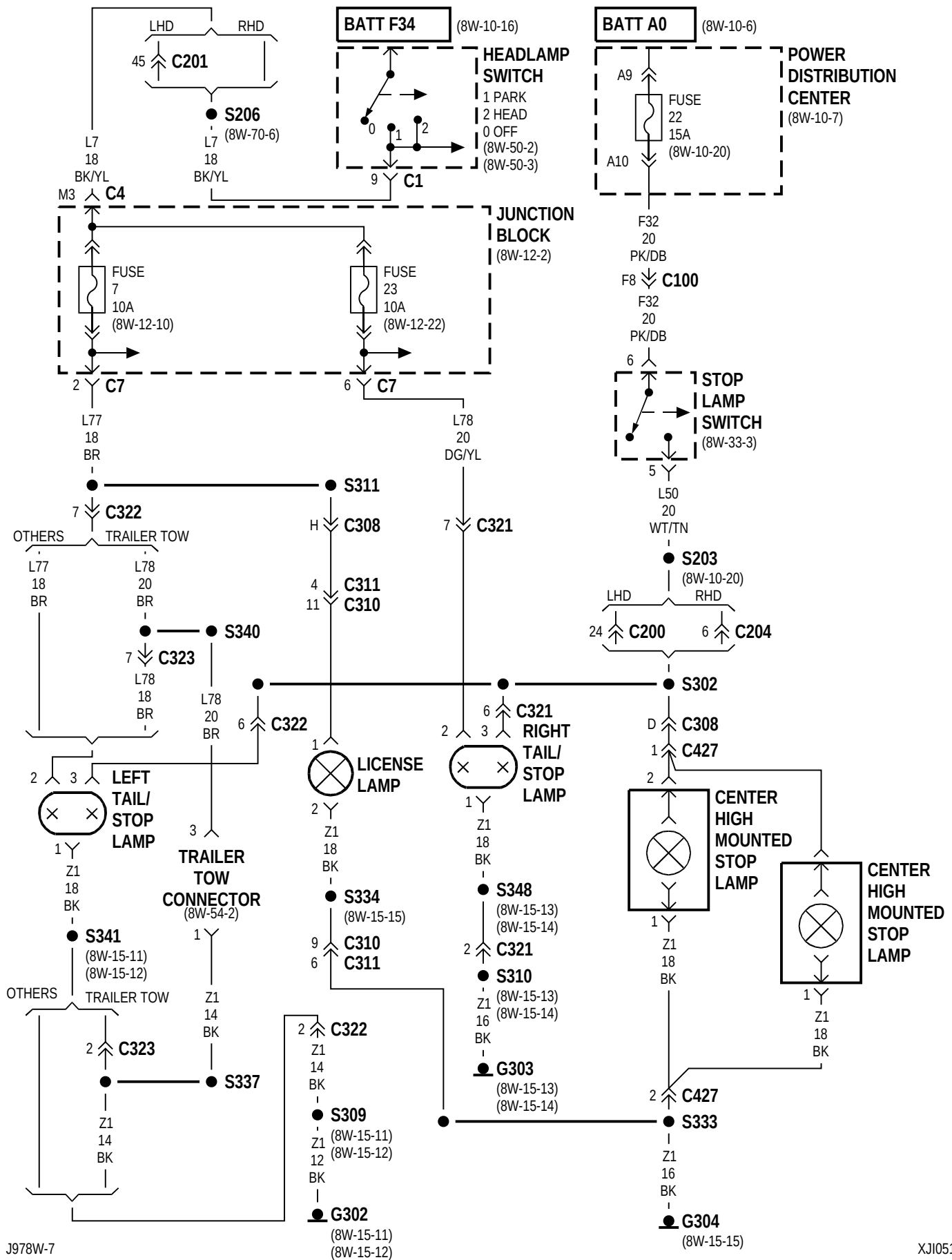
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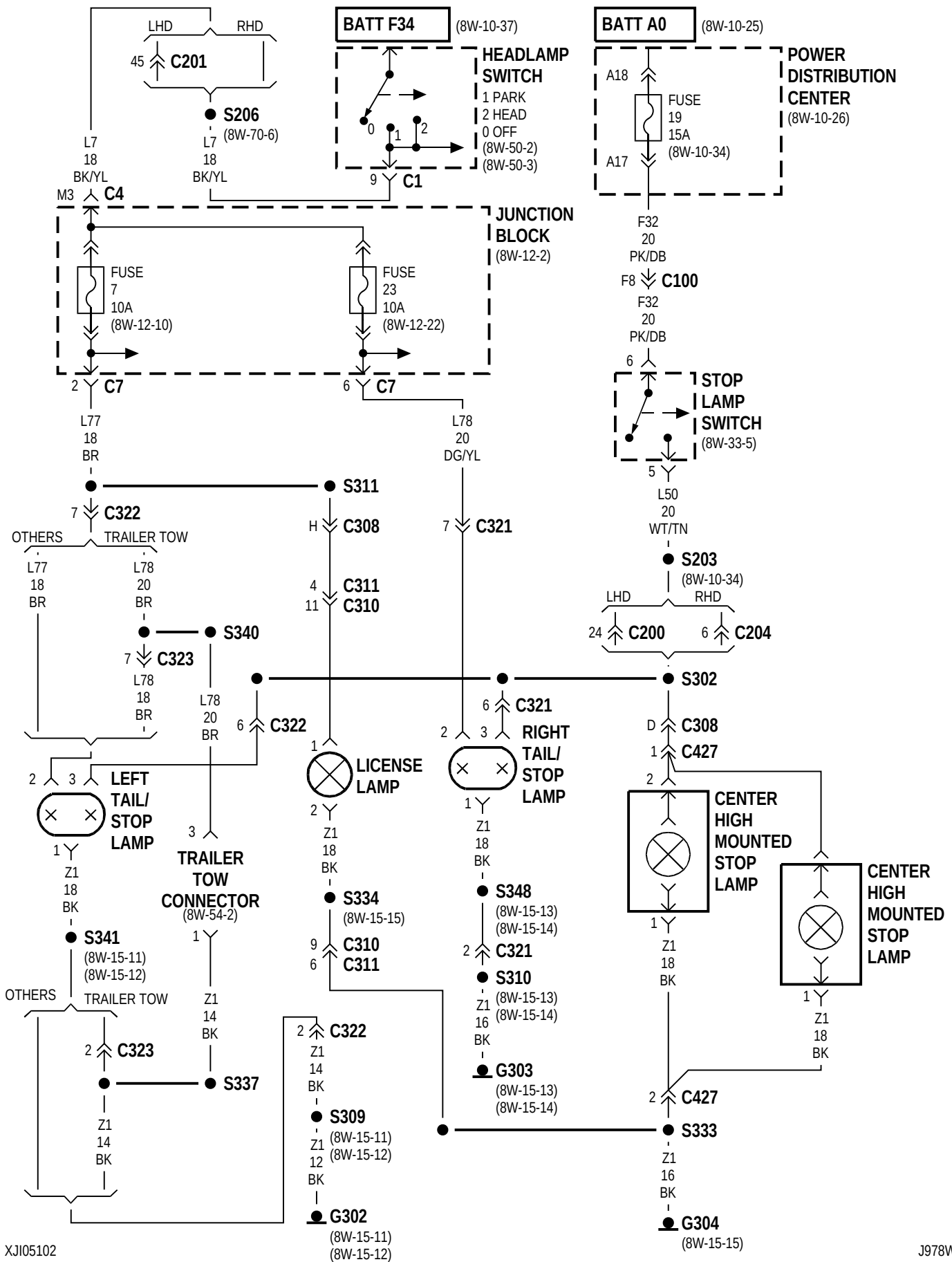
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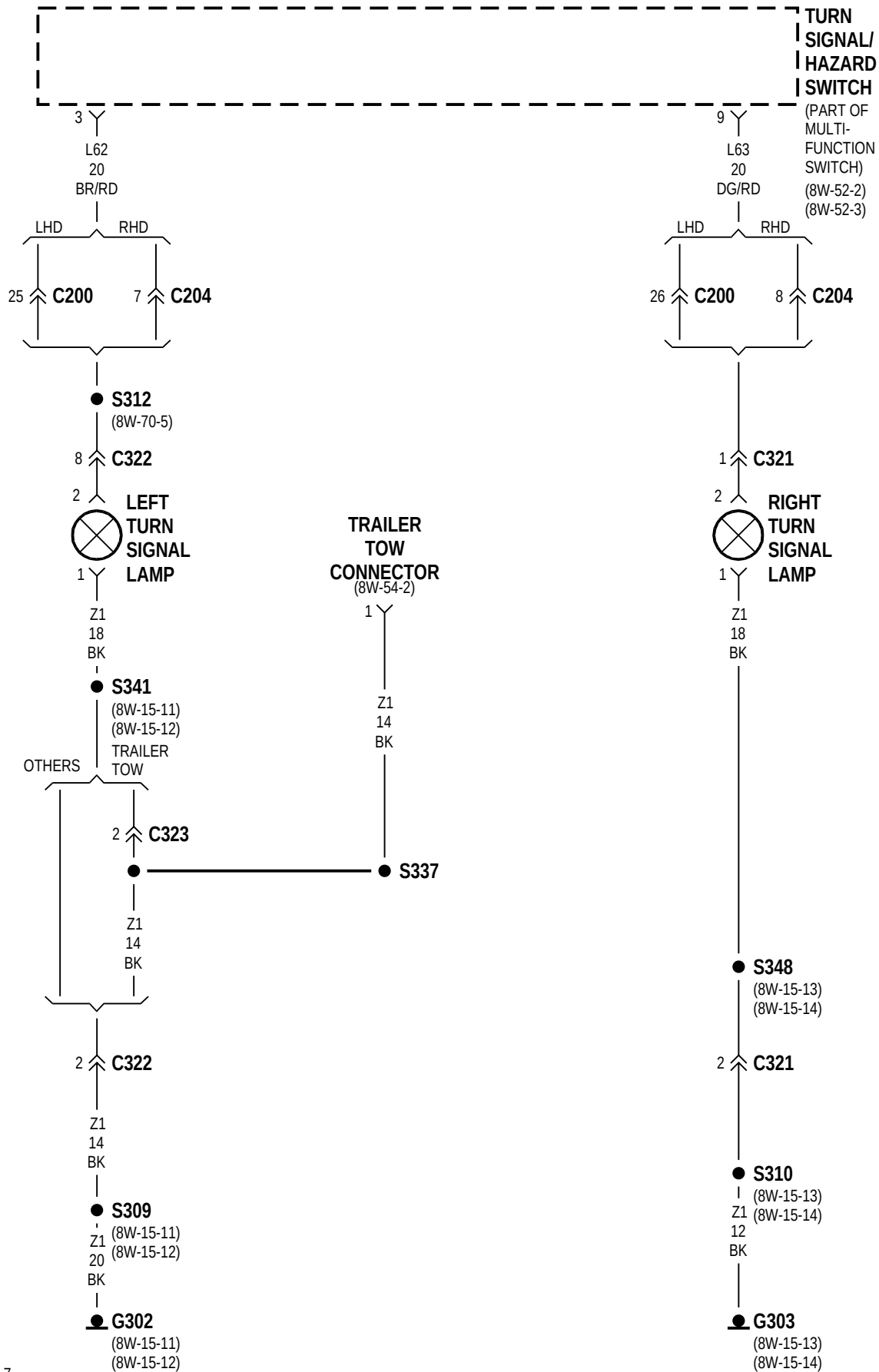
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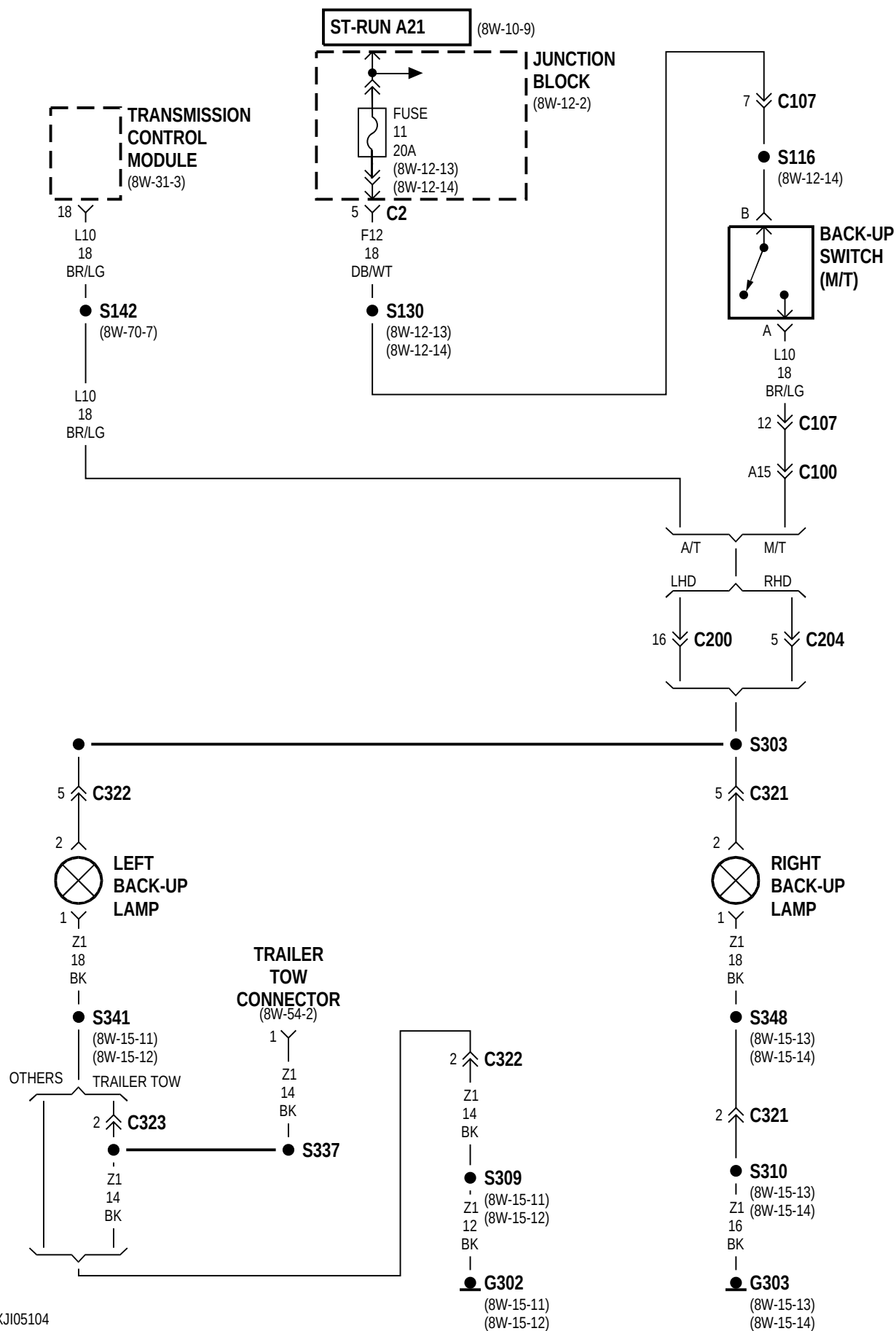
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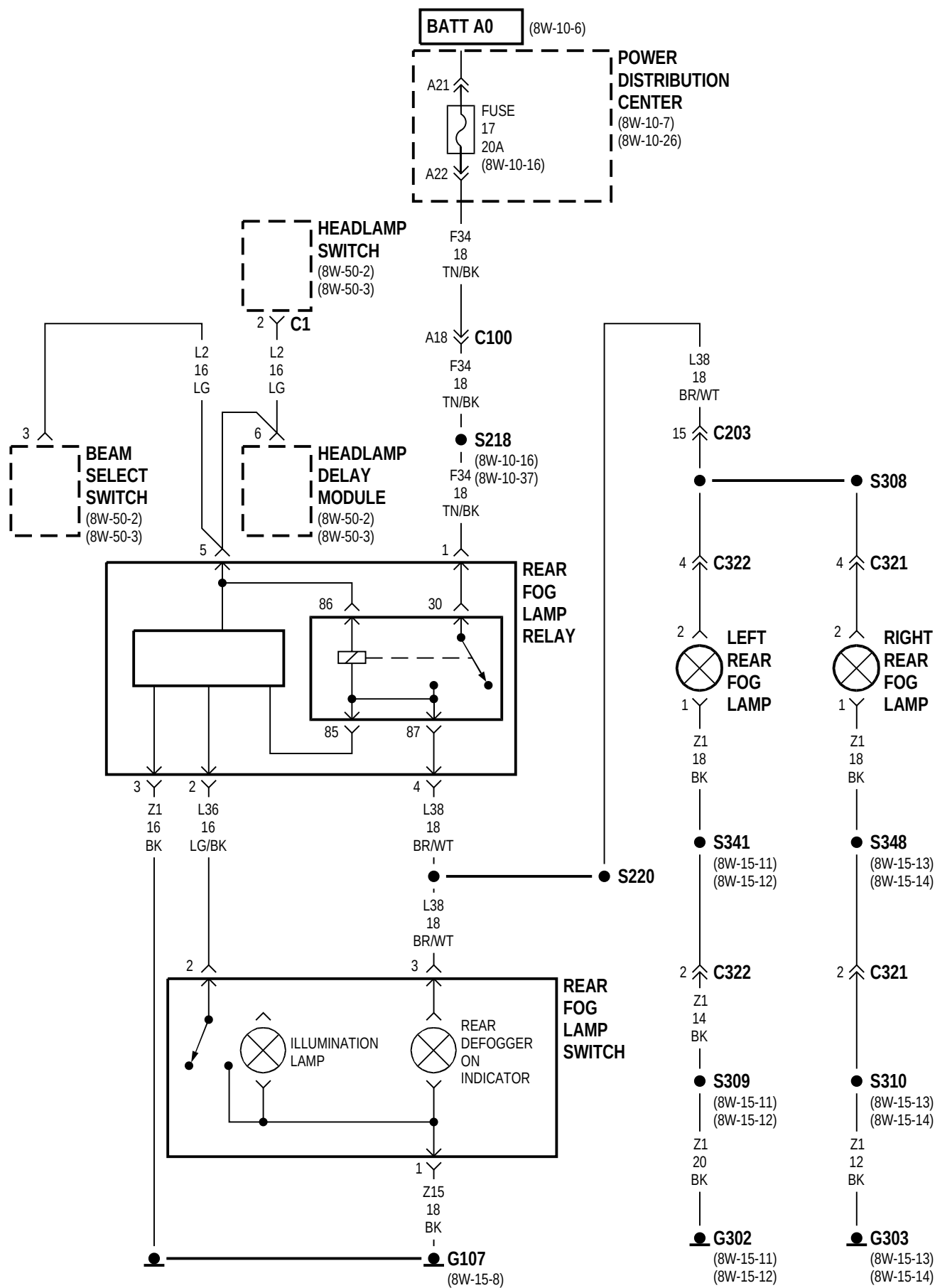
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8W-51 REAR LIGHTING

DESCRIPTION AND OPERATION

TAIL LAMPS AND REAR LICENSE PLATE LAMPS

Circuit F34 from fuse 17 in the Power Distribution Center (PDC) connects to circuit L7 through the headlamp switch. Circuit L7 powers circuits L77 and L78 through fuses 7 and 23 in the junction block. Circuit L78 powers the right tail lamps, the right park and marker lamps, and the license lamp. Circuit L77 powers the left tail lamps, and the left park and marker lamps.

GROUND CIRCUIT

Circuit Z1 provides a ground for the tail lamps, parking lamps, marker lamps, and rear license plate lamp.

STOP LAMPS AND CHMSL LAMPS

Circuit F32 from fuse 22 in the Power Distribution Center (PDC). Circuit F32 connects to the stop lamp switch.

When the operator presses the brake pedal, the stop lamp switch CLOSES and connects circuit F32 to circuit L50. Circuit L50 connects to the stop lamps and Center High Mounted Stop Lamps (CHMSL). Circuit Z1 provides a ground for the CHMSL lamps and stop lamps.

HELPFUL INFORMATION

- Check fuse 22 in the PDC.
- Check for continuity across the stop lamp switch when it is closed.

REAR FOG LAMPS

The rear fog lamps are powered by the rear fog lamp relay on circuit L38. Circuit L2 supplies voltage to the coil side of the relay (only when the headlamps operate on Low beam. The relay coil ground is supplied by circuit Z1.

When the relay contacts close they connect circuit F34 and L38. Circuit L38 feeds the right and left rear fog lamps.

BACK-UP LAMPS

In the RUN position, the ignition switch connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 feeds circuit F12 through fuse 11 in the junction block.

Circuit F12 supplies power to the back-up lamp switch. On automatic transmission equipped vehicles, the back-up lamp switch circuitry is part of the PARK/NEUTRAL position switch. When the operator puts the transmission in REVERSE, the back-up lamp switch connects circuit F12 to circuit L10. Circuit L10 feeds the back-up lamps. Circuit Z1 provides ground for the back-up lamps.

HELPFUL INFORMATION

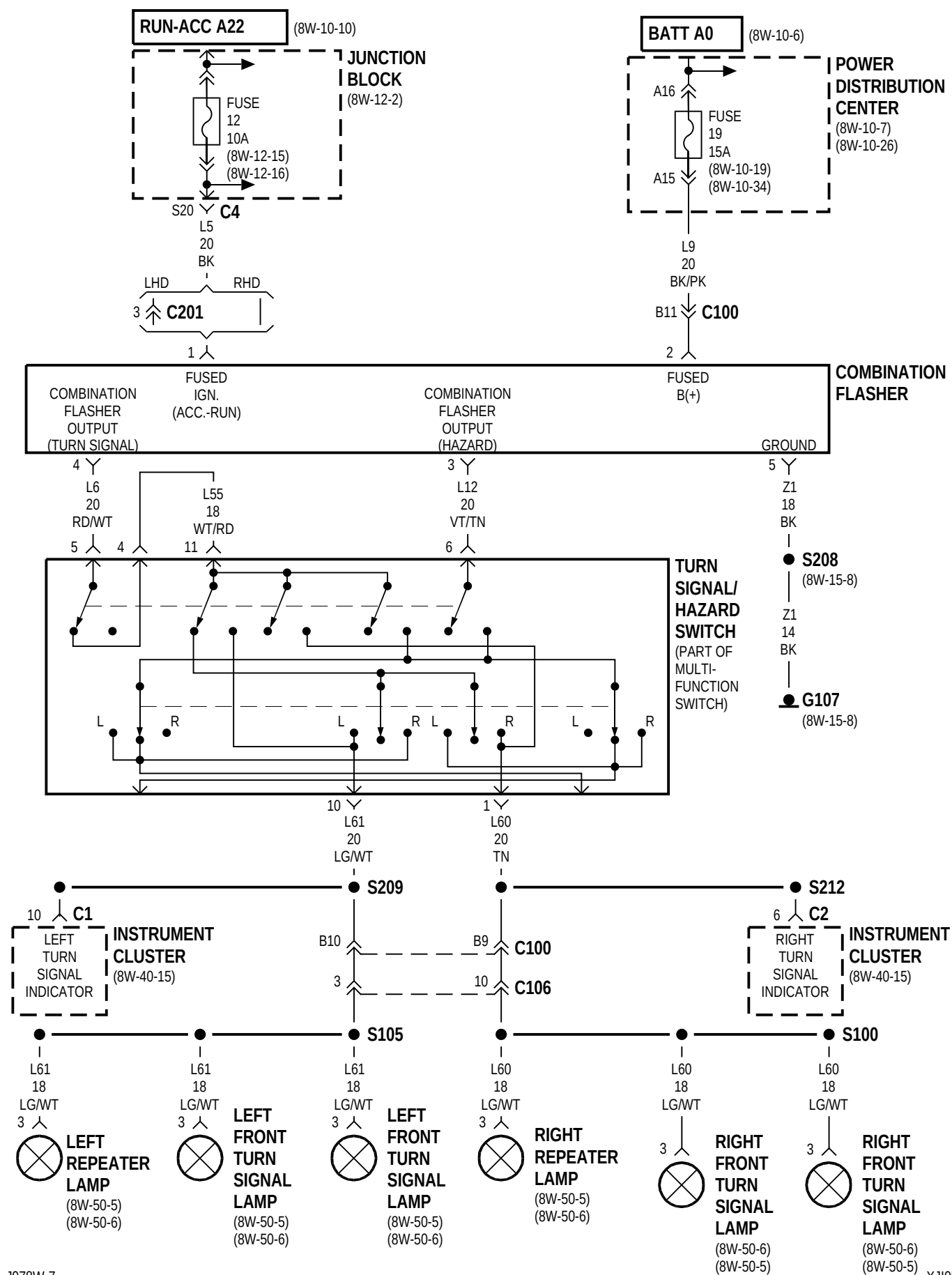
- Check fuse 2 in the PDC and fuse 11 in the junction block.
- Check for continuity across the back-up lamp switch when it is closed.

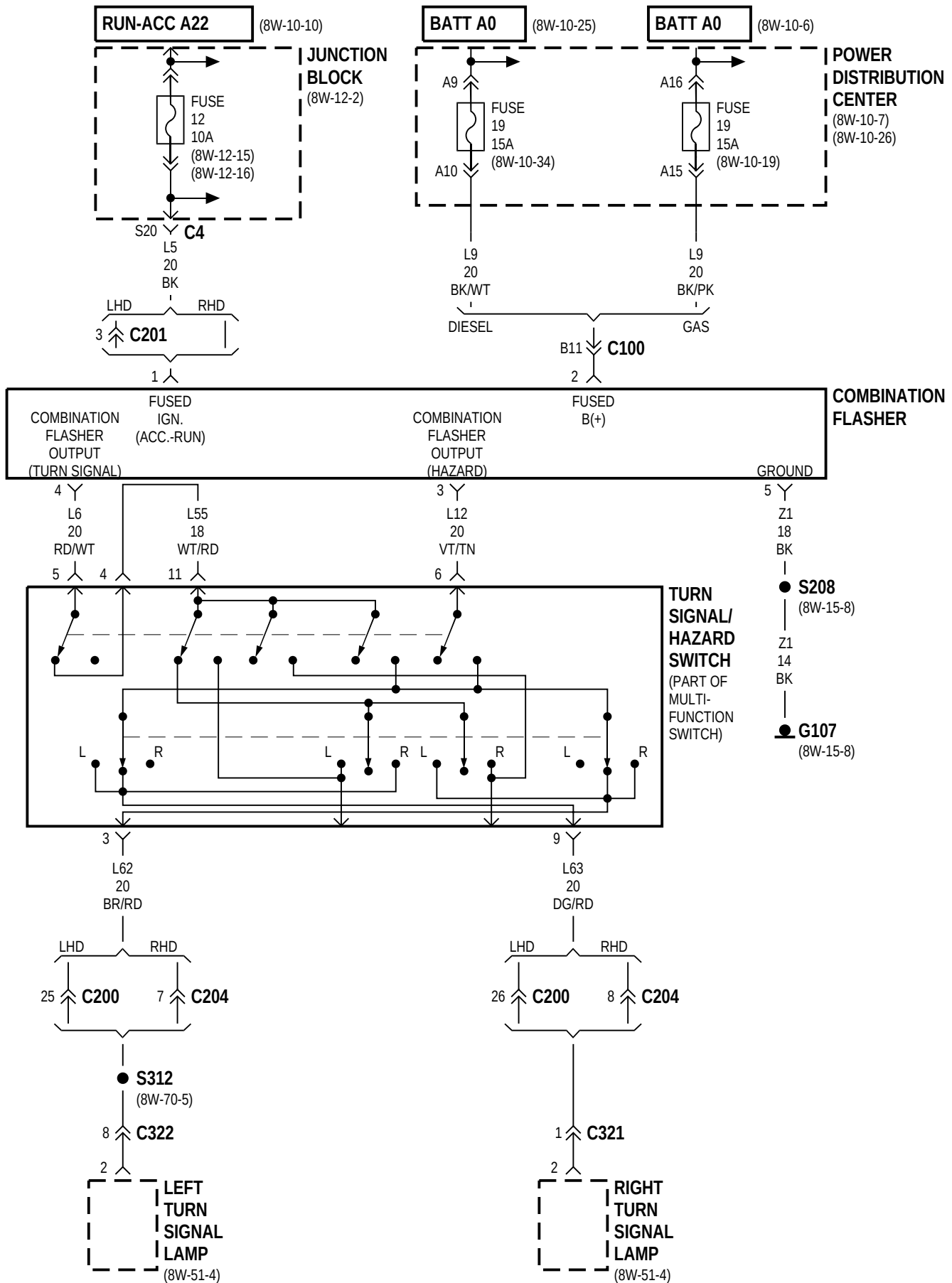
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8W-52 TURN SIGNALS

DESCRIPTION AND OPERATION

TURN SIGNALS

When the operator selects the right turn signal, the multi-function switch connects power from circuit L55 to circuit L60 and L62. Circuit L60 feeds the right front turn signal lamps and the right turn signal indicator lamp on the instrument cluster. Circuit L62 feeds the right rear turn signal lamp.

When the operator selects the left turn signal, the multi-function switch connects power from circuit L55 to circuit L61 and L63. Circuit L61 feeds the left front turn signal lamp and the left turn signal indicator lamp on the instrument cluster. Circuit L63 feeds the left rear turn signal lamp.

Circuit Z1 provides ground for the turn signal lamps.

HELPFUL INFORMATION

- The turn signal lamps are the same lamps used for the hazard flasher.
- Check fuse 19 in the PDC if the turn signals do not operate.

COMBINATION FLASHER

In the ACCESSORY or RUN position, the ignition switch connects circuit A2 from fuse 3 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 feeds circuit L5 through fuse 12 in the junction block.

Circuit L5 powers the combination flasher for the turn signals. Circuit L9 from fuse 19 in the PDC supplies battery voltage to the combination flasher for

the hazard lamps. Circuit Z1 provides ground for the combination flasher.

Circuit L6 from the flasher connects to the multi-function switch to supply power to the turn signals on circuit L55. The multi-function switch supplies voltage to the turn signals and side marker lamps on circuits L60 and L61.

Circuit L12 from the flasher connects to the multi-function switch to supply power to the hazard flasher circuits. The multi-function switch connects to the turn signal and side marker lamps on circuits L62 and L63.

HAZARD FLASHERS

When the operator selects the hazard flashers, the multi-function switch connects circuit L12 from the combination flasher to circuits L60, L61, L62 and L63.

Circuits L60 and L61 feed the front turn signal lamps and the turn signal indicator lamps on the instrument cluster.

Circuits L62 and L63 feed the rear turn signal lamps

Circuit Z1 provides ground for the hazard flasher lamps.

HELPFUL INFORMATION

- The hazard flasher lamps are the same lamps used for the turn signals.
- Circuit L9 powers circuit L12 through the combination flasher.

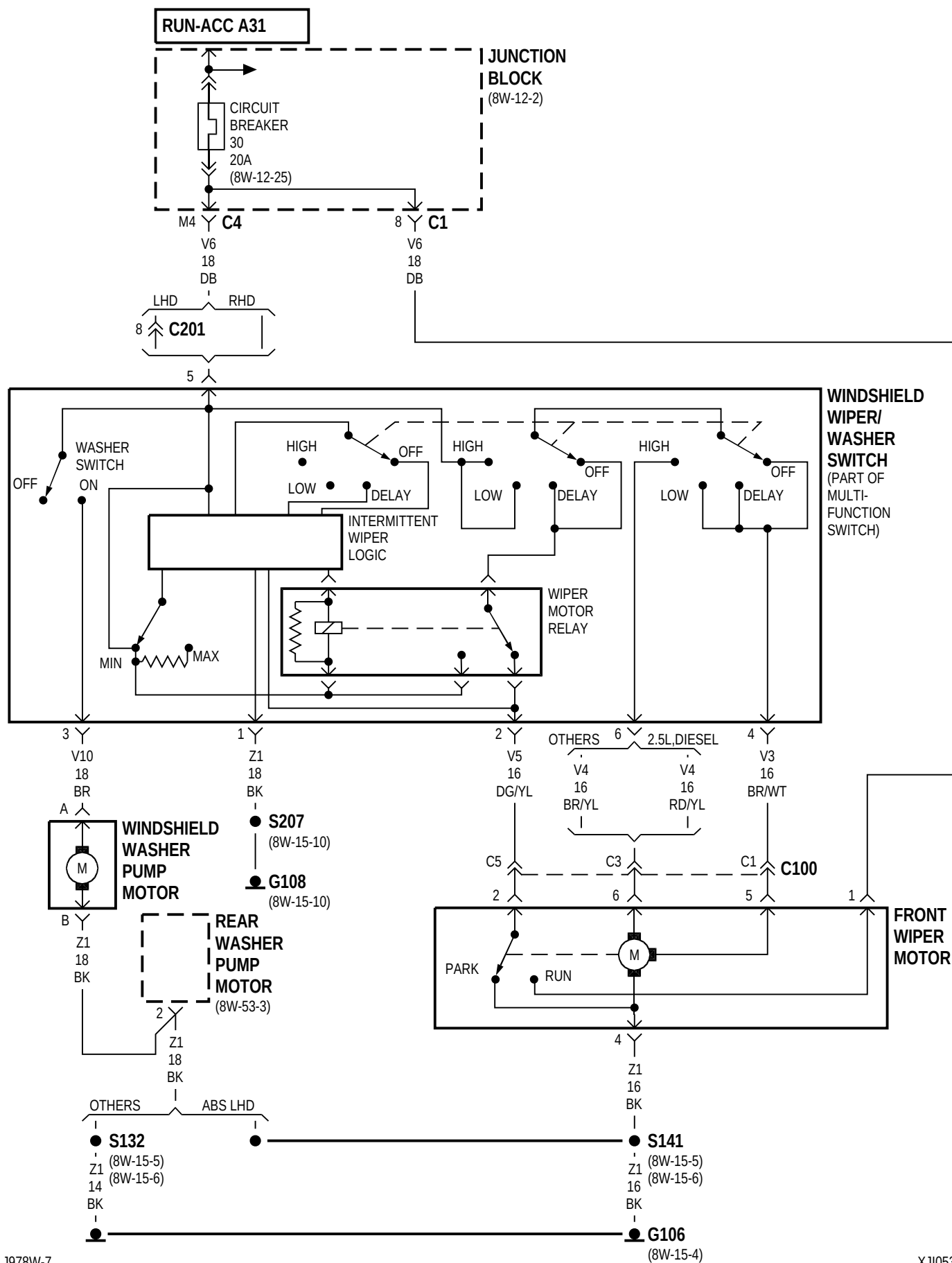
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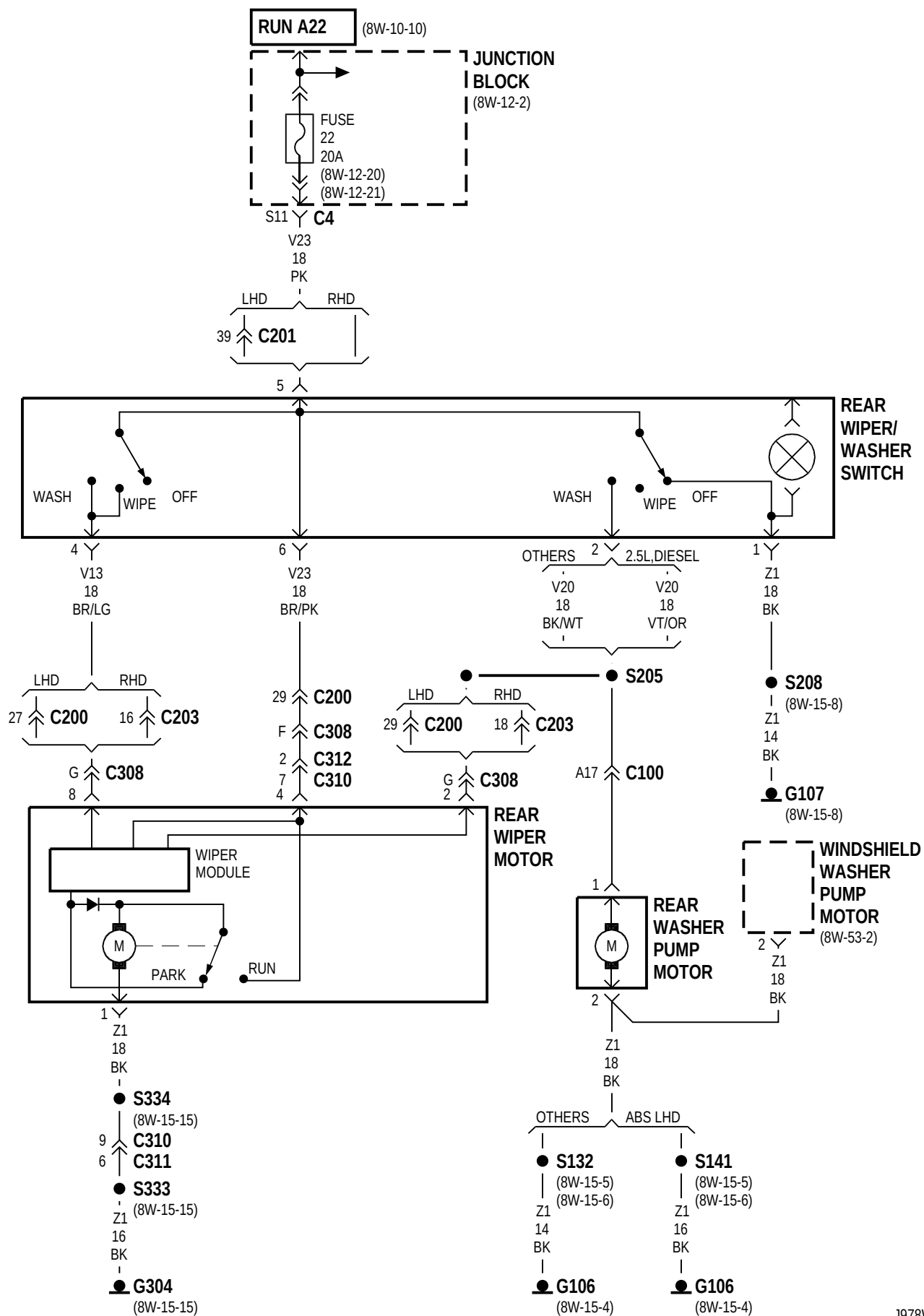
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8W-53 WIPERS

DESCRIPTION AND OPERATION

INTERMITTENT WIPERS

A circuit breaker powers the intermittent wiper system. The intermittent wiper system operates at either LOW or HIGH or DELAY speeds.

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) with circuit A48. Circuit A48 supplies voltage to circuit F86 through the circuit breaker near the left kick panel.

Circuit F86 supplies power to the front wiper motor and the intermittent wiper control module. Circuit Z1 provides ground for the front wiper motor and the intermittent wiper control module.

When the operator moves the wiper switch to the LOW position, battery voltage passes through the switch to circuit V3. Circuit V3 feeds the wiper motor low speed brushes. If the operator selects wiper HIGH speed operation, the wiper switch passes current to circuit V4. Circuit V4 feeds the wiper motor high speed brushes.

The DELAY portion of the wiper switch contains a variable resistor. The variable resistor connects to the intermittent wiper module on circuit V51. The amount of delay selected by the operator determines the voltage drop through the resistor and the voltage level received by the intermittent wiper module.

After the intermittent wiper control module determines the amount of delay selected, it cycles the wipers by periodically energizing circuit V3. Circuit V3 powers the wiper motor low speed brushes.

As the windshield wiper motor turns, the park switch, internal to the motor, moves from its DOWN position to the UP position. When the wiper switch is

turned OFF, the V55 circuit prevents the wipers from stopping in any position but park.

The windshield washer uses a pump motor located inside the windshield washer fluid reservoir. When the washer switch is pressed, circuit V11 provides an input to the intermittent wiper module. The module powers the pump motor on circuit V10. Circuit Z1 provides ground for the pump motor.

HELPFUL INFORMATION

Circuit Z1 also provides ground for the rear wiper washer pump.

REAR WIPER SYSTEM

In the RUN position, the ignition switch connects circuit A1 from fuse 8 in the PDC with circuit A38. Circuit A38 connects to a fuse block bus bar that powers circuit V15 through the fuse in cavity 1. Circuit V15 supplies power to the rear wiper switch.

In the WIPE or WASH positions, the rear wiper switch supplies voltage to the wiper motor on circuit V13. Circuit Z1 provides ground for the wiper motor.

The rear windshield washer uses a pump motor located inside the windshield washer fluid reservoir. When the rear wiper switch is in the WASH position, power is supplied through the wiper switch to the rear wiper on circuit V13 and the rear washer pump motor on circuit V20. Circuit Z1 provides ground for the rear washer pump motor.

As the rear wiper motor turns, the park switch, internal to the motor, moves from the RUN position to the PARK position. When the wiper switch is turned OFF, the F20 circuit prevents the wipers from stopping in any position but park.

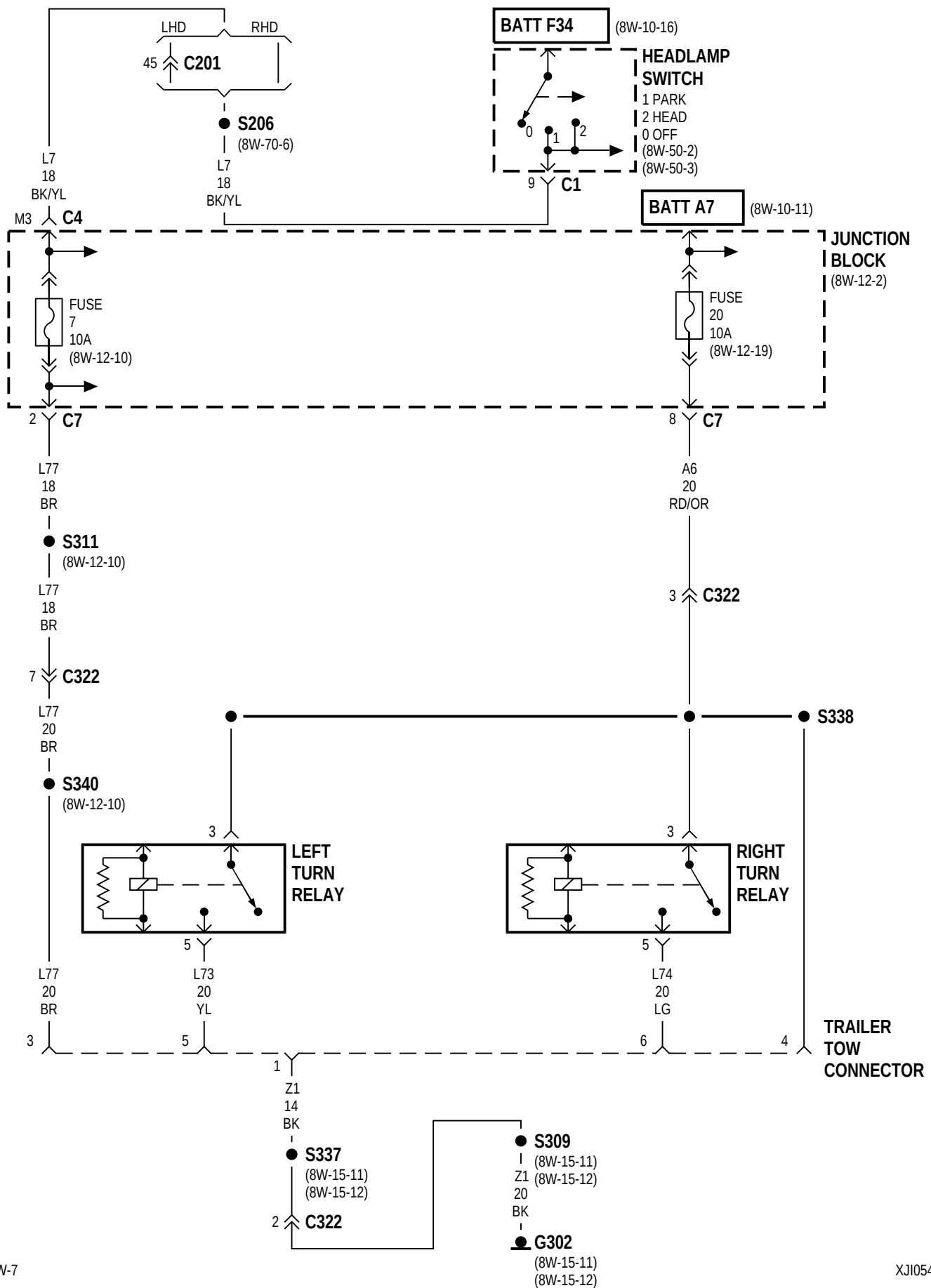
8W-54 TRAILER TOW

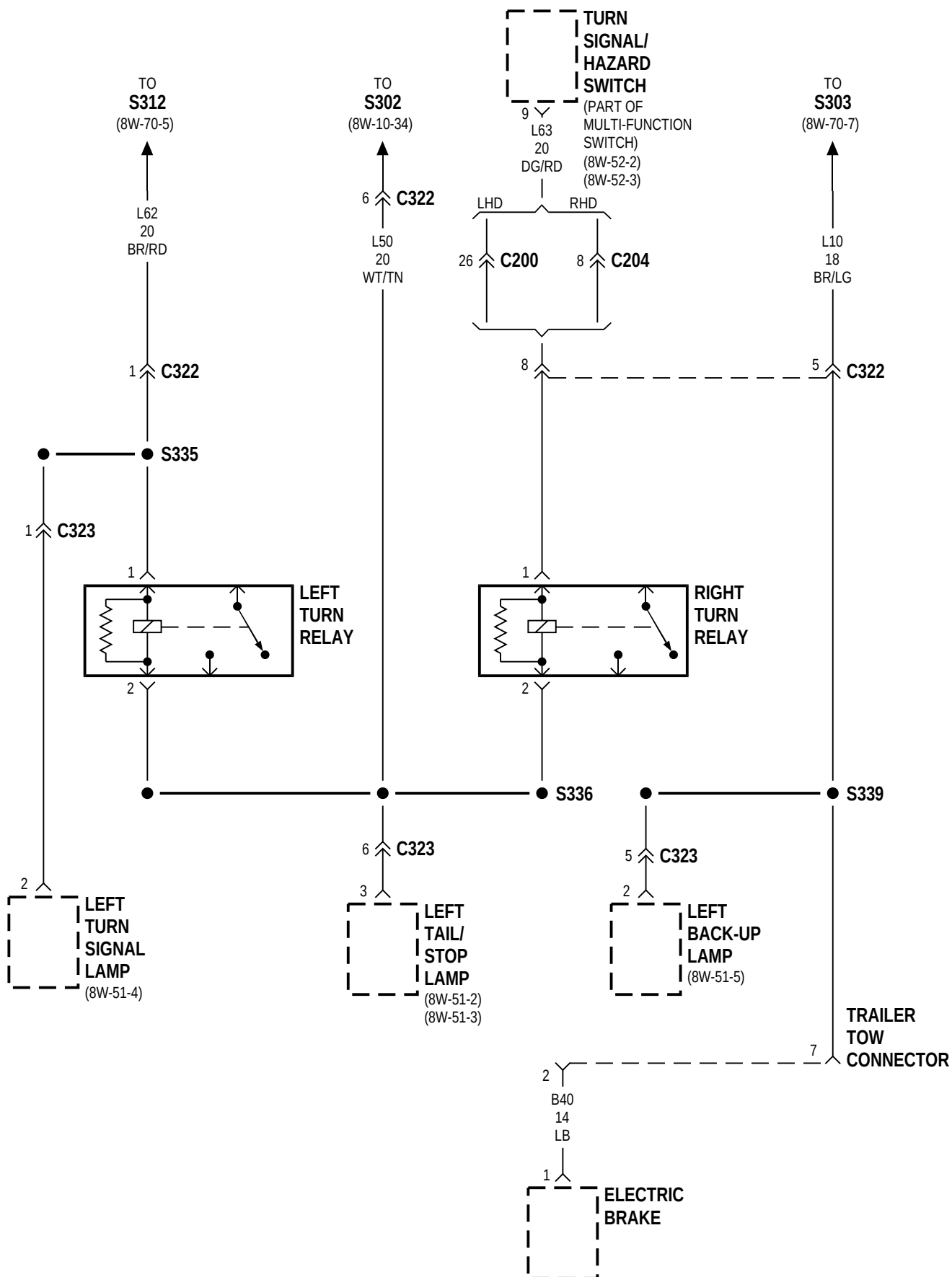
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8W-54 TRAILER TOW

DESCRIPTION AND OPERATION

TRAILER TOW

The factory installed trailer tow system in this vehicle uses two relays with the trailer tow wiring connector located below the rear bumper.

Battery voltage for the trailer tow system is supplied on circuit A7. This circuit is HOT at all times and connects to circuit A6 through fuse 20 in the junction block.

RIGHT TURN RELAY

Circuit A6 is the feed for the contact side of the relay. When the contacts are closed they connect circuit A6 and circuit L74. Circuit L74 supplies voltage to the trailer connector for the right turn and stop lamps.

Power and ground for the coil sides of the relay are supplied by circuits L50 and L62. When the brakes are depressed circuit L50 supplies voltage to the coil side of the relay through the stop lamp switch. When the stop lamp switch is open circuit L50 supplies ground to the coil side of the relay.

HELPFUL INFORMATION

Circuit L62 supplies voltage to the right rear turn signal lamps and the coil side of the relay, through the combination flasher.

LEFT TURN RELAY

Circuit A6 is the feed for the contact side of the relay. When the contacts are closed they connect circuit A6 and circuit L73. Circuit L73 supplies voltage to the trailer connector for the left turn and stop lamps.

Power and ground for the coil sides of the relay are supplied by circuits L50 and L63. When the brakes are depressed circuit L50 supplies voltage to the coil side of the relay through the stop lamp switch. When the stop lamp switch is open circuit L50 supplies ground to the coil side of the relay.

HELPFUL INFORMATION

Circuit L63 supplies voltage to the right rear turn signal lamps and the coil side of the relay, through the combination flasher.

HELPFUL INFORMATION

- Circuit L1 supplies voltage for the trailer back-up lamps.
- Circuit L77 supplies voltage for the running lamps.
- Circuit A6 supplies trailer battery voltage.

8W-60 POWER WINDOWS

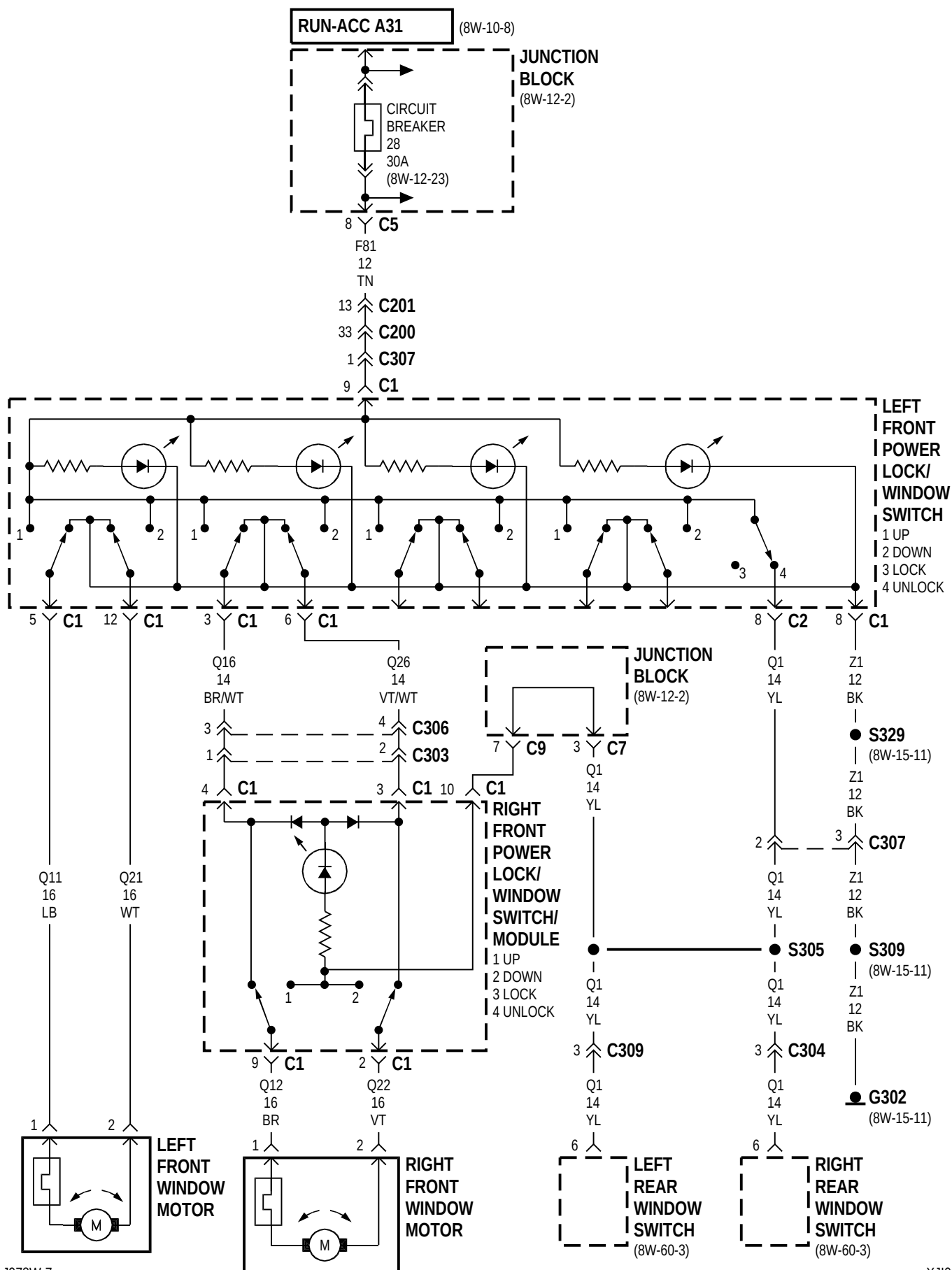
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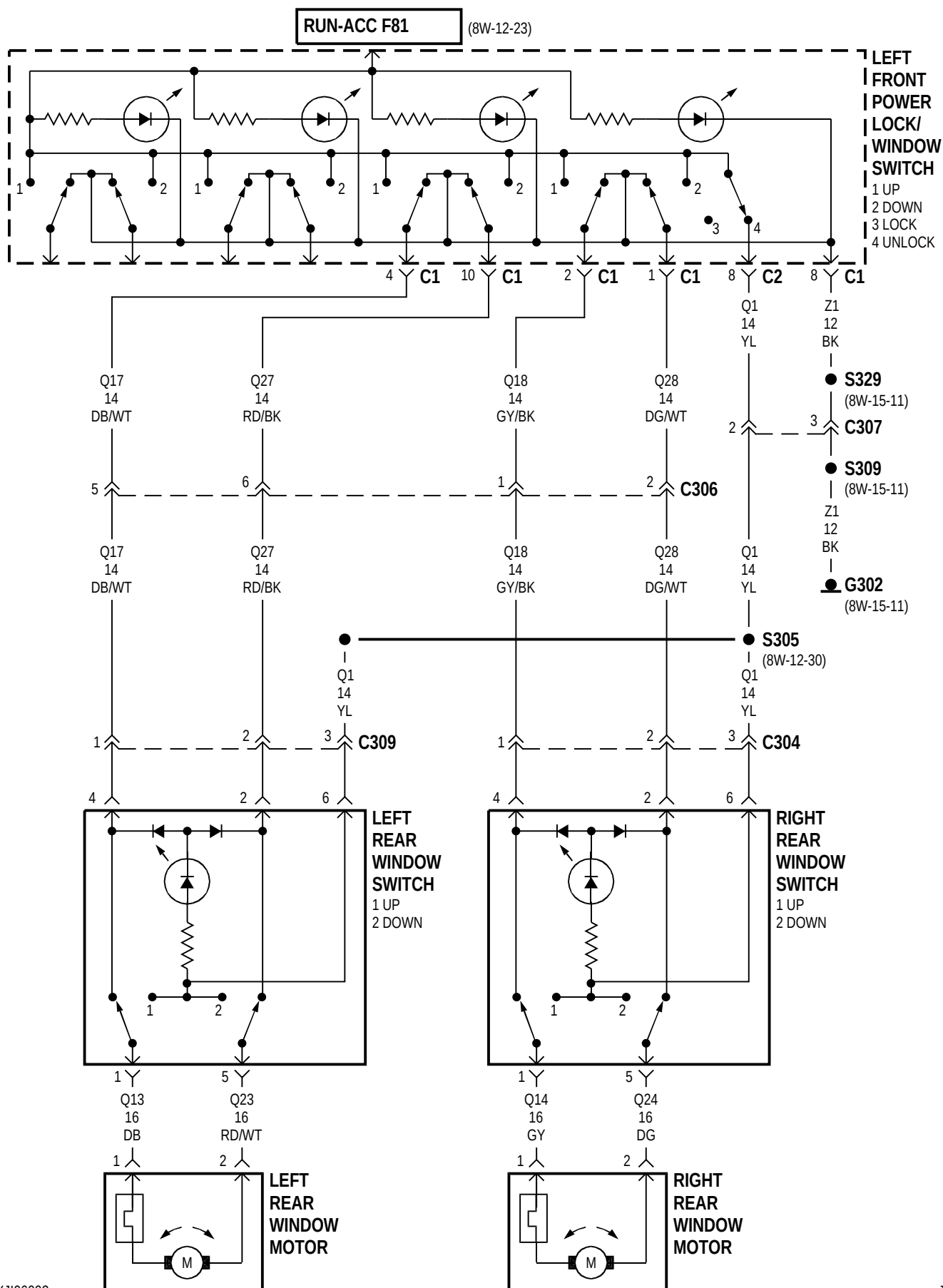
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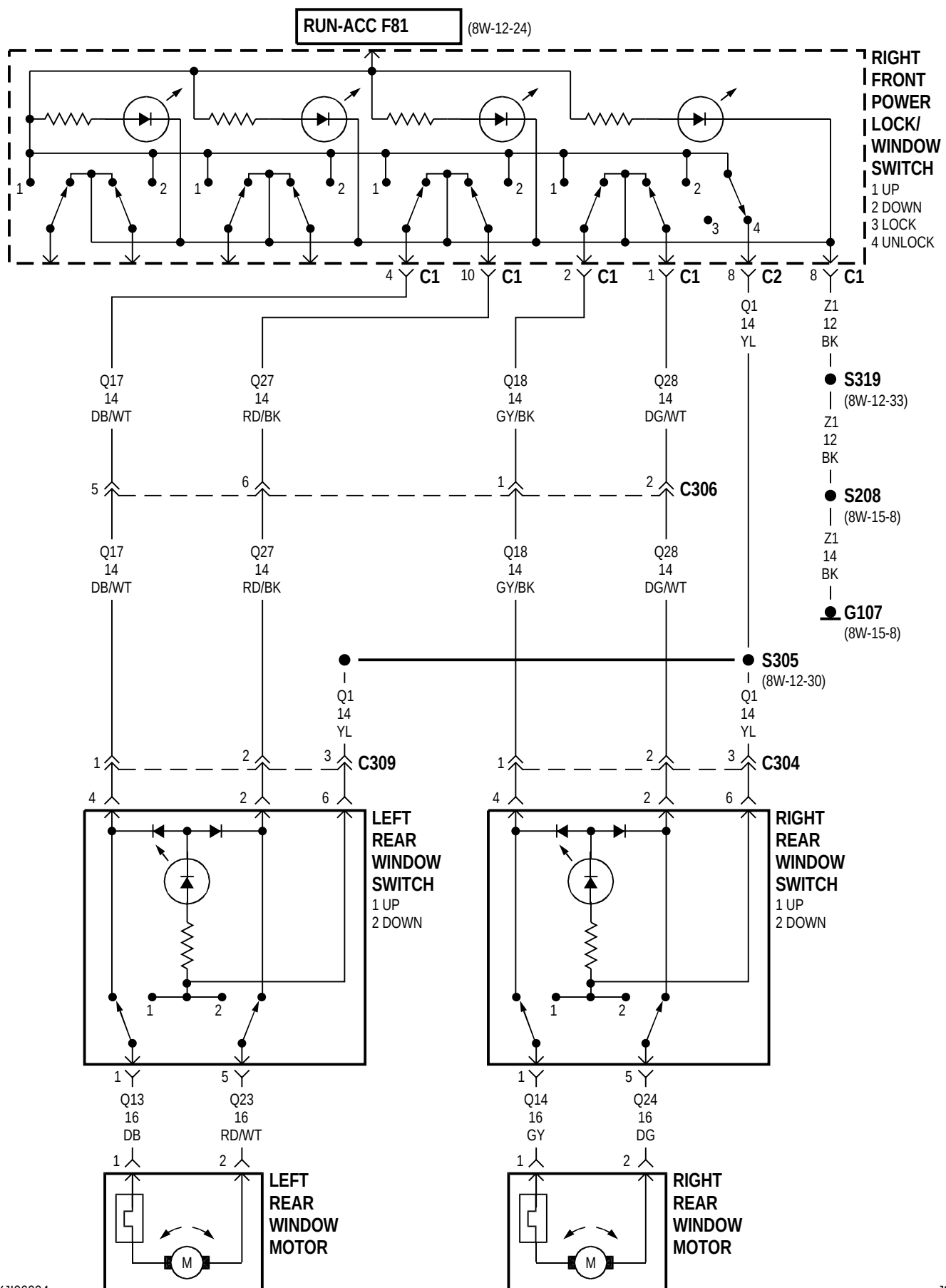
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8W-60 POWER WINDOWS

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DESCRIPTION AND OPERATION

POWER WINDOW OPERATION

When the ignition switch is in the RUN or ACCESSORY position it connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A31. Circuit A31 is connected to circuit F81 through a 20 amp. circuit breaker located in cavity 28 of the junction block. The power window system is powered by circuit F81.

Circuit F81 connects to the master window switch. Circuit Z1 provides ground for the power windows.

A LOCK-OUT feature is provided on the driver's door window switch. When this feature is engaged the other windows in the system will not operate.

LEFT FRONT WINDOW OPERATION

When the operator selects window DOWN operation, power is supplied on the F81 circuit through the switch to circuit Q21. Circuit Q21 connects the switch to the power window motor. Ground for the motor is supplied on the Q11 circuit back to the switch. A bus bar, internal to the switch, connects the Q11 circuit to the Z1 ground circuit.

For window UP operation the circuits are reversed. Circuit Q11 is the feed, and circuit Q21 is the ground.

RIGHT FRONT WINDOW OPERATION

When the DRIVER selects window DOWN operation, power is supplied on the F81 circuit through the switch to circuit Q26. Circuit Q26 connects the driver's door switch to the right front door switch. Power is passed through this switch to circuit Q22. The Q22 circuit then goes to the right front window motor.

Ground for the window motor is supplied on the Q12 circuit back to the right front door switch. Circuitry internal to the switch then passes the ground to circuit Q16. Circuit Q16 connects the right front door switch to the master switch. A bus bar, internal to the switch, connects the Q16 circuit to the Z1 ground circuit.

For window UP operation the circuits are reversed. Circuits Q16 and Q12 are the feeds, and circuits Q22 and Q26 are the grounds.

If the switch is being operated from the RIGHT FRONT door, and the operator is requesting window

DOWN operation, power is supplied on the Q1 circuit from the driver's master switch circuit through the switch to the Q22 circuit.

Ground for the motor is supplied on the Q12 circuit through the switch and back to the master switch on circuit Q16. A bus bar, internal to the switch, connects the Q16 circuit to the Z1 ground circuit.

For window UP operation, the circuits are reversed. Circuit Q12 is the power and circuit Q22 is the ground.

LEFT REAR WINDOW

When the DRIVER selects window DOWN operation, power is supplied on the F81 circuit through the switch to circuit Q27. Circuit Q27 connects the driver's door switch to the left rear door switch. Power is passed through this switch to circuit Q23. The Q23 circuit then goes to the left rear window motor.

Ground for the window motor is supplied on the Q13 circuit back to the left rear door switch. Circuitry internal to the switch then passes the ground to circuit Q17. Circuit Q17 connects the right front door switch to the master switch. A bus bar, internal to the switch, connects the Q17 circuit to the Z1 ground circuit.

For window UP operation the circuits are reversed. Circuits Q17 and Q13 are the feeds, and circuits Q23 and Q27 are the grounds.

If the switch is being operated from the LEFT REAR door, and the operator is requesting window DOWN operation, power is supplied on the Q1 circuit from the driver's master switch circuit through the switch to the Q23 circuit.

Ground for the motor is supplied on the Q13 circuit through the switch and back to the master switch on circuit Q17. A bus bar, internal to the switch, connects the Q17 circuit to the Z1 ground circuit.

For window UP operation, the circuits are reversed. Circuit Q13 is the power and circuit Q23 is the ground.

RIGHT REAR WINDOW

When the DRIVER selects window DOWN operation, power is supplied on the F81 circuit through the

DESCRIPTION AND OPERATION (Continued)

switch to circuit Q28. Circuit Q28 connects the drivers door switch to the right rear door switch. Power is passed through this switch to circuit Q24. The Q24 circuit then goes to the right rear window motor.

Ground for the window motor is supplied on the Q14 circuit back to the right rear door switch. Circuit internal to the switch then passes the ground to circuit Q18. Circuit Q18 connects the right rear door switch to the master switch. A bus bar, internal to the switch, connects the Q18 circuit to the Z1 ground circuit.

For window UP operation the circuits are reversed. Circuits Q18 and Q14 are the feeds, and circuits Q28 and Q24 are the grounds.

If the switch is being operated from the RIGHT REAR door, and the operator is requesting window DOWN operation, power is supplied on the Q1 circuit from the driver's master switch circuit through the switch to the Q24 circuit.

Ground for the motor is supplied on the Q14 circuit through the switch and back to the master switch on circuit Q18. A bus bar, internal to the switch, connects the Q18 circuit to the Z1 ground circuit.

For window UP operation, the circuits are reversed. Circuit Q14 is the power and circuit Q24 is the ground.

HELPFUL INFORMATION

- When the ignition switch is in the RUN position, it connects circuit A1 from fuse 8 in the Power Distribution Center (PDC) to circuit A38.
- Refer to the appropriate group of the Service Manual for test procedures.

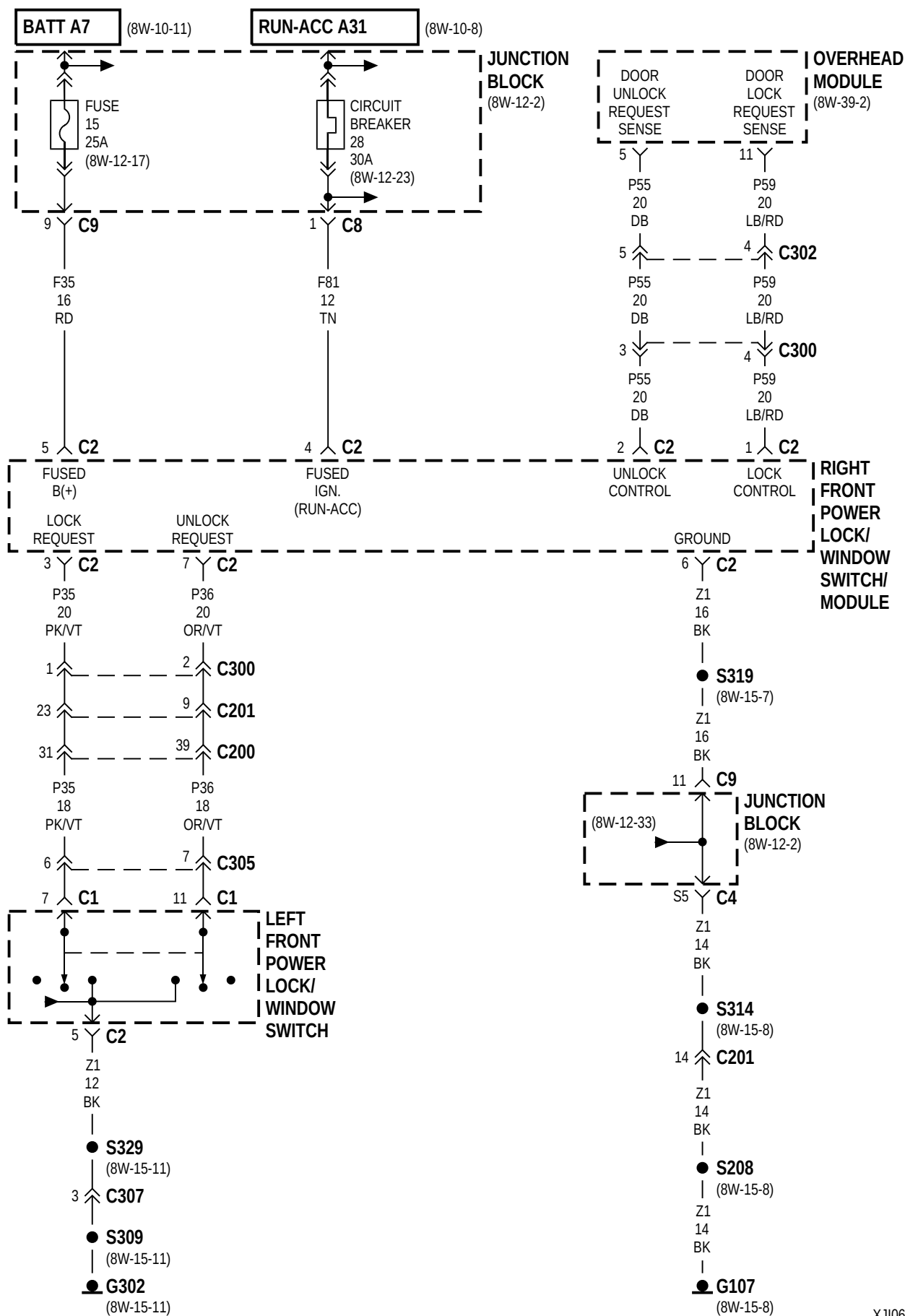
8W-61 POWER DOOR LOCKS

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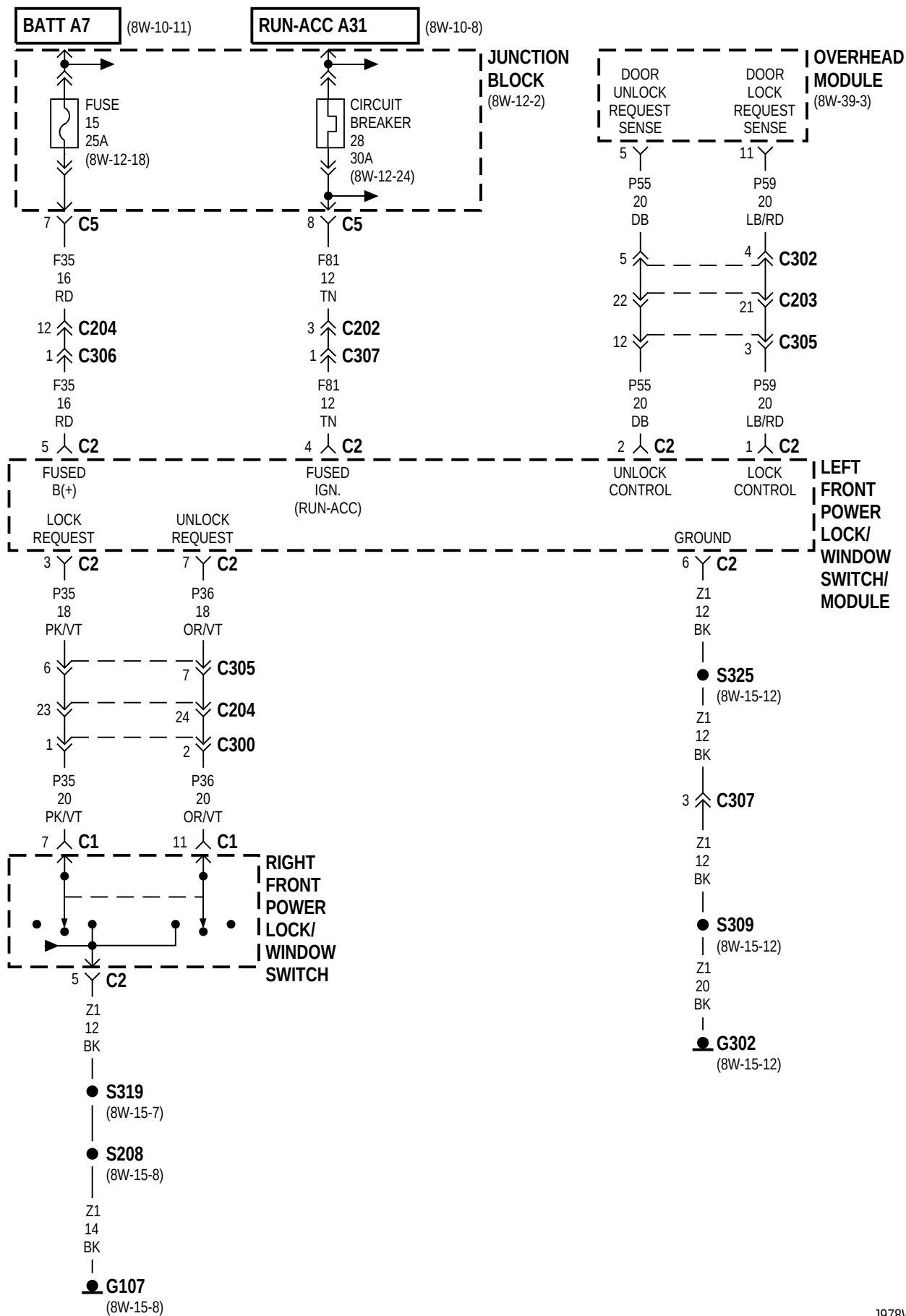
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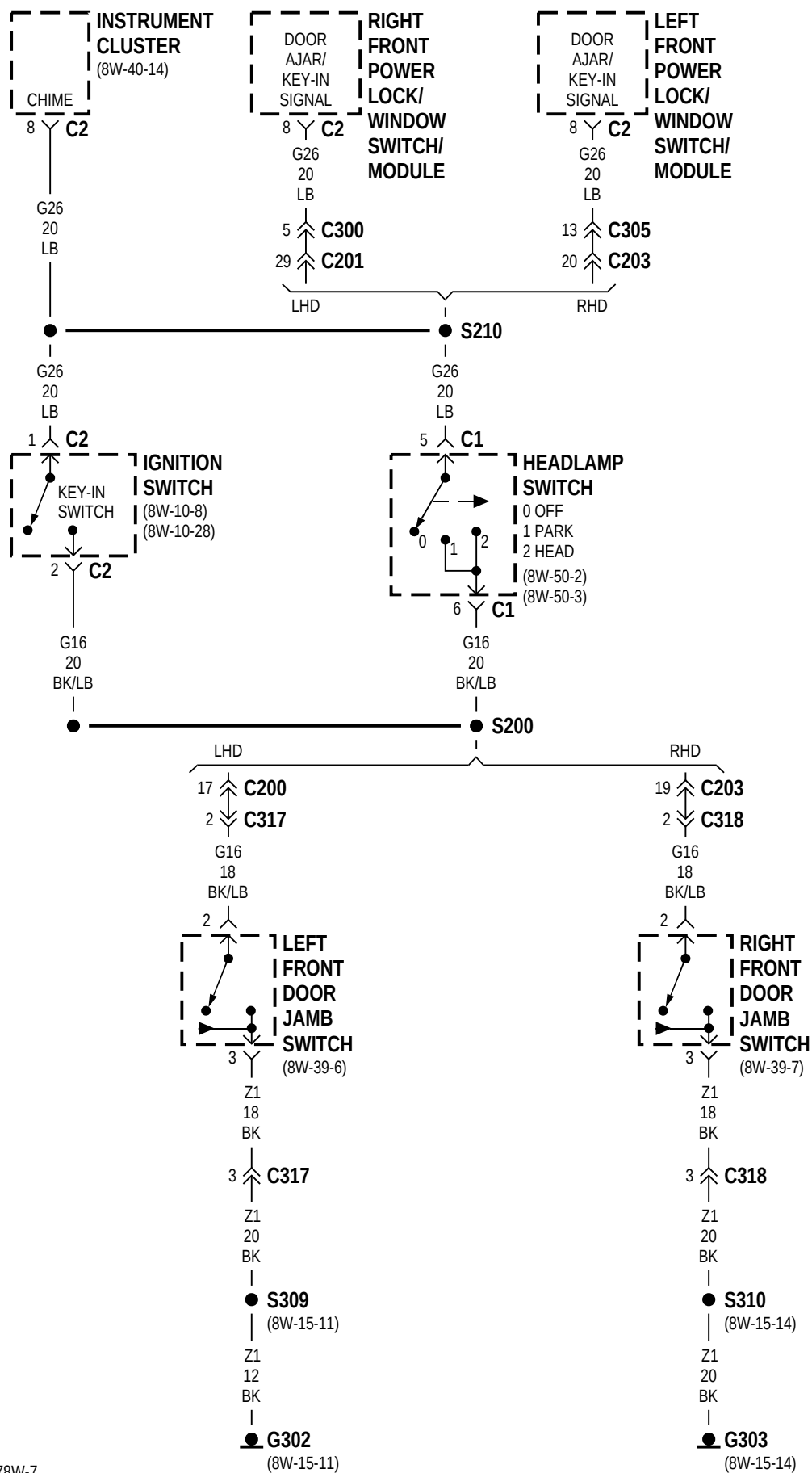
Component	Page	Component	Page
Circuit Breaker 28 (JB).....	8W-61-2, 3	Right Front Power Lock/Window	
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Right Front Power Lock/Window Switch ...	8W-61-3		

LHD

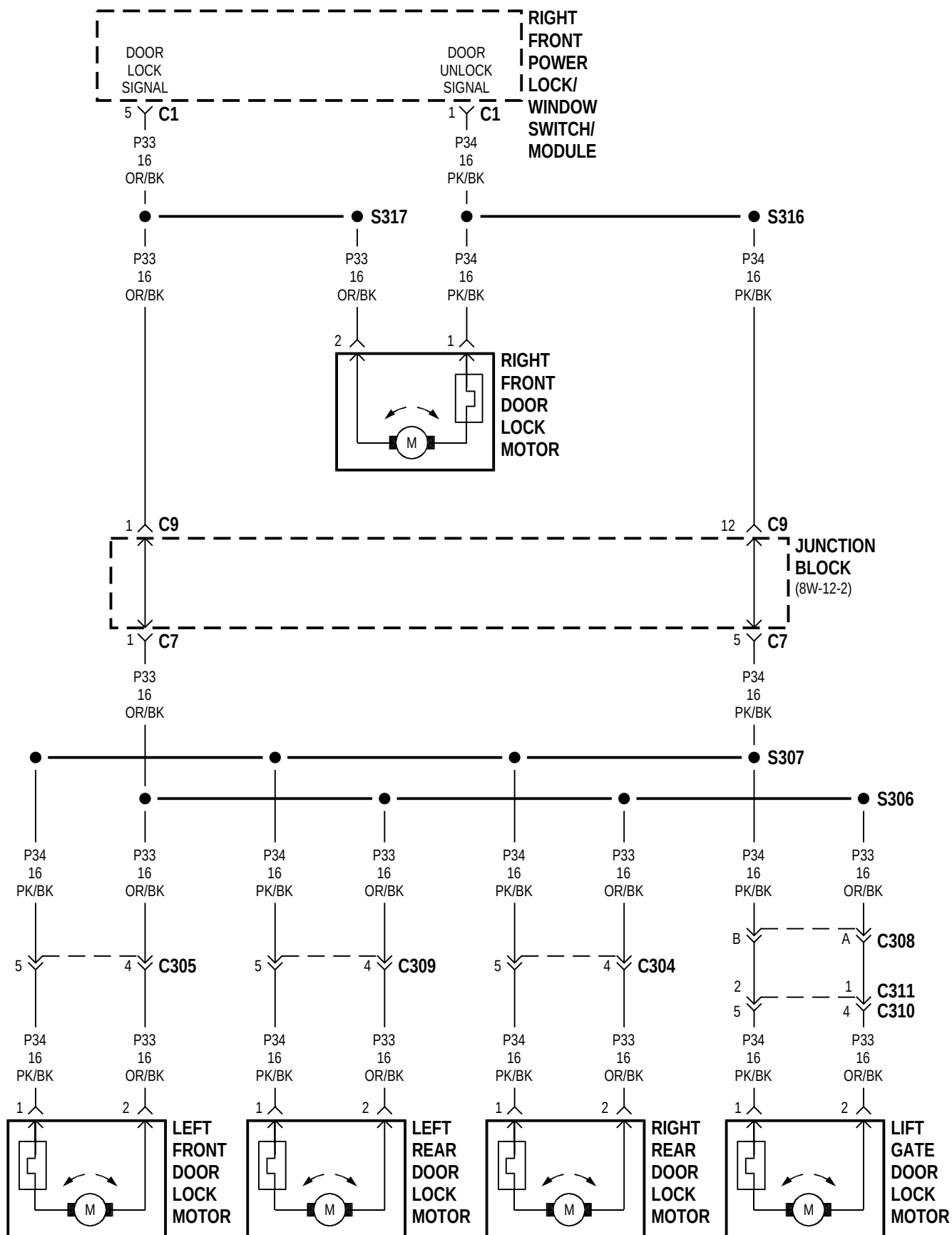


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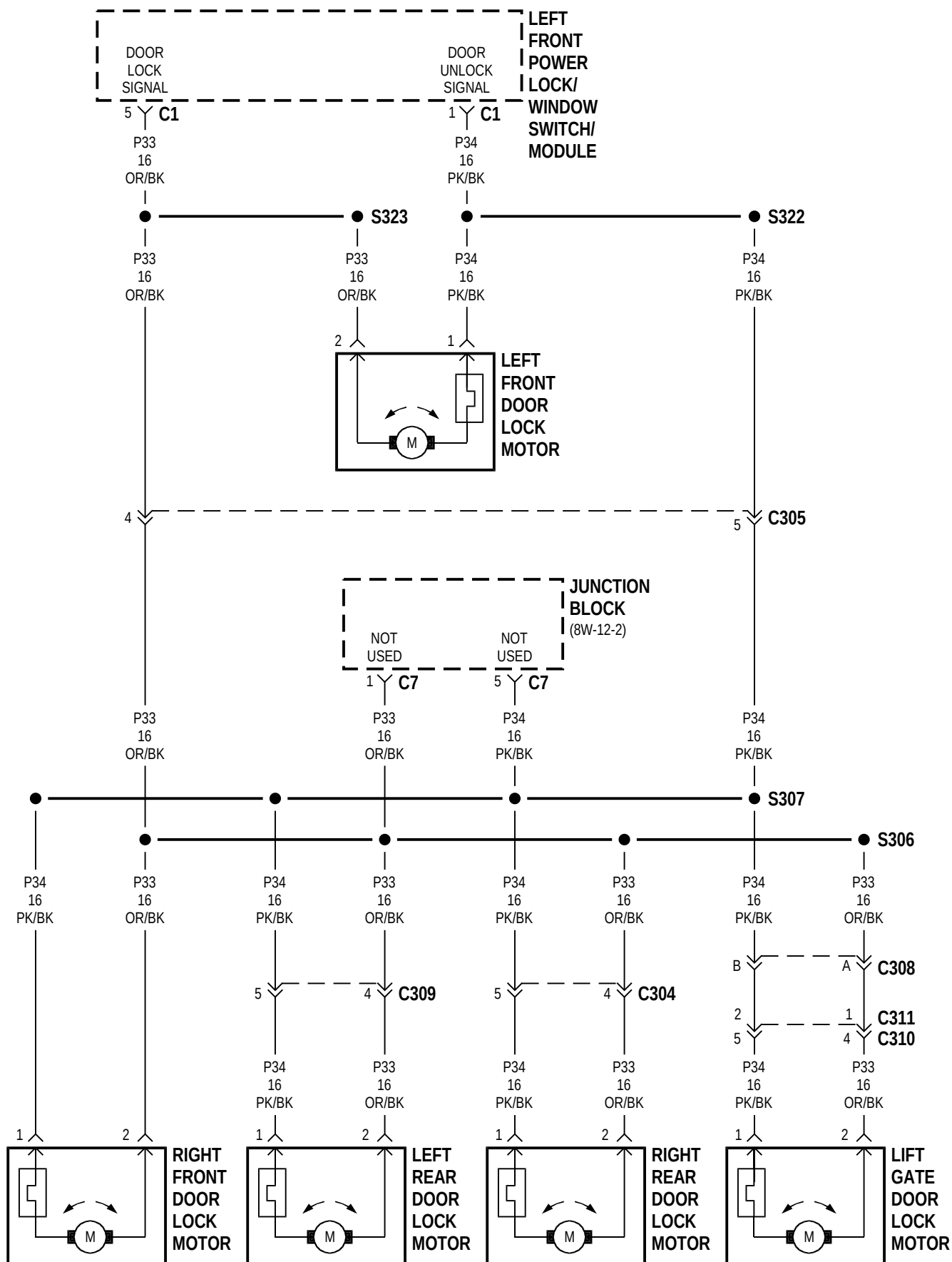




LHD



RHD



8W-61 POWER DOOR LOCKS

DESCRIPTION AND OPERATION

INTRODUCTION

The Passenger Door Module and the left door lock switch, control the door locks, keyless entry, and illuminated entry systems.

POWER DOOR LOCK OPERATION

Circuit A7 from fuse 4 in the Power Distribution Center (PDC) supplies voltage to circuit F35 through fuse 15 in the junction block. Circuit F35 supplies voltage to the passenger door lock module.

When the ignition switch is in the ACCESSORY or RUN position it connects circuit A1 from fuse 2 in the Power Distribution Center (PDC) to circuit A31. Circuit A31 supplies power to circuit F81 through a circuit breaker in cavity 28 of the junction block.

DOOR LOCK SWITCH OPERATION—LOCK POSITION

When either door lock switch is put in the LOCK position, the switch connects voltage from circuit F35 to circuit P35. Circuit P35 provides the LOCK input to the door lock module. After receiving the LOCK input, the door lock module supplies power to the door locks on circuit P33. Circuit P33 is spliced to provide power for all the door lock motors.

In the LOCK position, ground for the door lock motors is on circuit P34, through the door lock module to ground on circuit Z1.

DOOR LOCK SWITCH OPERATION—UNLOCK POSITION

When either door lock switch is put in the UNLOCK position, the switch connects voltage from circuit F35 to circuit P36. Circuit P36 provides the UNLOCK input to the door lock module. After receiving the UNLOCK input, the door lock module supplies power to the door locks on circuit P34. Circuit P34 is spliced to provide power to all the door lock motors.

In the UNLOCK position, ground for the door lock motors is on circuit P33, through the door lock module to ground on circuit Z1.

REMOTE KEYLESS ENTRY AND ILLUMINATED ENTRY

The PDM controls the remote keyless entry and illuminated entry systems. When the module receives input from the transmitter, it operates the door locks and provides ground for courtesy lamps.

GROUND CIRCUIT

Circuit Z1 provides ground for the door lock module and drivers door lock switch..

HELPFUL INFORMATION

- Each door lock motor has an internal circuit breaker.

8W-62 POWER MIRRORS

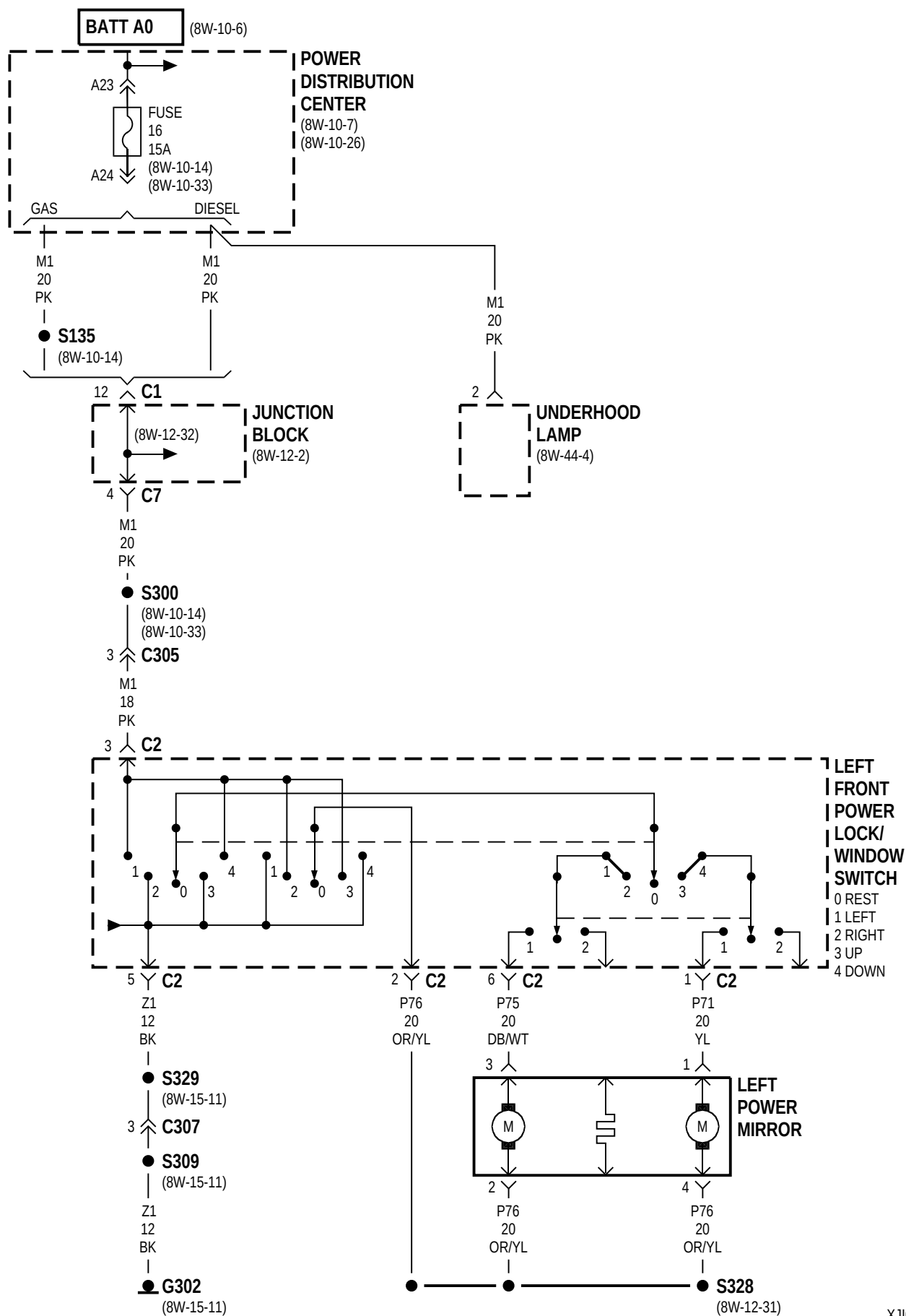
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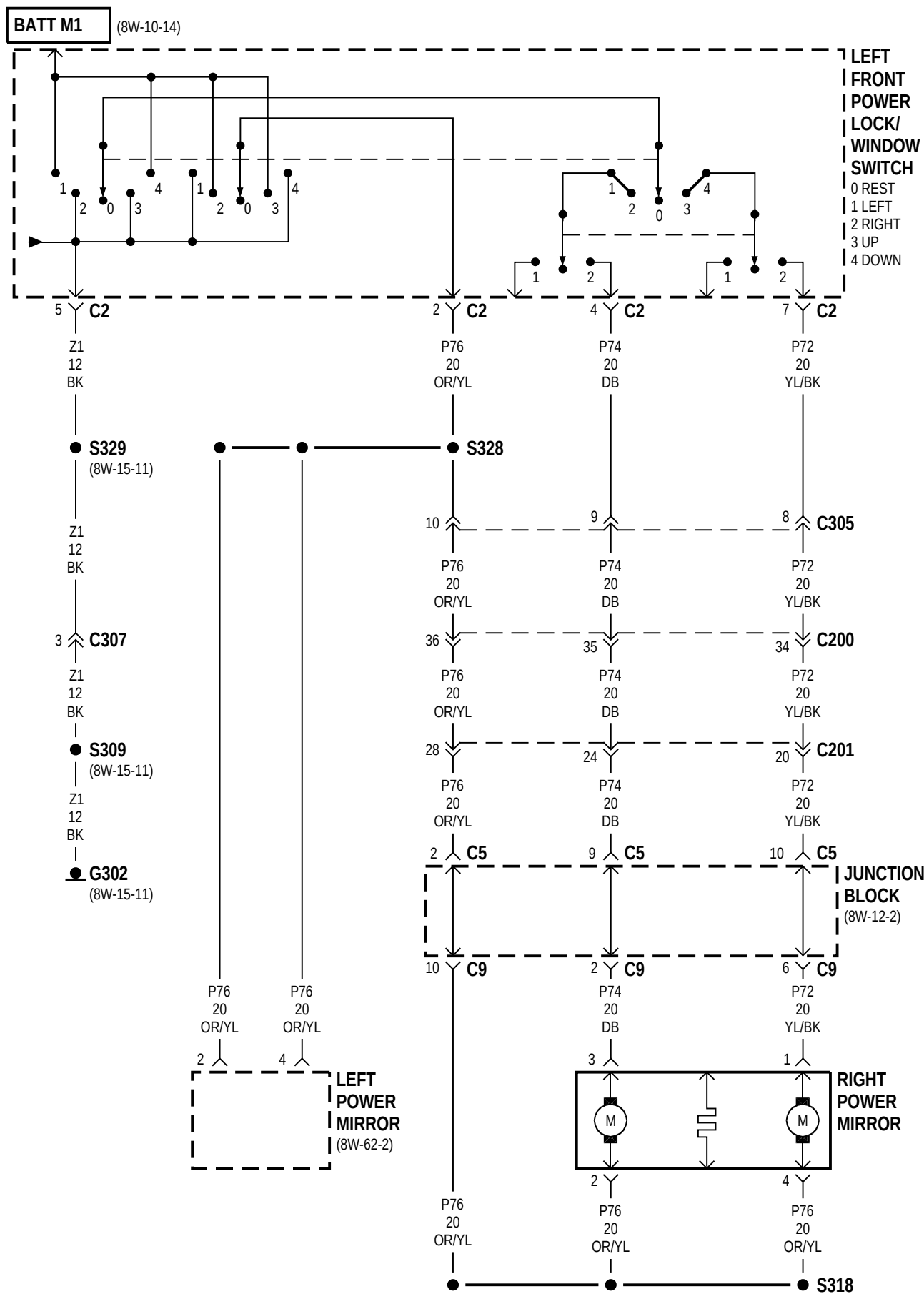
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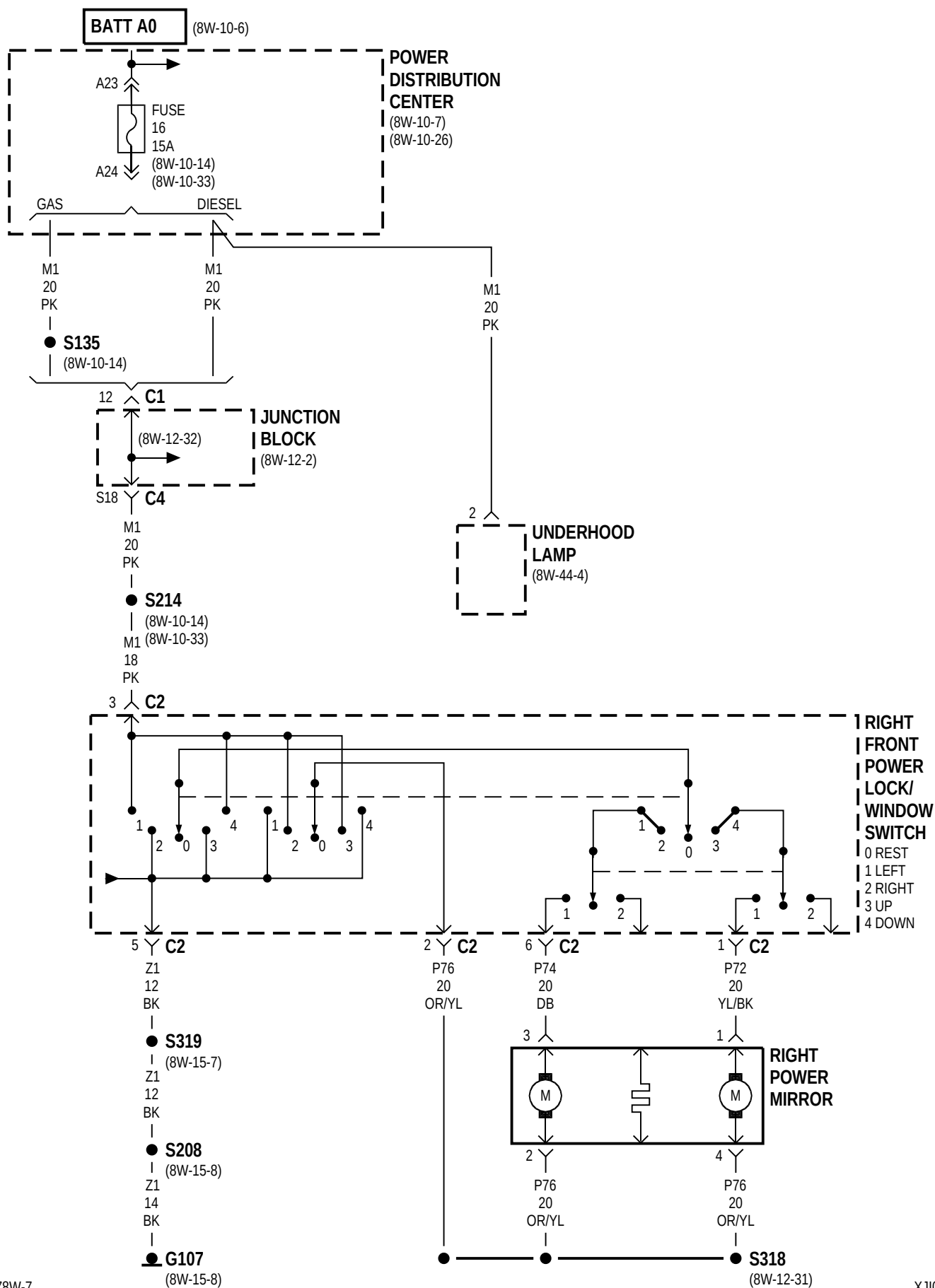
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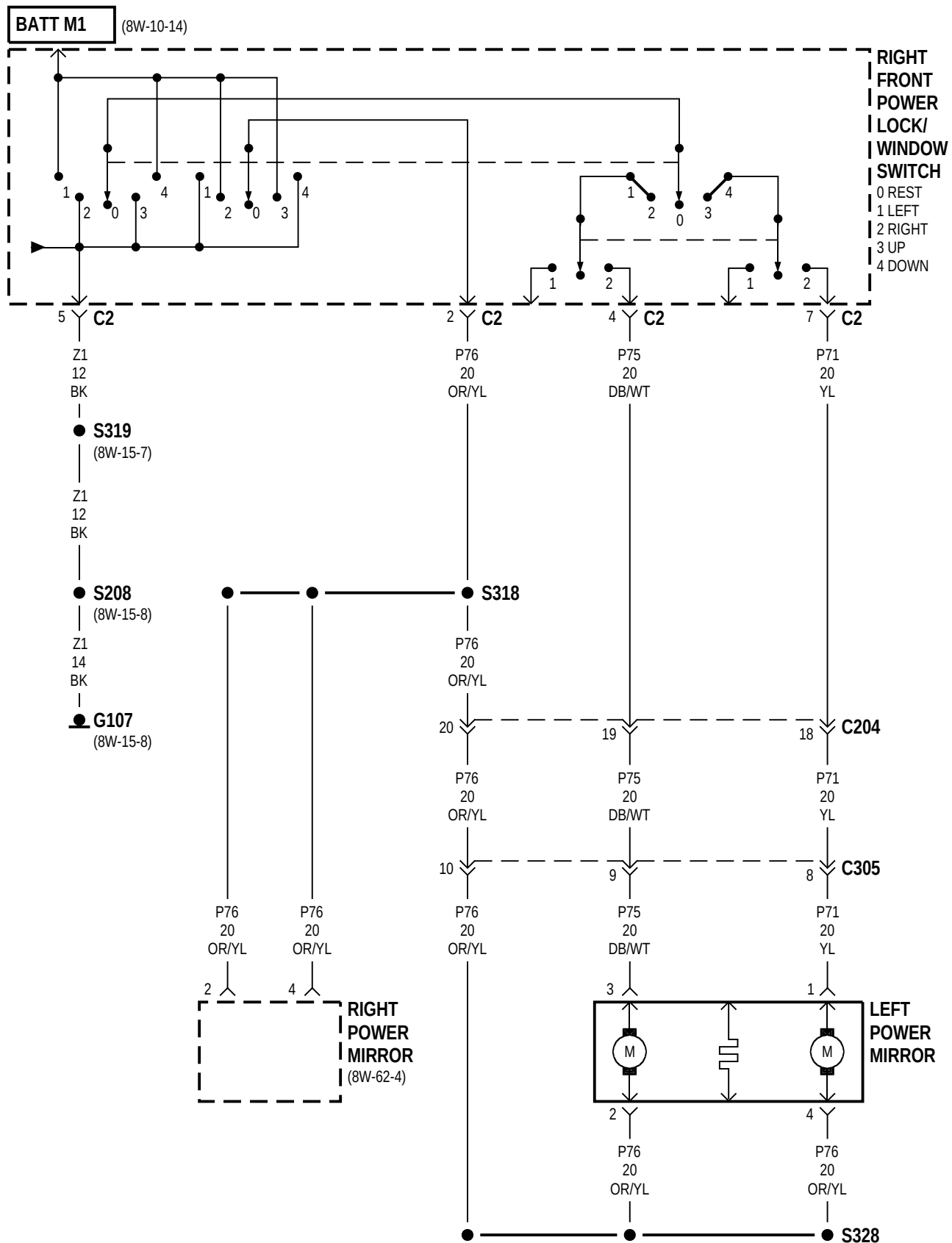
LHD





RHD





8W-62 POWER MIRRORS

DESCRIPTION AND OPERATION

POWER MIRRORS

Two power mirror systems are available. One power mirror system is used if the vehicle is also equipped with power windows and locks, and another system is used if the vehicle is not equipped with power windows and locks.

Each power mirror system uses a different switch and circuitry; however, on both systems have a single switch that operates both the left and right power mirrors. Each mirror has two motors; a LEFT/RIGHT motor and a UP/DOWN motor. The motors switch polarity to allow mirror adjustment.

Battery voltage for each system is supplied on circuit M1. This is the Ignition-Off Draw (IOD) circuit and protected by a 15 amp fuse located in the junction block.

Circuit Z1 connects to the power mirror switch and supplies ground for the power mirror system.

RIGHT POWER MIRROR OPERATION

WITH POWER WINDOWS AND LOCKS

In the RIGHT position, the power mirror switch supplies power to the right mirror LEFT/RIGHT motor on circuit P74 when a RIGHTWARD adjustment is made. Circuit P76 provides the ground path the for RIGHTWARD adjustments.

When the operator makes a LEFTWARD adjustment, polarity reverses. For LEFTWARD adjustments, the switch supplies battery voltage the right mirror LEFT/RIGHT motor on circuit P76. Circuit P74 supplies ground for LEFTWARD adjustments.

During UPWARD adjustments, the switch supplies voltage to the right mirror UP/DOWN motor on circuit P72. Circuit P76 supplies ground during UPWARD adjustments.

For DOWNWARD adjustments, the polarity is reversed, the switch powers the right mirror UP/DOWN motor on circuit P76. Circuit P72 supplies the ground path.

WITHOUT POWER WINDOWS AND LOCKS

In the RIGHT position, the power mirror switch supplies power to the right mirror LEFT/RIGHT motor on circuit P91 when a RIGHTWARD adjustment is made. Circuit P74 provides the ground path the for RIGHTWARD adjustments.

When the operator makes a LEFTWARD adjustment, polarity reverses. For LEFTWARD adjustments, the switch supplies battery voltage the right mirror LEFT/RIGHT motor on circuit P74. Circuit P91 supplies ground for LEFTWARD adjustments.

During UPWARD adjustments, the switch supplies voltage to the right mirror UP/DOWN motor on circuit P72. Circuit P90 supplies ground during UPWARD adjustments.

For DOWNWARD adjustments, the polarity is reversed, the switch powers the right mirror UP/DOWN motor on circuit P90. Circuit P72 supplies the ground path.

LEFT POWER MIRROR OPERATION

WITH POWER WINDOWS AND LOCKS

In the LEFT position, the power mirror switch supplies power to the left mirror LEFT/RIGHT motor on circuit P75 when a RIGHTWARD adjustment is made. Circuit P76 provides the ground path for the RIGHTWARD adjustments.

When the operator makes LEFTWARD adjustment, polarity reverses. For LEFTWARD adjustments, the switch supplies battery voltage to the left mirror LEFT/RIGHT motor on circuit P76. Circuit P75 supplies ground for LEFTWARD adjustments.

During UPWARD adjustments, the switch supplies voltage to the left mirror UP/DOWN motor on circuit P71. Circuit P76 supplies ground during UPWARD adjustments.

For DOWNWARD adjustments, the polarity is reversed, the switch powers the left mirror UP/DOWN motor on circuit P76. Circuit P71 supplies the ground path.

WITHOUT POWER WINDOWS AND LOCKS

In the LEFT position, the power mirror switch supplies power to the left mirror LEFT/RIGHT motor on circuit P91 when a RIGHTWARD adjustment is made. Circuit P75 provides the ground path the for RIGHTWARD adjustments.

When the operator makes LEFTWARD adjustment, polarity reverses. For LEFTWARD adjustments, the switch supplies battery voltage to the left mirror LEFT/RIGHT motor on circuit P775. Circuit P91 supplies ground for LEFTWARD adjustments.

During UPWARD adjustments, the switch supplies voltage to the left mirror UP/DOWN motor on circuit P71. Circuit P90 supplies ground during UPWARD adjustments.

For DOWNWARD adjustments, the polarity is reversed, the switch powers the left mirror UP/DOWN motor on circuit P90. Circuit P71 supplies the ground path.

HELPFUL INFORMATION

- Check the IOD fuse in cavity 16 of the junction block

DESCRIPTION AND OPERATION (Continued)

- Circuit M1 supplies voltage to the radio memory, lamp, underhood lamp, dome lamp, overhead console lamps and glove box lamp. Check for proper operation of these items.
- Move the switch to its various positions and listen for the motors to click or try to move. Some movement or clicking indicates a poor connection or a mechanical problem with a mirror.

HEATER ELEMENTS

The rear window defogger relay powers the heater elements in power mirrors. When the relay energizes, it supplies power to the heater elements on circuit C15. Circuit Z1 provides ground for the power mirror heater elements.

HELPFUL INFORMATION

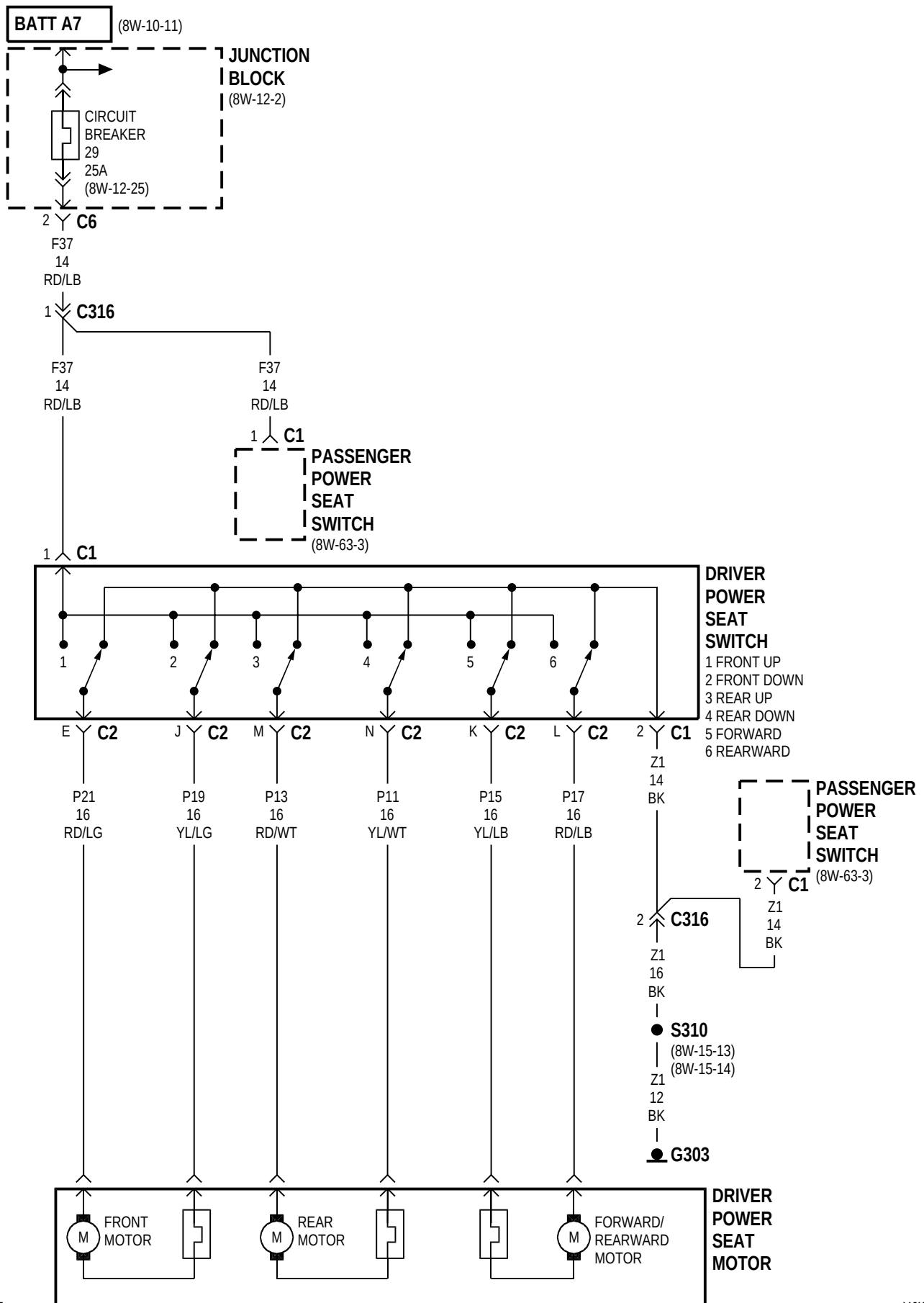
- Circuit F82 from fuse 2 in the fuse block powers circuit C15 when the rear window defogger relay energizes.
- Circuit A4 from fuse 3 in the Power Distribution Center (PDC) supplies battery voltage to the fuse block for fuse 2 and circuit F82.
- Check fuse 2 in the fuse block.
- Check fuse 3 in the PDC.

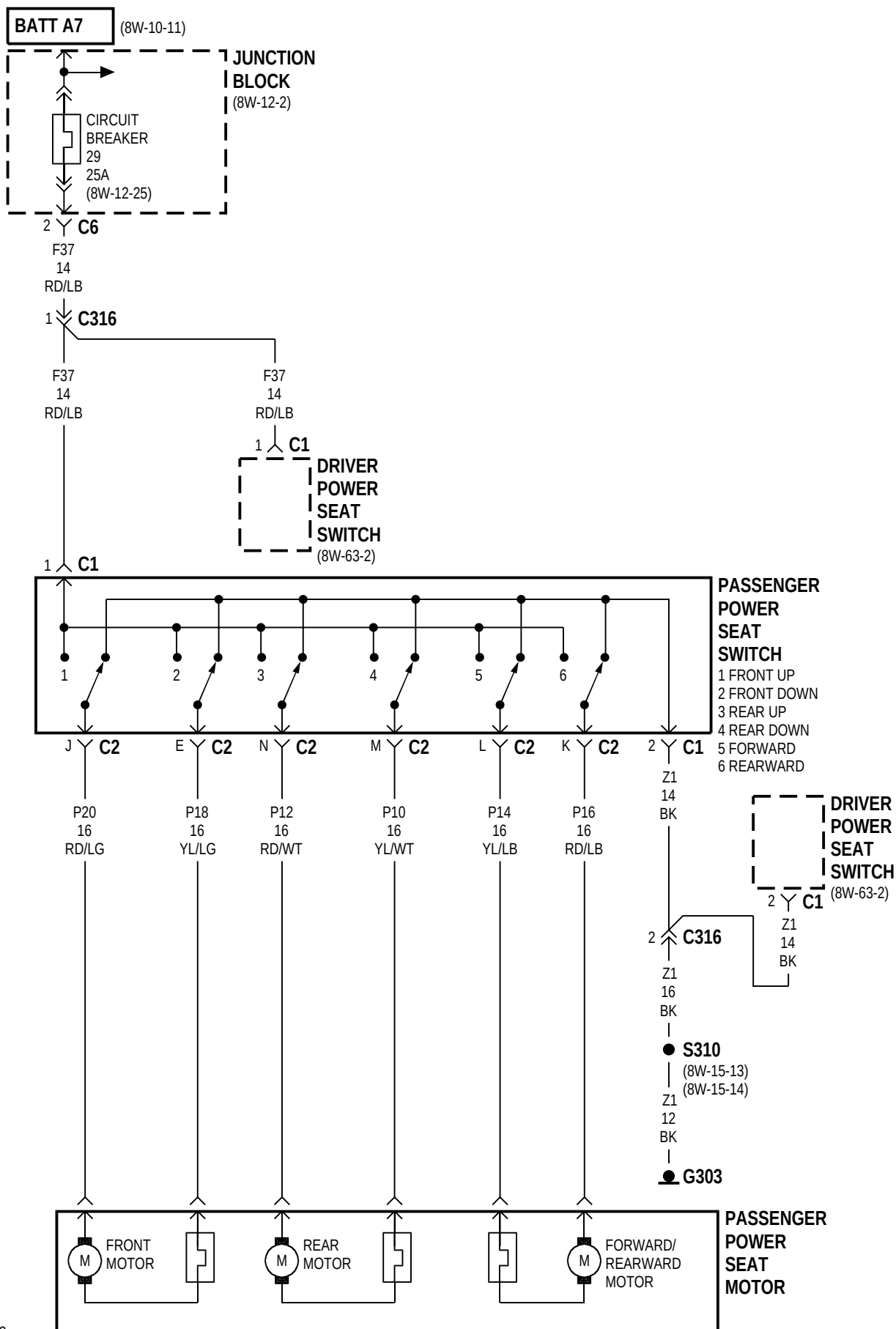
8W-63 POWER SEAT

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Driver Power Seat Switch.....	8W-63-2, 3	Passenger Power Seat Switch	8W-63-2, 3
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Front Motor.....	8W-63-2, 3	S310	8W-63-2, 3
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8W-63 POWER SEAT

DESCRIPTION AND OPERATION

POWER SEAT OPERATION

Battery voltage for the power seat system is supplied by circuit A7 from fuse 4 in the Power Distribution Center (PDC). Circuit A7 connects to circuit F37 through a circuit breaker in cavity 29 of the junction block. Circuit F37 connects to the power seat switch.

A bus bar internal to the power seat switch connects the power from circuit F37 to the switches. Grounding for the seat system is supplied on circuit Z1.

The motors located under the seat are protected by circuit breakers wired in with the motors. Each motor has its own circuit breaker.

When the operator selects the FRONT UP function, power is passed on the F37 circuit through the CLOSED contacts in the switch to the P19 circuit. The P19 circuit connects to the motor. Ground is provided on the P21 circuit back to the switch. A ground bus bar internal to the switch then connects to the Z1 ground circuit.

For FRONT DOWN function the circuits are reversed. P21 is the feed and P19 is the ground.

When the operator selects the SEAT FORWARD function, power is passed on the F37 circuit through the CLOSED contacts in the switch to the P15 circuit. The P15 circuit connects to the motor. Ground is

provided on the P17 circuit back to the switch. A ground bus bar internal to the switch then connects to the Z1 ground circuit.

For SEAT REARWARD function the circuits are reversed. P17 is the feed and P15 is the ground.

When the operator selects the REAR UP function, power is passed on the F37 circuit through the CLOSED contacts in the switch to the P11 circuit. The P11 circuit connects to the motor. Ground is provided on the P13 circuit back to the switch. A ground bus bar internal to the switch then connects to the Z1 ground circuit.

For REAR DOWN function the circuits are reversed. P13 is the feed and P11 is the ground.

When the operator selects the SEAT UP function power is passed on the F37 circuit through the CLOSED contacts in the switch to the P11 and P19 circuits. The P11 circuit connects to the REAR UP motor, and P19 connects to the FRONT UP motor. Ground is provided on the P13 and P21 circuits back to the switch. A ground bus bar internal to the switch then connects to the Z1 ground circuit.

For SEAT DOWN function the circuits are reversed. P13 and P21 circuits are the feeds and P11 and P19 are the grounds.

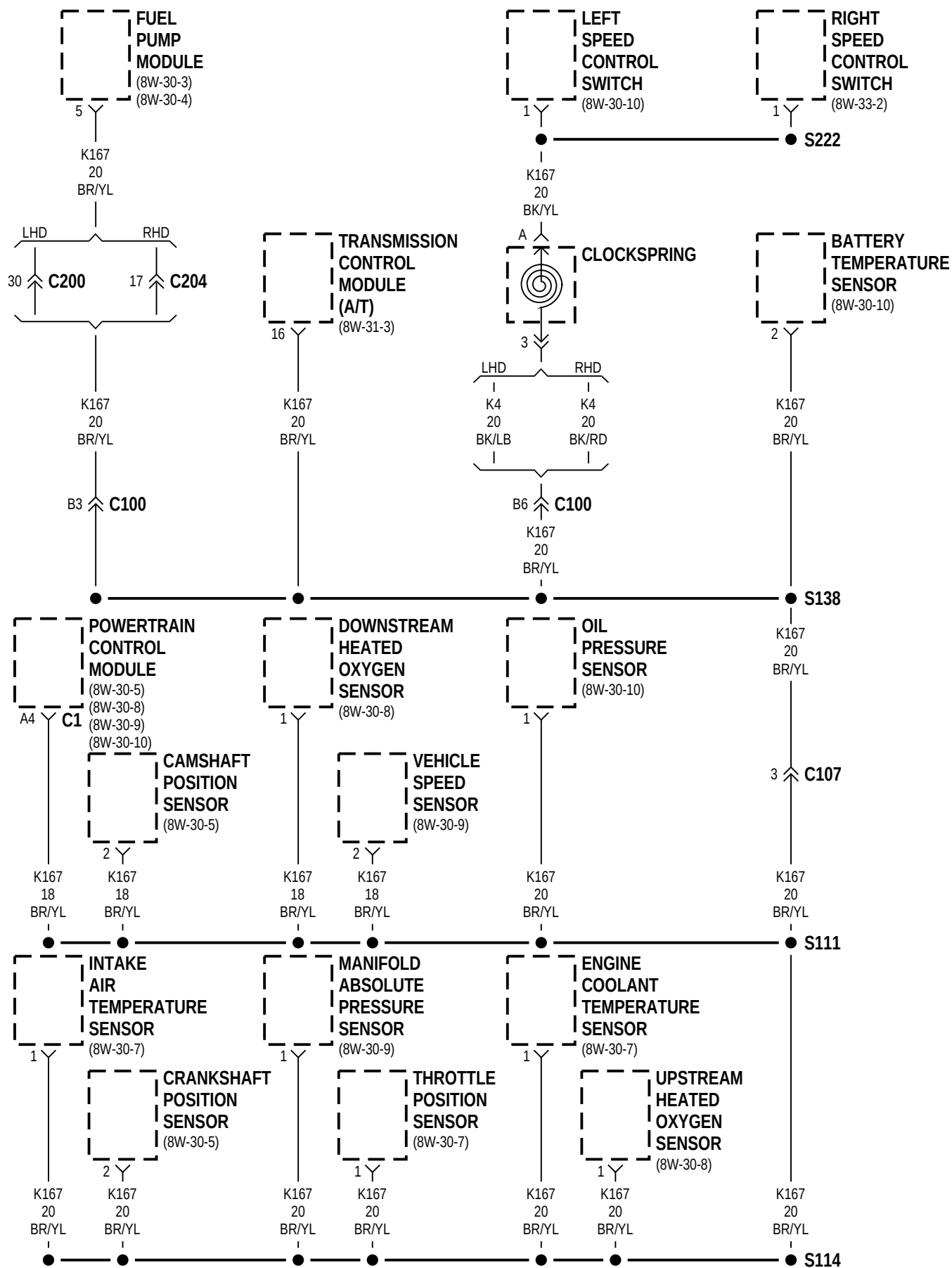
HELPFUL INFORMATION

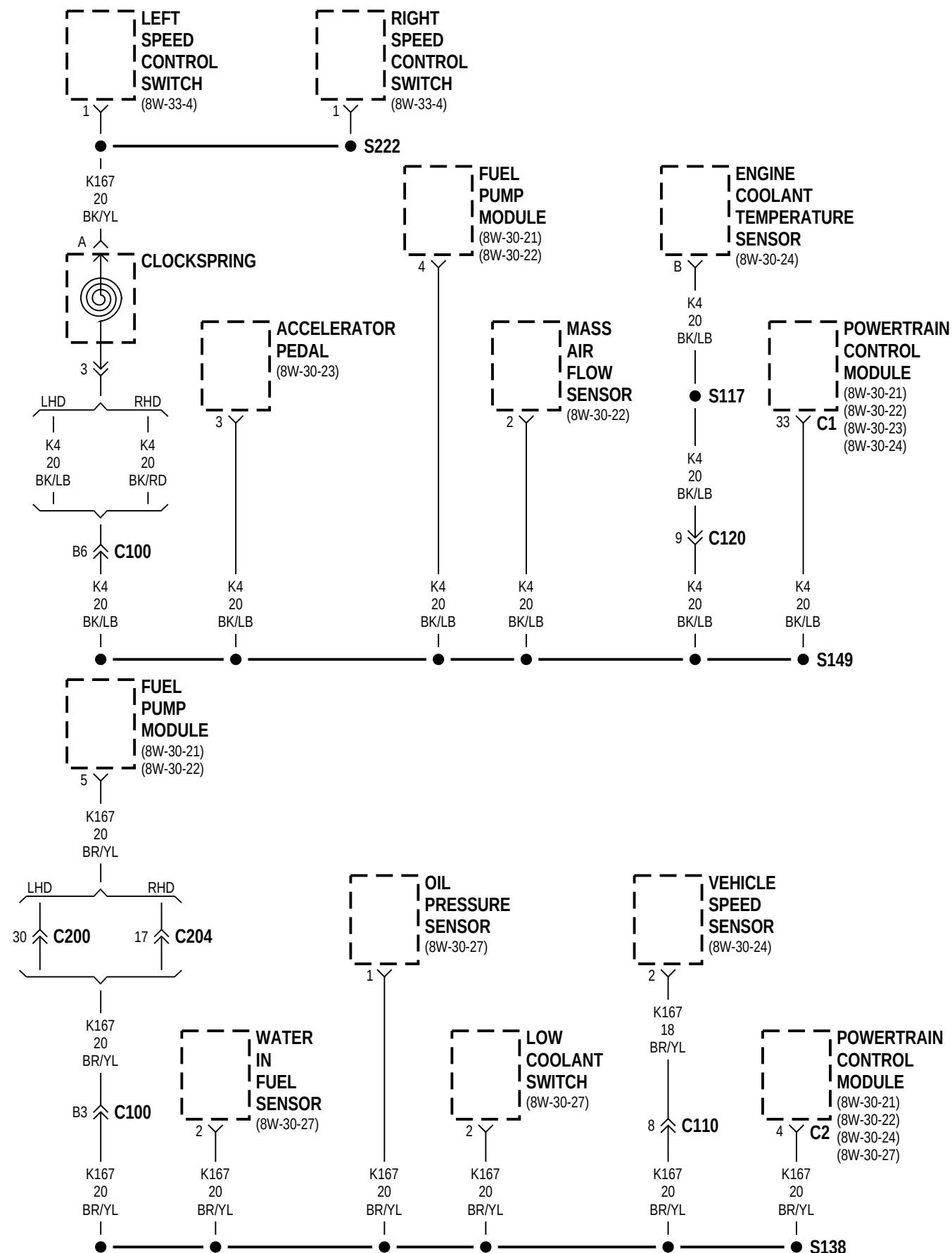
Check the circuit breaker located in cavity 29 of the junction block

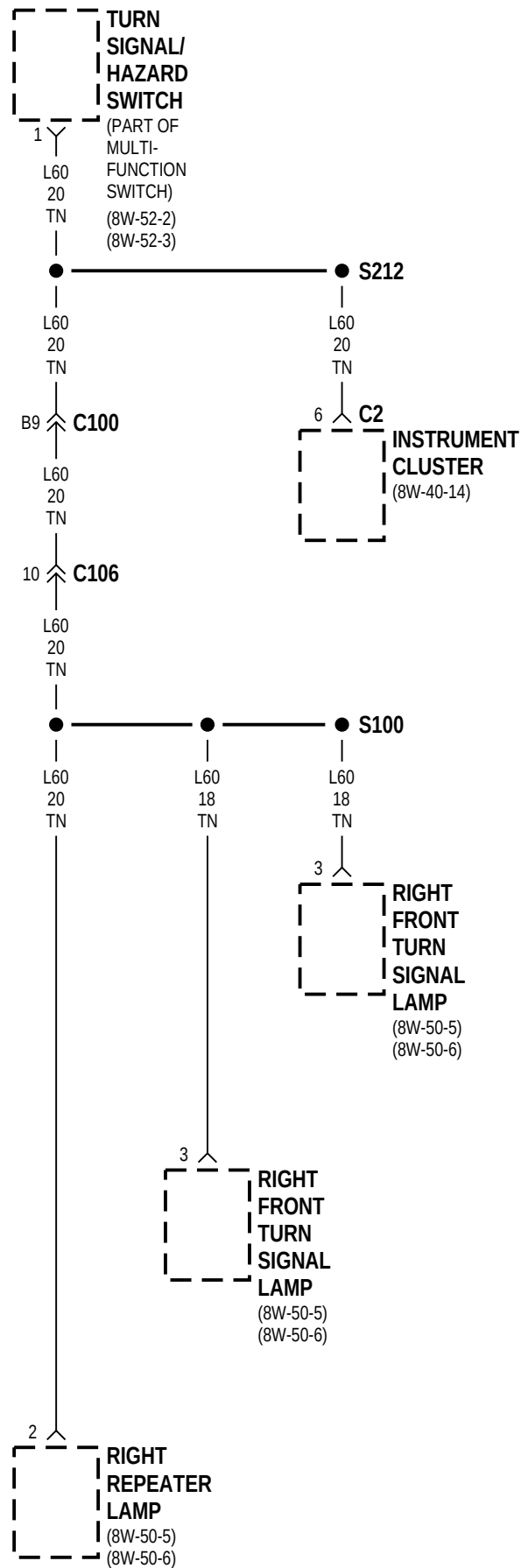
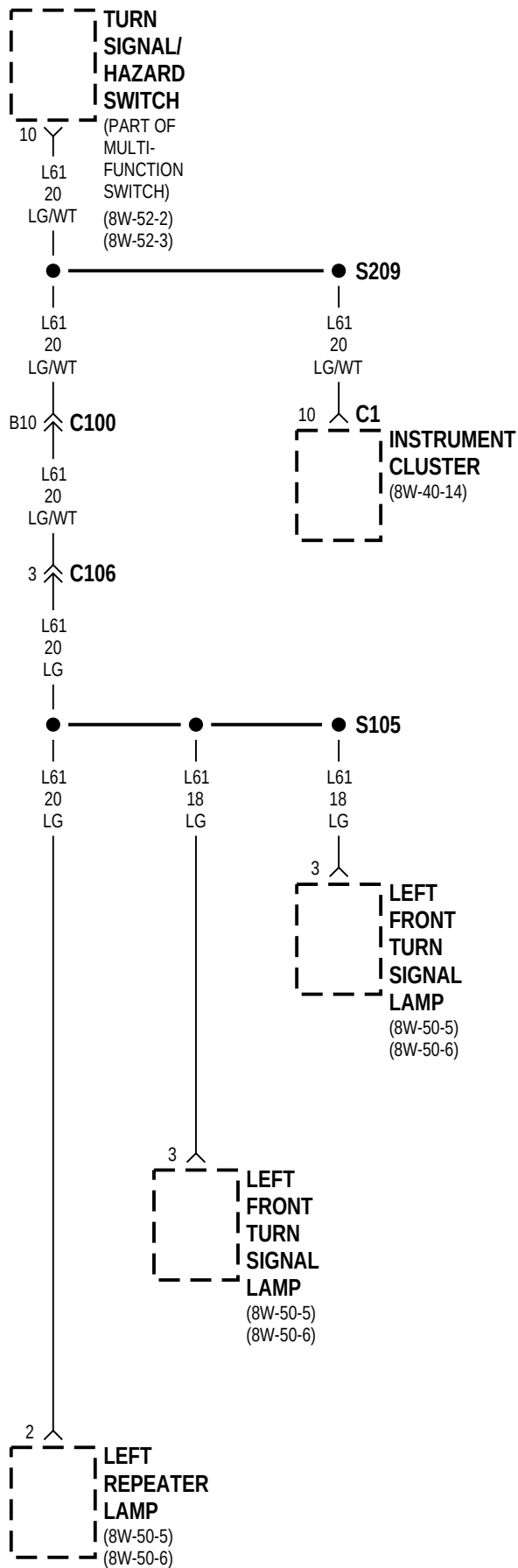
8W-70 SPLICE INFORMATION

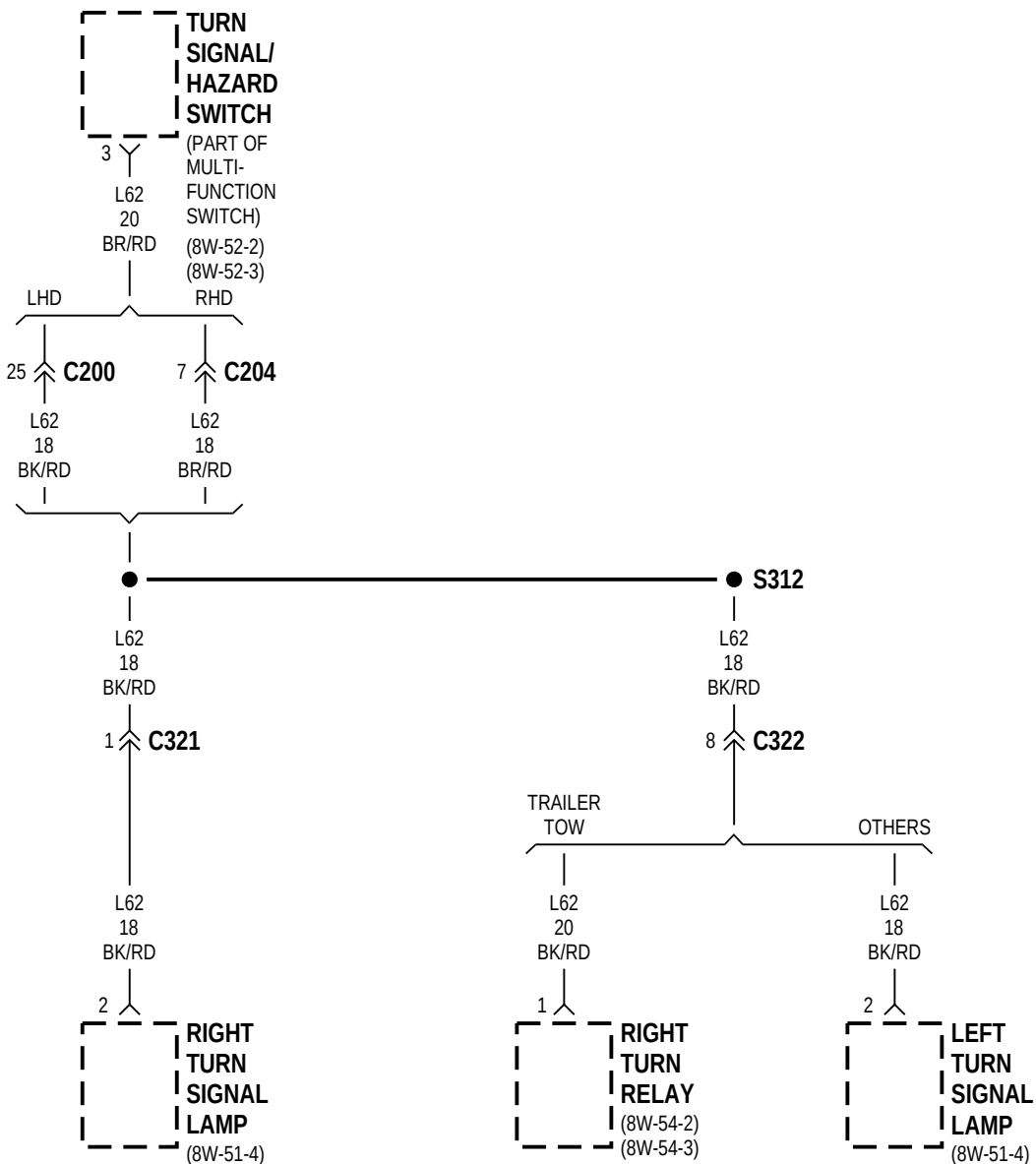
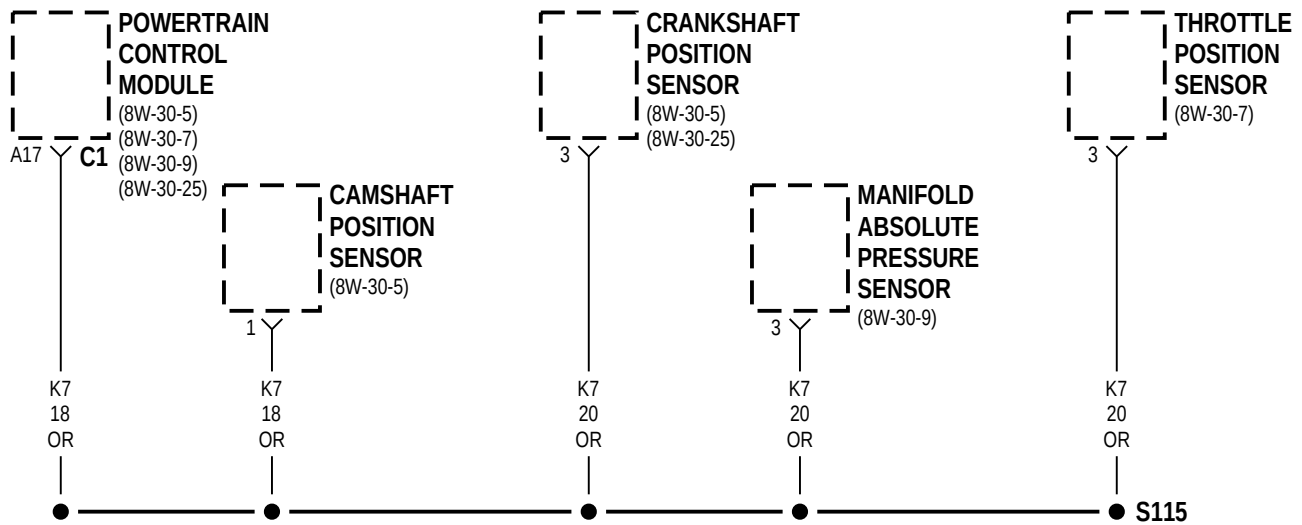
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S100	.8W-70-4	S205	.8W-706
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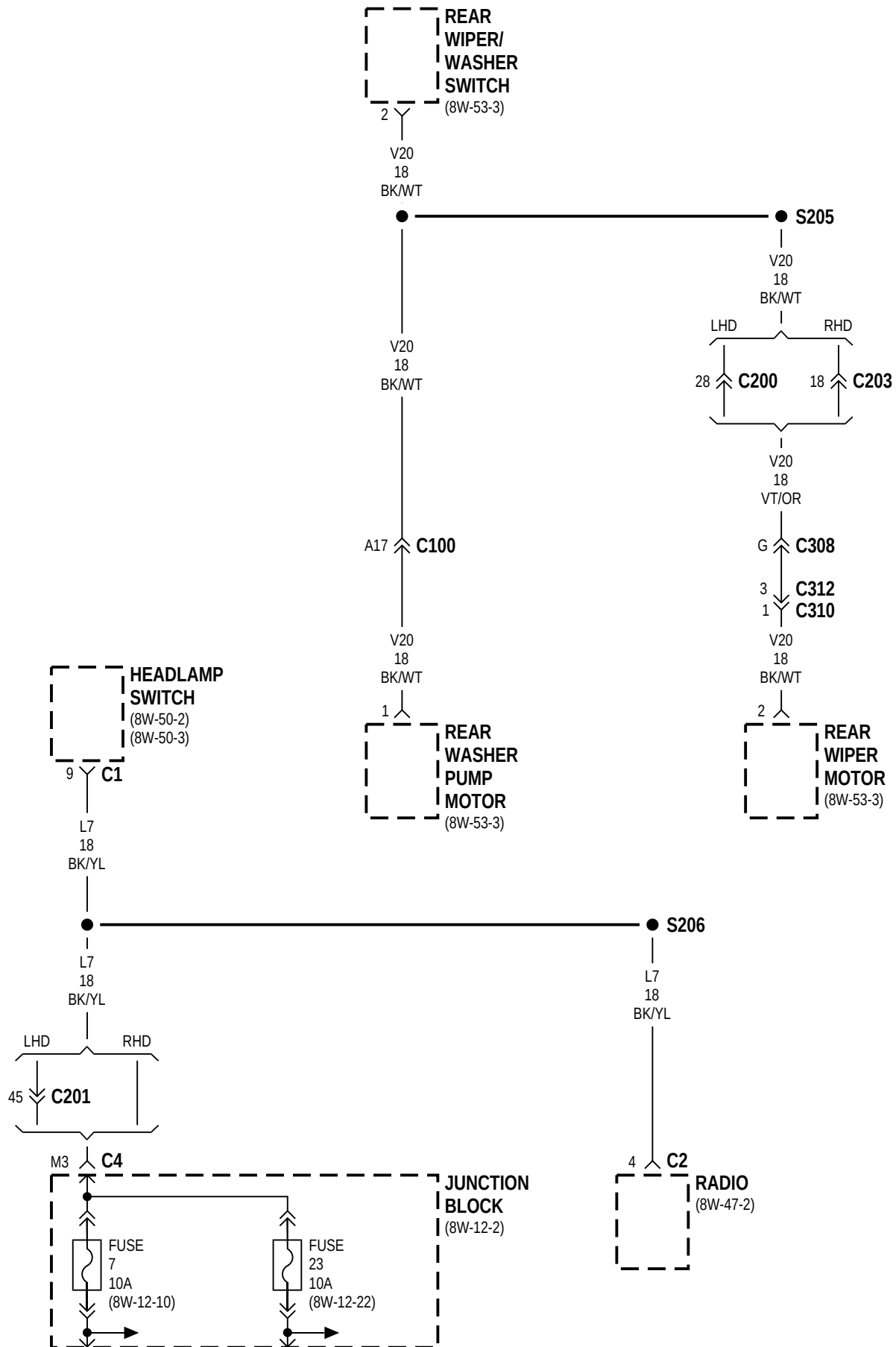
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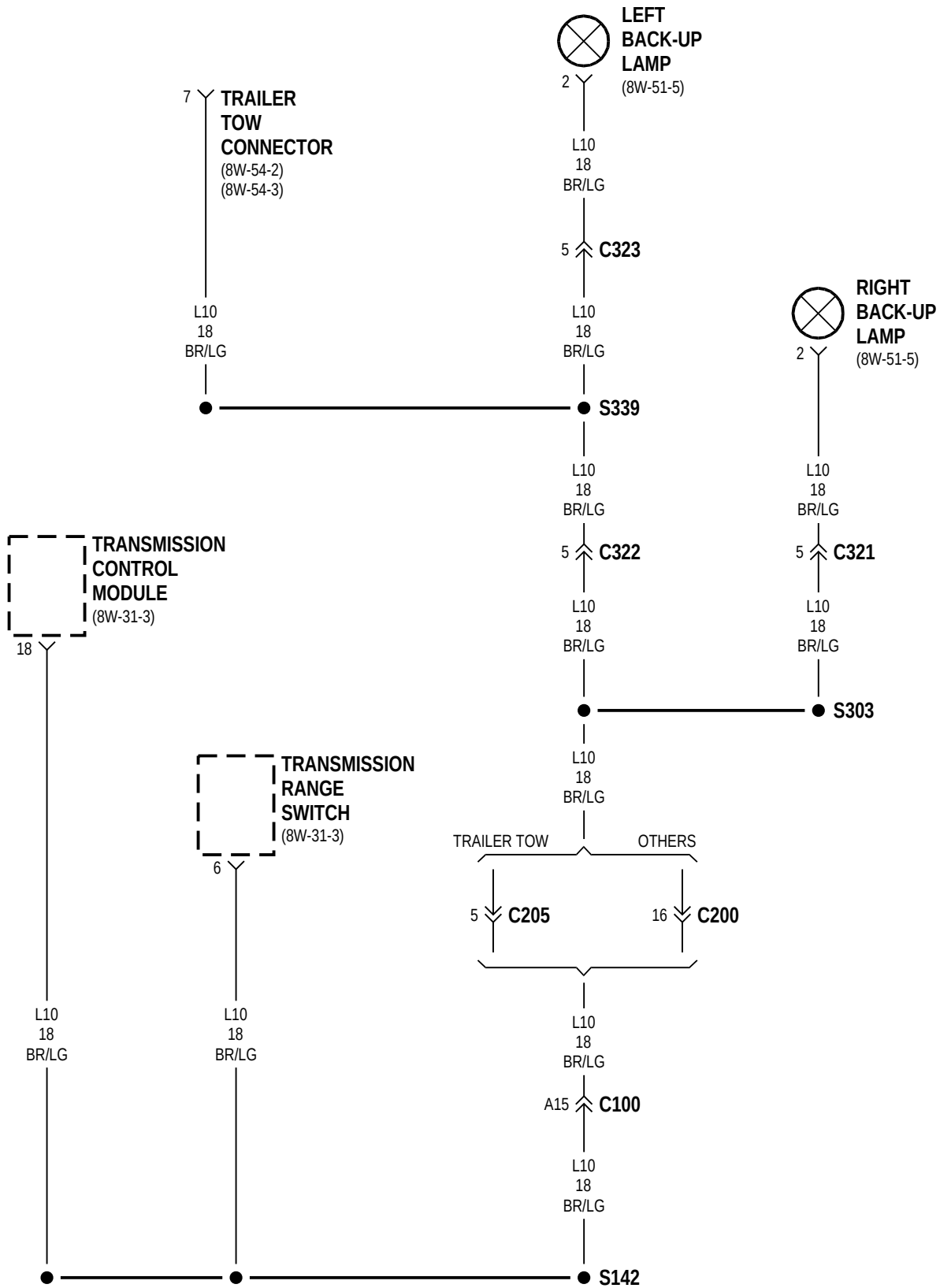












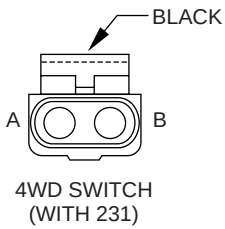
8W-80 CONNECTOR PIN-OUTS

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A/C Heater Control (RHD)	8W-80-4	C204 (RHD)	8W-80-34
A/C High Pressure Switch	8W-80-5	C205	8W-80-35
A/C Low Pressure Switch (Diesel)	8W-80-5	C206 (A/T)	8W-80-35
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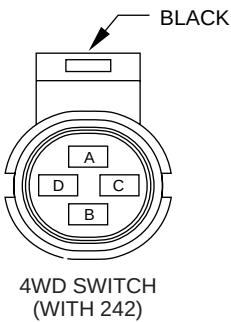
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Combination Flasher (With Lighted Visor)	.8W-80-44	Junction Block - C4	.8W-80-56
Compass	.8W-80-44	Junction Block - C5	.8W-80-57
Console Illumination	.8W-80-44	Junction Block - C6	.8W-80-57
Controller Anti-Lock Brake (LHD)	.8W-80-45	Junction Block - C7	.8W-80-57
Controller Anti-Lock Brake (RHD)	.8W-80-45	Junction Block - C8	.8W-80-58
Coolant Temperature Sensor (Diesel)	.8W-80-46	Junction Block - C9	.8W-80-58
Crankshaft Position Sensor	.8W-80-46	Key-In Switch	.8W-80-58
Crankshaft Position Sensor (Diesel)	.8W-80-46	Left Back-Up Lamp	.8W-80-58
Data Link Connector	.8W-80-46	Left Courtesy Lamp	.8W-80-58
Daytime Running Lamp Module	.8W-80-47	Left Fog Lamp	.8W-80-59
Diagnostics Splice Block	.8W-80-47	Left Front Door Jamb Switch	.8W-80-59
Dome Lamp (W/Vanity Lamps, Immobilizer)	.8W-80-47	Left Front Door Speaker (LHD)	.8W-80-59
Downstream Heated Oxygen Sensor	.8W-80-47	Left Front Door Speaker (RHD)	.8W-80-59
Driver Airbag	.8W-80-48	Left Front Door Tweeter (LHD)	.8W-80-59
EGR Solenoid (Diesel)	.8W-80-48	Left Front Door Tweeter (RHD)	.8W-80-59
Engine Coolant Temperature Sensor	.8W-80-48	Left Front Power Door Lock Motor (LHD)	.8W-80-60
Engine Oil Pressure Sensor	.8W-80-48	Left Front Power Lock/Window Switch-C1 (LHD)	.8W-80-60
Evap/Purge Solenoid	.8W-80-48	Left Front Power Lock/Window Switch-C2 (LHD)	.8W-80-60
Front Fog Lamp Switch	.8W-80-48	Left Front Power Window Motor (LHD)	.8W-80-60
Front Washer Pump Motor	.8W-80-49	Left Front Side Marker Lamp	.8W-80-60
Front Wiper Motor	.8W-80-49	Left Front Wheel Speed Sensor (LHD)	.8W-80-61
Fuel Heater (Diesel)	.8W-80-49	Left Front Wheel Speed Sensor (RHD)	.8W-80-61
Fuel Pump Module (Diesel)	.8W-80-49	Left Headlamp	.8W-80-61
Fuel Pump Module (LHD)	.8W-80-50	Left Park Lamp	.8W-80-61
Fuel Pump Module (RHD)	.8W-80-50	Left Power Mirror	.8W-80-61
G Switch (LHD)	.8W-80-50	Left Power Seat	.8W-80-62
Generator	.8W-80-50	Left Rear Door Jamb Switch	.8W-80-62
Glove Box Lamp Switch	.8W-80-50	Left Rear Power Door Lock Motor	.8W-80-62
Glow Plug Relay (Diesel)	.8W-80-51	Left Rear Power Window Motor	.8W-80-62
Headlamp Delay Module (LHD)	.8W-80-51	Left Rear Power Window Switch	.8W-80-62
Headlamp Delay Module (RHD)	.8W-80-51	Left Rear Side Marker Lamp	.8W-80-63
Headlamp Leveling Switch (RHD)	.8W-80-51	Left Rear Turn Signal Lamp	.8W-80-63
Headlamp Switch C1 (LHD)	.8W-80-52	Left Rear Wheel Speed Sensor (LHD)	.8W-80-63
Headlamp Switch C1 (RHD)	.8W-80-52	Left Rear Wheel Speed Sensor (RHD)	.8W-80-63
Headlamp Switch (C2)	.8W-80-52	Left Sound Bar Speaker	.8W-80-63
HVAC Unit (LHD)	.8W-80-52	Left Speaker (With Sound Bar)	.8W-80-63
HVAC Unit (RHD)	.8W-80-53	Left Tail/Stop Lamp	.8W-80-64
Idle Air Control Motor	.8W-80-53	Left Turn Jumper	.8W-80-64
Ignition Coil	.8W-80-53	Left Turn Signal	.8W-80-64
Ignition Switch (LHD)	.8W-80-53	License Lamp	.8W-80-64
Ignition Switch (RHD)	.8W-80-53	Liftgate Jamb Switch	.8W-80-64
Injector No. 1	.8W-80-54	Liftgate Lock Motor	.8W-80-65
Injector No. 2	.8W-80-54	Low Coolant Sensor (Diesel)	.8W-80-65
Injector No. 3	.8W-80-54	Low Washer Fluid Level Switch	.8W-80-65
Injector No. 4	.8W-80-54	Manifold Absolute Pressure Sensor	.8W-80-65
Injector No. 5	.8W-80-54	Mass Air Flow Sensor (Diesel)	.8W-80-65
Injector No. 6	.8W-80-54	MSA Controller (Diesel)	.8W-80-66
Instrument Cluster-C1 (LHD)	.8W-80-55	Needle Movement Sensor (Diesel)	.8W-80-67
Instrument Cluster-C1 (RHD)	.8W-80-55	Oil Pressure Switch (Diesel)	.8W-80-67
Instrument Cluster-C2	.8W-80-55	Overhead Module (With Immobilizer)	.8W-80-67
Intake Air Temperature Sensor	.8W-80-55	Park Brake Switch (LHD)	.8W-80-68
Junction Block - C1	.8W-80-56	Park Brake Switch (RHD)	.8W-80-68
Junction Block - C2	.8W-80-56		
Junction Block - C3	.8W-80-56		

Component	Page
Passenger Air Bag	8W-80-68
Pedal Position Sensor (Diesel)	8W-80-68
Power Amplifier-C1	8W-80-68
Power Amplifier-C2 (LHD)	8W-80-69
Power Amplifier C2 (RHD)	8W-80-69
Power Outlet	8W-80-69
Power Steering Pressure Switch (2.5L)	8W-80-69
Powertrain Control Module - C1	8W-80-70
Powertrain Control Module - C1 (Diesel)	8W-80-71
Powertrain Control Module - C2	8W-80-72
Powertrain Control Module - C3 (2.5L, RHD, M/T)	8W-80-73
Powertrain Control Module - C3 (All Others)	8W-80-74
PRNDL Lamp	8W-80-75
Radiator Fan Motor	8W-80-75
Radio-C1	8W-80-75
Radio-C2	8W-80-75
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Rear Door Jamb Switch (LHD)	8W-80-76
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Rear Fog Lamp Relay	8W-80-76
Rear Fog Lamp Switch	8W-80-76
Rear Washer Pump Motor (2.5L, Diesel)	8W-80-76
Rear Washer Pump Motor (All Others)	8W-80-77
Rear Window Defogger - C1	8W-80-77
Rear Window Defogger - C2	8W-80-77
Rear Window Defogger Switch	8W-80-77
Rear Wiper Motor	8W-80-77
Rear Wiper Switch	8W-80-78
Right Back-Up Lamp	8W-80-78
Right Courtesy Lamp	8W-80-78
Right Fog Lamp	8W-80-78
Right Front Door Jamb Switch	8W-80-79
Right Front Door Speaker (LHD)	8W-80-79
Right Front Door Speaker (RHD)	8W-80-79
Right Front Door Tweeter (LHD)	8W-80-79
Right Front Door Tweeter (RHD)	8W-80-79
Right Front Power Door Lock Motor (LHD)	8W-80-80
Right Front Power Lock/Window Switch-C1 (LHD)	8W-80-80
Right Front Power Lock/Window Switch-C1 (RHD)	8W-80-80
Right Front Power Lock/Window Switch-C2 (LHD)	8W-80-80
Right Front Power Lock/Window Switch-C2 (RHD)	8W-80-81

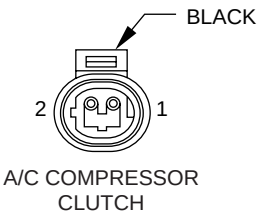
Component	Page
Right Front Power Window Motor	8W-80-81
Right Front Side Marker Lamp	8W-80-81
Right Front Wheel Speed Sensor (LHD)	8W-80-81
Right Front Wheel Speed Sensor (RHD)	8W-80-81
Right Headlamp	8W-80-82
Right Park Lamp	8W-80-82
Right Power Mirror (LHD)	8W-80-82
Right Power Mirror (RHD)	8W-80-82
Right Power Seat (With ECE)	8W-80-82
Right Rear Door Jamb Switch	8W-80-83
Right Rear Power Door Lock Motor	8W-80-83
Right Rear Power Window Motor	8W-80-83
Right Rear Power Window Switch	8W-80-83
Right Rear Side Marker Lamp	8W-80-83
Right Rear Turn Signal Lamp	8W-80-84
Right Rear Wheel Speed Sensor (LHD)	8W-80-84
Right Rear Wheel Speed Sensor (RHD)	8W-80-84
Right Sound Bar Speaker	8W-80-84
Right Speaker (With Sound Bar)	8W-80-84
Right Tail/Stop Lamp	8W-80-85
Right Turn Jumper	8W-80-85
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Seat Belt Switch	8W-80-85
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Stop Lamp Switch (LHD)	8W-80-86
Stop Lamp Switch (RHD)	8W-80-86
Tell Tale Module (Diesel)	8W-80-86
Throttle Position Sensor (4.0L 2WD)	8W-80-86
Throttle Position Sensor (All Others)	8W-80-87
Traction Control Switch	8W-80-87
Trailer Tow Electric Brake	8W-80-87
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Transmission Control Module	8W-80-88
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Vehicle Speed Control Servo (LHD)	8W-80-89
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Water In Fuel Sensor (Diesel)	8W-80-90
Wiper/Washer Switch (LHD)	8W-80-90
Wiper/Washer Switch (RHD)	8W-80-90



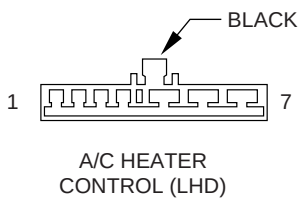
CAV	CIRCUIT	FUNCTION
A	G107 18BK/RD	4WD PART TIME INDICATOR
B	Z1 18BK	GROUND



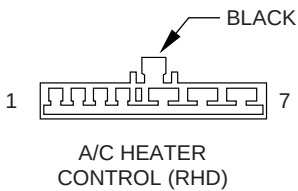
CAV	CIRCUIT	FUNCTION
A	Z1 18BK	GROUND
B	G106 18BK/WT	4WD FULL TIME INDICATOR
C	–	–
D	G107 18BK/RD	4WD PART TIME INDICATOR



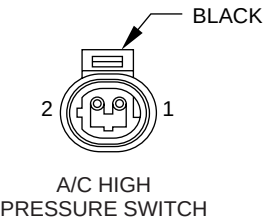
CAV	CIRCUIT	FUNCTION
1	C3 16DB/BK	A/C COMPRESSOR CLUTCH RELAY OUTPUT
2	–	–



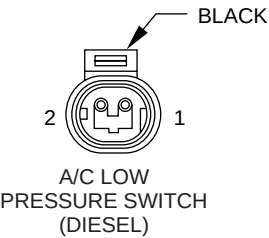
CAV	CIRCUIT	FUNCTION
1	E2 20OR	A/C HEATER CONTROL ILLUMINATION
2	C90 20LG	A/C JTEC SELECT SIGNAL
3	C4 14TN	HVAC MOTOR – LOW
4	C5 14LG	HVAC MOTOR – M1
5	C6 14LB	HVAC MOTOR – M2
6	C7 12BK/TN	HVAC MOTOR – HIGH
7	Z8 12 BK/VT	GROUND



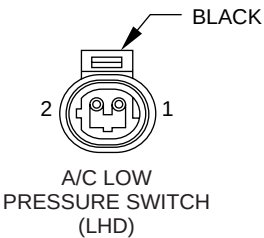
CAV	CIRCUIT	FUNCTION
1	E2 20OR	REAR WIPER SWITCH ILLUMINATION
	E2 20OR	A/C HEATER CONTROL ILLUMINATION
2	C90 20LG	A/C JTEC SELECT SIGNAL
3	C4 14TN	HVAC MOTOR – LOW
4	C5 14LG	HVAC MOTOR – M1
5	C6 14LB	HVAC MOTOR – M2
6	C7 12BK/TN	HVAC MOTOR – HIGH
7	Z8 12 BK/VT	GROUND



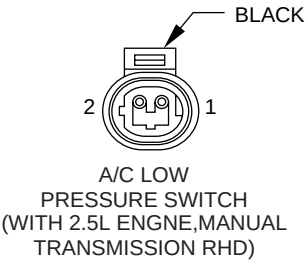
CAV	CIRCUIT	FUNCTION
1	C22 18DB/WT	A/C REQUEST TO JTEC
2	C21 20DB/OR	A/C REQUEST



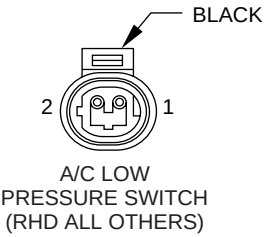
CAV	CIRCUIT	FUNCTION
1	C13 20DB/OR	A/C SWITCH SENSE
2	C21 20DB/PK	A/C LOW PRESSURE SWITCH OUTPUT



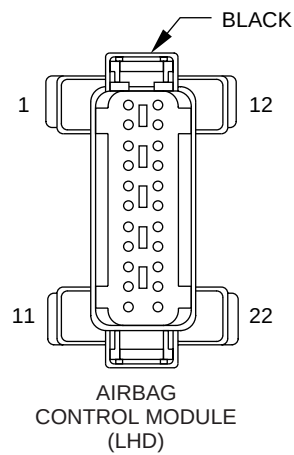
CAV	CIRCUIT	FUNCTION
1	C21 20DB/OR	A/C LOW PRESSURE SWITCH OUTPUT
2	C90 20LG	A/C SWITCH SENSE



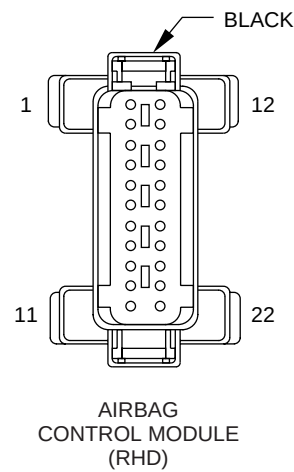
CAV	CIRCUIT	FUNCTION
1	C21 20DB/OR	A/C LOW PRESSURE SWITCH OUTPUT
2	C90 20LG/RD	A/C SWITCH SENSE



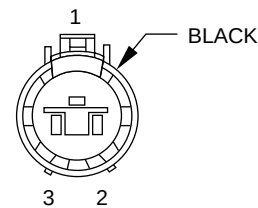
CAV	CIRCUIT	FUNCTION
1	C21 20DB/OR	A/C LOW PRESSURE SWITCH OUTPUT
2	C90 20LG	A/C SWITCH SENSE



CAV	CIRCUIT	FUNCTION
1	R45 18DG/LB	DRIVER AIRBAG
2	R43 18BK/LB	DRIVER AIRBAG
3	—	—
4	—	—
5	R42 18BK/YL	PASSENGER AIRBAG
6	R44 18DG/YL	PASSENGER AIRBAG
7	—	—
8	—	—
9	—	—
10	Z6 18BK/PK	GROUND*
10	Z6 18BK/YL	GROUND**
11	R50 18BR/YL	PASSENGER AIRBAG
12	R51 18VT/YL	PASSENGER AIRBAG
13	—	—
14	—	—
15	—	—
16	—	—
17	F23 18DB/YL	FUSED IGNITION (START)
18	D2 18WT/BK	CCD BUS(—)
19	D1 18VT/BR	CCD BUS(+)
20	F14 18LG/YL	FUSED IGNITION (START/RUN)

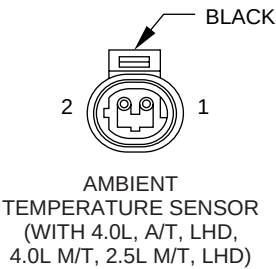


CAV	CIRCUIT	FUNCTION
1	R45 18DG/LB	PASSENGER AIRBAG
2	R43 18BK/LB	PASSENGER AIRBAG
3	—	—
4	—	—
5	R42 18BK/YL	PASSENGER AIRBAG
6	R44 18DG/YL	PASSENGER AIRBAG
7	—	—
8	—	—
9	—	—
10	Z6 18BK/PK	GROUND
11	R50 20BR/YL	DRIVER AIRBAG
12	R51 20WT/YL	DRIVER AIRBAG
13	—	—
14	—	—
15	—	—
16	—	—
17	F23 18DB/YL	FUSED IGNITION (START)
18	D2 20WT/BK	CCD BUS(—)
19	D1 20VT/BR	CCD BUS(+)
20	F14 18LG/YL	FUSED IGNITION (START/RUN)



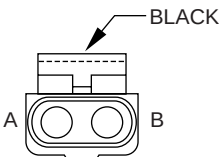
ALTERNATOR

CAV	CIRCUIT	FUNCTION
1	K20 18DG	GENERATOR FIELD DRIVER
2	A142 16DG/OR	IGNITION (RUN/START)
3	—	—



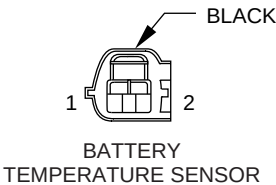
AMBIENT
TEMPERATURE SENSOR
(WITH 4.0L, A/T, LHD,
4.0L M/T, 2.5L M/T, LHD)

CAV	CIRCUIT	FUNCTION
1	G31 20VT/LG	AMBIENT TEMP SENSOR SIGNAL
2	G32 20BK/LG	AMBIENT TEMP SENSOR GROUND



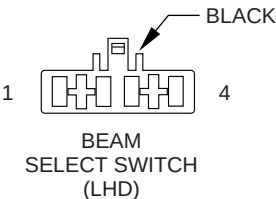
BACK-UP
LAMP SWITCH
(WITH MANUAL
TRANSMISSION)

CAV	CIRCUIT	FUNCTION
A	F12 18DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN/ACC)
B	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT



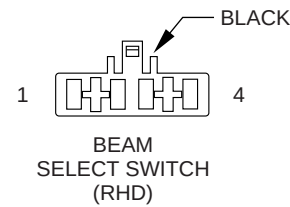
BATTERY
TEMPERATURE SENSOR

CAV	CIRCUIT	FUNCTION
1	K118 18PK/YL	BATTERY TEMP SENSOR SIGNAL
2	K167 20BR/YL	SENSOR RETURN

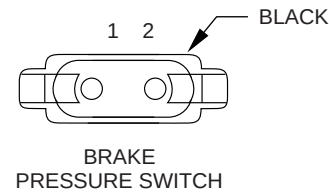


BEAM
SELECT SWITCH
(LHD)

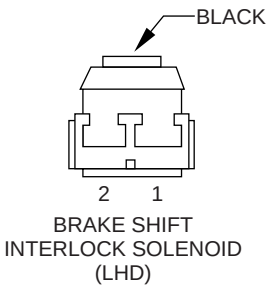
CAV	CIRCUIT	FUNCTION
1	L20 16LG/WT	BEAM SELECT SWITCH FEED
2	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
3	L2 16LG	FUSED B(+)
4	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT



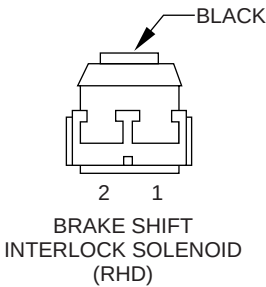
CAV	CIRCUIT	FUNCTION
1	L20 16LG/WT	BEAM SELECT SWITCH FEED
2	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
3	—	—
4	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT



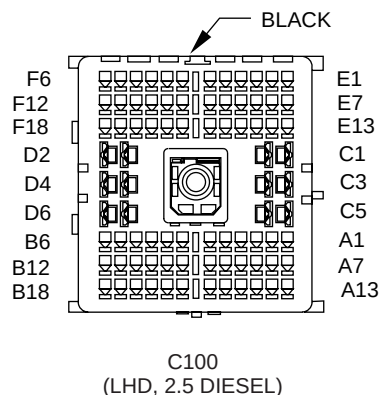
CAV	CIRCUIT	FUNCTION
1	G9 20GY/BK	BRAKE WARNING LAMP DRIVER
2	G99 20GY/WT	BRAKE PRESSURE WARNING SWITCH SIGNAL



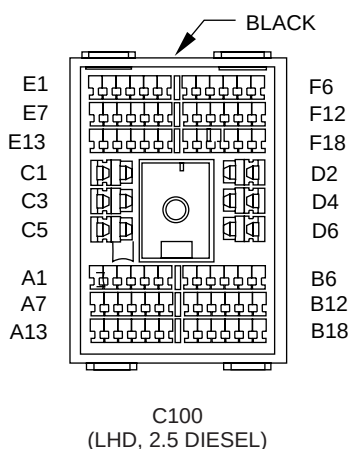
CAV	CIRCUIT	FUNCTION
1	K29 20WT/PK	STOP LAMP SWITCH SENSE
2	F15 20DB/WT	FUSED B(+)



CAV	CIRCUIT	FUNCTION
1	K29 18WT/PK	STOP LAMP SWITCH SENSE
2	F15 20DB/WT	FUSED B(+)



CAV	CIRCUIT
A1	Z1 16BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20WT
A6	C90 20LG
A7	Z12 20BK/LG
A8	G29 20BK/TN
A9	—
A10	G99 20GY/WT
A11	D1 20VT/BR
A12	D2 20WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18VT/OR
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 20DB/LG
B3	K167 20BR/YL
B4	L50 20WT/TN
B5	V37 18RD/LG
B6	K4 20BK/LB
B7	D20 20LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/WT
B12	L44 20VT/RD
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16RD/YL
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	—
D3	—
D4	—
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—



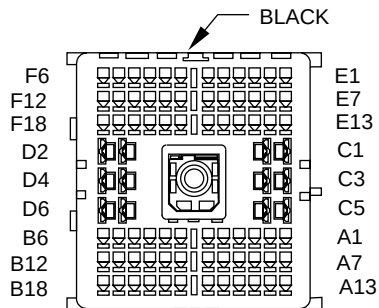
CAV	CIRCUIT
A1	Z1 16BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20WT
A6	C90 20LG
A7	Z12 20BK/LG
A8	G29 20BK/TN
A9	—
A10	G99 20GY/WT
A11	D1 20VT/BR
A12	D2 20WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18VT/OR
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 20DB/LG
B3	K167 20BR/YL
B4	L50 20WT/TN
B5	V37 18RD/LG
B6	K4 20BK/LB
B7	D20 20LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/WT
B12	L44 20VT/RD
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16RD/YL
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	—
D3	—
D4	—
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—

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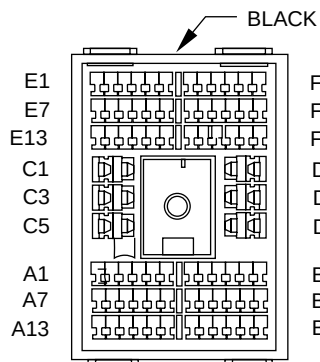
CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	—
E8	—
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	K185 20OR/LB
E16	G86 20TN/OR
E17	G154 20VT/LG
E18	L13 18BR/YL
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	—
F8	F32 20PK/DB
F9	—
F10	—
F11	—
F12	—
F13	G19 20LG/OR
F14	G31 20VT/LG
F15	G32 20BK/LB
F16	—
F17	—
F18	—

CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	—
E8	—
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	K185 20OR/LB
E16	G86 20TN/OR
E17	G154 20VT/LG
E18	L13 18BR/YL
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	—
F8	F32 20PK/DB
F9	—
F10	—
F11	—
F12	—
F13	G19 20LG/OR
F14	G31 20VT/LG
F15	G32 20BK/LB
F16	—
F17	—
F18	—



C100
(LHD, 4.0L, A/T,
W/FOG, AMP,
HEADLAMP LEVELING)

CAV	CIRCUIT
A1	Z1 18BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20VT
A6	C90 20LG
A7	Z12 20BK/TN
A8	G29 20BK/LB
A9	—
A10	G99 20GY/WT
A11	D1 20VT/BR
A12	D2 20WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18BK/WT
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 18DB/LG
B3	K167 20BR/YL
B4	L50 20WT/TN
B5	V37 18RD/LG
B6	K167 20BR/YL
B7	D20 18LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/PK
B12	—
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16BR/VT
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	A141 14DG/WT
D3	L3 16RD
D4	G34 16RD/GY
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—



C100
(LHD, 4.0L, A/T,
W/FOG, AMP,
HEADLAMP LEVELING)

CAV	CIRCUIT
A1	Z1 16BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20VT
A6	C90 20LG
A7	Z12 20BK/TN
A8	G29 20BK/TN
A9	—
A10	G99 20GY/WT
A11	D1 20VT/BR
A12	D2 20WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18BK/WT
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 18DB/LG
B3	K167 20BR/YL
B4	L50 20WT/TN
B5	V37 18RD/LG
B6	K167 20BR/YL
B7	D20 18LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/PK
B12	—
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16BR/VT
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/RD
D1	A3 16RD/WT
D2	A141 14DG/WT
D3	L3 16RD/OR
D4	G34 16RD/GY
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—

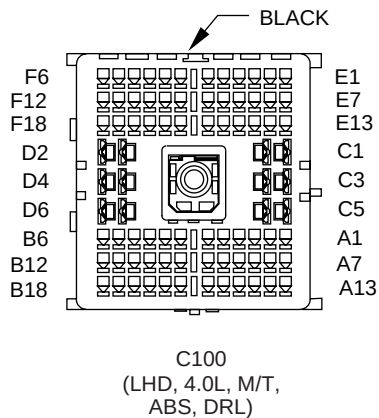
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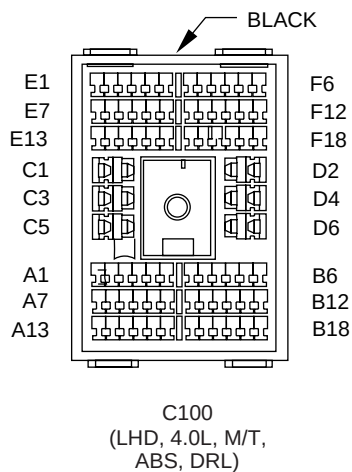
CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	—
E8	—
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	—
E16	—
E17	—
E18	—
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	V30 20DB/RD
F8	F32 20PK/DB
F9	V32 18YL/RD
F10	—
F11	—
F12	—
F13	G19 20LG/OR
F14	G31 20VT/LG
F15	G32 20BK/LG
F16	K78 20GY*
F17	—
F18	—

CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	—
E8	—
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	—
E16	—
E17	—
E18	—
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	V30 20DB/RD
F8	F32 20PK/DB
F9	V32 18YL/RD
F10	—
F11	—
F12	—
F13	G19 20LG/OR
F14	G31 20VT/LG
F15	G32 20BK/LG
F16	K78 20GY*
F17	—
F18	—

* POLICE PACKAGE



CAV	CIRCUIT
A1	Z1 18BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20VT
A6	C90 20LG
A7	Z12 18BK/TN
A8	G29 20BK/LB
A9	—
A10	G99 20GY/WT
A11	D1 18VT/BR
A12	D2 18WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18BK/WT
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 18DB/LG
B3	K167 20BR/YL
B4	L50 20WT/TN
B5	V37 18RD/LG
B6	K167 20BR/YL
B7	D20 18LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/PK
B12	—
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16BR/VT
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	A141 14DG/WT
D3	G34 16RD
D4	G34 16RD/GY
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—



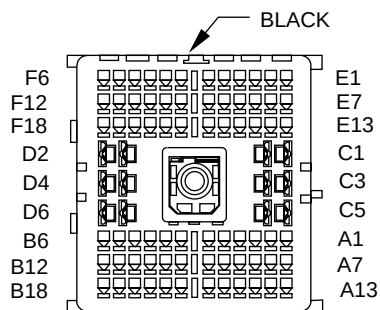
CAV	CIRCUIT
A1	Z1 18BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20VT
A6	C90 20LG
A7	Z12 18BK/TN
A8	G29 20BK/LB
A9	—
A10	G99 20GY/WT
A11	D1 18VT/BR
A12	D2 18WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18BK/WT
A18	F34 18TN/BK
B1	K29 18WT/PK
B2	K226 18DB/LG
B3	K167 20BR/YL
B4	L50 20WT/TN
B5	V37 20RD/LG
B6	K167 20BR/YL
B7	D20 18LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/PK
B12	—
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16BR/VT
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	A141 14DG/WT
D3	L3 16RD
D4	G34 16RD/GY
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—

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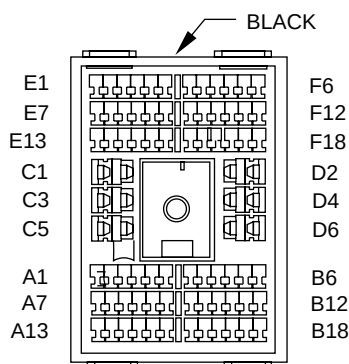
CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	—
E8	—
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	—
E16	—
E17	—
E18	—
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	V30 20DB/RD
F8	F32 20PK/DB
F9	V32 18YL/RD
F10	—
F11	—
F12	—
F13	G19 20LG/OR
F14	G31 20VT/LG
F15	G32 20BK/LG
F16	—
F17	—
F18	—

CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	—
E8	—
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	—
E16	—
E17	—
E18	—
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	V30 20DB/RD
F8	F32 20PK/DB
F9	V32 18YL/RD
F10	—
F11	—
F12	—
F13	G19 20LG/OR
F14	G31 20VT/LG
F15	G32 20BK/LG
F16	—
F17	—
F18	—



C100
(LHD, A/T, ABS, DRL)

CAV	CIRCUIT
A1	Z1 18BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20VT
A6	C90 20LG
A7	Z12 18BK/TN
A8	G29 20BK/LB
A9	—
A10	G99 20GY/WT
A11	D1 20VT/BR
A12	D2 20WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18BK/WT
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 18DB/LG
B3	K167 20BR/YL
B4	—
B5	V37 18RD/LG
B6	K167 20BR/YL
B7	D20 18LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/PK
B12	L44 20VT/RD
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16BR/VT
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	A141 14DG/WT
D3	G34 16RD/GY
D4	G34 16RD/GY
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—



C100
(LHD, A/T, ABS, DRL)

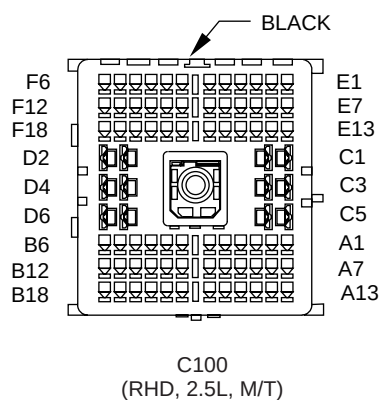
CAV	CIRCUIT
A1	Z1 18BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20VT
A6	C90 20LG
A7	Z12 18BK/TN
A8	G29 20BK/LB
A9	—
A10	G99 20GY/WT
A11	D1 20VT/BR
A12	D2 20WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18BK/WT
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 18DB/LG
B3	K167 20BR/YL
B4	—
B5	V37 18RD/LG
B6	K167 20BR/YL
B7	D20 18LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/PK
B12	L44 20VT/RD
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16BR/VT
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/RD
D1	A3 16RD/WT
D2	A141 14DG/WT
D3	G34 16RD/GY
D4	G34 16RD/GY
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—

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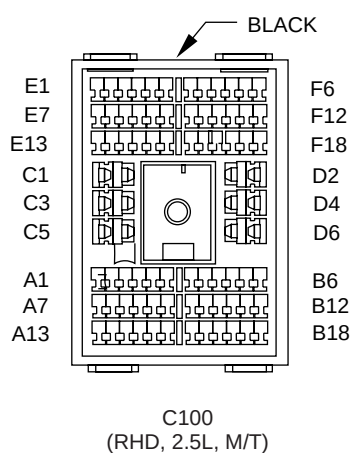
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CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	—
E8	—
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	—
E16	—
E17	—
E18	L13 20BR/YL
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	V30 20DB/RD
F8	F32 20PK/DB
F9	V32 18YL/RD
F10	—
F11	—
F12	—
F13	—
F14	G31 20VT/LG
F15	G32 20BK/LG
F16	—
F17	—
F18	—

CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	—
E8	—
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	—
E16	—
E17	—
E18	L13 20BR/YL
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	V30 20DB/RD
F8	F32 20PK/DB
F9	V32 18YL/RD
F10	—
F11	—
F12	—
F13	—
F14	G31 20VT/LG
F15	G32 20BK/LG
F16	—
F17	—
F18	—



CAV	CIRCUIT
A1	Z1 18BK
A2	—
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20VT
A6	C90 20LG
A7	Z12 18BK/TN
A8	G29 20BK/LB
A9	—
A10	G99 20GY/WT
A11	D1 18VT/BR
A12	D2 18WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18BK/WT
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 18DB/LG
B3	K167 20BR/YL
B4	—
B5	V37 18RD/LG
B6	K167 20BR/YL
B7	D20 18LG/BK
B8	D21 18PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/PK
B12	L44 20VT/RD
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16BR/VT
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	A141 14DG/WT
D3	—
D4	—
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—



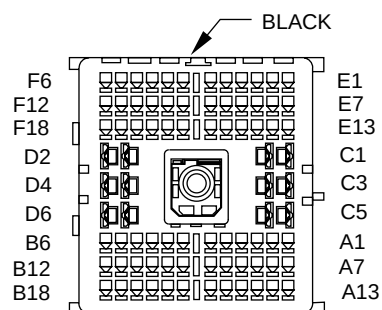
CAV	CIRCUIT
A1	Z1 18BK
A2	—
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20VT
A6	C90 20LG
A7	Z12 18BK/TN
A8	G29 20BK/LB
A9	—
A10	G99 20GY/WT
A11	D1 18VT/BR
A12	D2 18WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18BK/WT
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 18DB/LG
B3	K167 20BR/YL
B4	—
B5	V37 18RD/LG
B6	K167 20BR/YL
B7	D20 18LG/BK
B8	D21 18PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/PK
B12	L44 20VT/RD
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16BR/VT
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	A141 14DG/WT
D3	—
D4	—
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—

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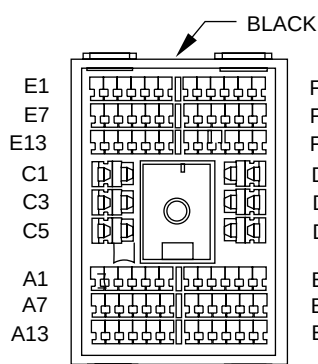
CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	F45 20YL/RD
E8	T141 20YL
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	—
E16	—
E17	—
E18	L13 20BR/YL
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	V30 20DB/RD
F8	F32 20PK/DB
F9	V32 18YL/RD
F10	—
F11	—
F12	—
F13	—
F14	—
F15	—
F16	—
F17	—
F18	—

CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	F45 20YL/RD
E8	T141 20YL
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	—
E16	—
E17	—
E18	L13 20BR/YL
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	V30 20DB/RD
F8	F32 20PK/DB
F9	V32 18YL/RD
F10	—
F11	—
F12	—
F13	—
F14	—
F15	—
F16	—
F17	—
F18	—



C100
(RHD, 4.0L, A/T, ABS)

CAV	CIRCUIT
A1	Z1 18BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20VT
A6	C90 20LG
A7	Z12 18BK/TN
A8	G29 20BK/LB
A9	—
A10	G99 20GY/WT
A11	D1 20VT/BR
A12	D2 20WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18BK/WT
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 18DB/LG
B3	K167 20BR/YL
B4	L50 20WT/TN
B5	V37 18RD/LG
B6	K167 20BR/YL
B7	D20 18LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/PK
B12	L44 20VT/RD
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16BR/VT
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	A141 14DG/WT
D3	—
D4	—
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—



C100
(RHD, 4.0L, A/T, ABS)

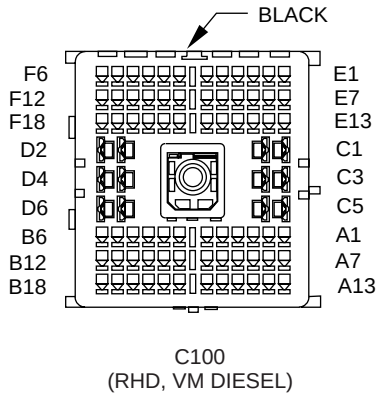
CAV	CIRCUIT
A1	Z1 18BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20VT
A6	C90 20LG
A7	Z12 18BK/TN
A8	G29 20BK/LB
A9	—
A10	G99 20GY/WT
A11	D1 20VT/BR
A12	D2 20WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18BK/WT
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 18DB/LG
B3	K167 20BR/YL
B4	L50 20WT/TN
B5	V37 18RD/LG
B6	K167 20BR/YL
B7	D20 18LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/PK
B12	L44 20VT/RD
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16BR/VT
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	A141 14DG/WT
D3	—
D4	—
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—

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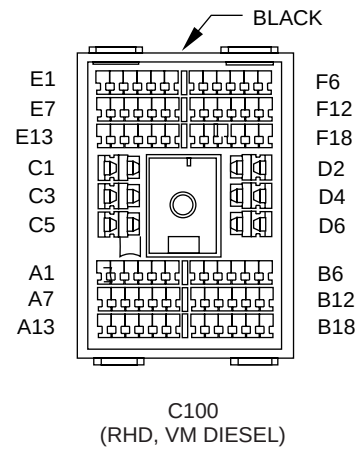
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CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	F45 20YL/RD
E8	T141 20YL
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	—
E16	—
E17	—
E18	L13 20BR/YL
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	V30 20DB/RD
F8	F32 20PK/DB
F9	V32 18YL/RD
F10	—
F11	—
F12	—
F13	G19 20LG/OR
F14	G31 20VT/LG
F15	G32 20BK/LG
F16	—
F17	—
F18	—

CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	F45 20YL/RD
E8	T141 20YL
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	—
E16	—
E17	—
E18	L13 20BR/YL
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	V30 20DB/RD
F8	F32 20PK/DB
F9	V32 18YL/RD
F10	—
F11	—
F12	—
F13	G19 20LG/OR
F14	G31 20VT/LG
F15	G32 20BK/LG
F16	—
F17	—
F18	—



CAV	CIRCUIT
A1	Z1 16BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20WT
A6	C90 20LG
A7	Z12 20BK/LG
A8	G29 20BK/TN
A9	—
A10	G99 20GY/WT
A11	D1 20VT/BR
A12	D2 20WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18VT/OR
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 20DB/LG
B3	K167 20BR/YL
B4	L50 20WT/TN
B5	V37 18RD/LG
B6	K4 20BK/LB
B7	D20 20LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/WT
B12	L44 18VT/RD
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16RD/YL
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	—
D3	—
D4	—
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—



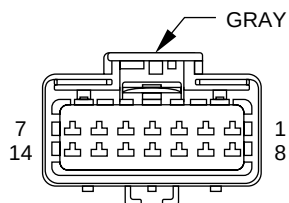
CAV	CIRCUIT
A1	Z1 16BK
A2	G106 20BK/WT
A3	G107 20BK/RD
A4	L39 20LB
A5	L139 20WT
A6	C90 20LG
A7	Z12 20BK/LG
A8	G29 20BK/TN
A9	—
A10	G99 20GY/WT
A11	D1 20VT/BR
A12	D2 20WT/BK
A13	—
A14	G9 20GY/BK
A15	L10 18BR/LG
A16	V10 18BR
A17	V20 18VT/OR
A18	F34 18TN/BK
B1	K29 20WT/PK
B2	K226 18DB/LG
B3	K167 20BR/YL
B4	L50 20WT/TN
B5	V37 18RD/LG
B6	K4 20BK/LB
B7	D20 20LG/BK
B8	D21 20PK
B9	L60 20TN
B10	L61 20LG/WT
B11	L9 20BK/WT
B12	L44 18VT/RD
B13	—
B14	—
B15	—
B16	—
B17	—
B18	—
C1	V3 16BR/WT
C2	A1 12RD
C3	V4 16RD/YL
C4	F75 16VT
C5	V5 16DG/YL
C6	A2 12PK/BK
D1	A3 16RD/WT
D2	—
D3	—
D4	—
D5	A111 12RD/LG
D6	—
E1	—
E2	—
E3	—

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(CONTINUED)

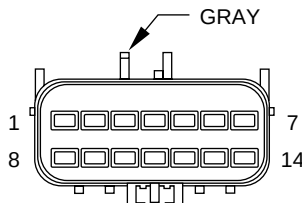
CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	F45 20YL/RD
E8	T141 20YL
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	K185 20OR/LB
E16	G86 20TN/OR
E17	G154 20VT/LG
E18	L13 18BR/YL
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	—
F8	F32 20PK/DB
F9	—
F10	—
F11	—
F12	—
F13	G19 20LG/OR
F14	G31 20VT/LG
F15	G32 20BK/LB
F16	—
F17	—
F18	—

CAV	CIRCUIT
E4	—
E5	—
E6	—
E7	F45 20YL/RD
E8	T141 20YL
E9	—
E10	F1 20DB/GY
E11	—
E12	—
E13	—
E14	—
E15	K185 20OR/LB
E16	G86 20TN/OR
E17	G154 20VT/LG
E18	L13 18BR/YL
F1	—
F2	—
F3	—
F4	—
F5	—
F6	—
F7	—
F8	F32 20PK/DB
F9	—
F10	—
F11	—
F12	—
F13	G19 20LG/OR
F14	G31 20VT/LG
F15	G32 20BK/LB
F16	—
F17	—
F18	—



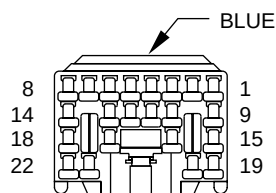
C102 (RHD)

CAV	CIRCUIT
1	C7 12BK/TN
2	—
3	F81 12TN
4	—
5	—
6	Z8 16BK/VT
7	A111 12RD/LG
8	C6 14LB
9	—
10	—
11	—
12	—
13	C5 14LG/
14	C4 14TN



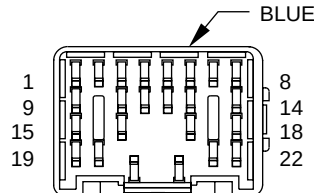
C102 (RHD)

CAV	CIRCUIT
1	C7 12BK/TN
2	—
3	F81 12TN
4	—
5	—
6	Z8 12BK/PK
7	A111 12RD/LG
8	C6 14LB
9	—
10	—
11	—
12	—
13	C5 14LG
14	C4 14TN



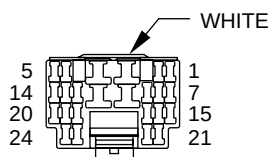
C103 (RHD)

CAV	CIRCUIT
1	X51 16BR/YL
2	X52 16DB/WT
3	X53 16DG
4	X54 16VT
5	X55 16BR/RD
6	X56 16DB/RD
7	X57 16BR/LB
8	X58 16DB/OR
9	X60 16DG/RD
10	G9 20GY/BK
11	E2 20OR
12	G10 20LG/RD
13	R50 20BR/YL
14	R51 20WT/YL
15	L38 18BR/WT
16	V13 18BR/LG
17	V23 18BR/PK
18	V20 18BK/WT
19	G16 20BK/LB
20	G26 20LB
21	P59 20LB/RD
22	P55 20DB



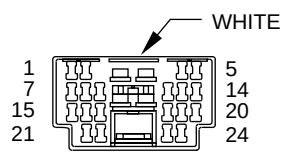
C103 (RHD)

CAV	CIRCUIT
1	X51 16BR/YL
2	X52 16DB/WT
3	X53 16DG
4	X54 16VT
5	X55 16BR/RD
6	X56 16DB/RD
7	X57 16BR/LB
8	X58 16DB/OR
9	X60 16DG/RD
10	G9 20GY/BK
11	E2 20OR/BK
12	G10 20LG/RD
13	R50 20BR/YL
14	R51 20WT/YL
15	L38 18BR/WT
16	V13 18BR/RD
17	V23 18BR/PK
18	V20 18VT/OR
19	G16 20BK/LB
20	G26 20LB
21	P59 20LB/RD
22	P55 20DB



C104 (RHD)

CAV	CIRCUIT
1	D1 20VT/BR
2	D2 20WT/BR
3	F75 16VT
4	A141 16DG/WT
5	L10 18BR/LG
6	L50 20WT/TN
7	L62 20BR/RD
8	L63 20DG/RD
9	F15 20DB/WT
10	F23 18DB/YL
11	F14 18LG/YL



C104 (RHD)

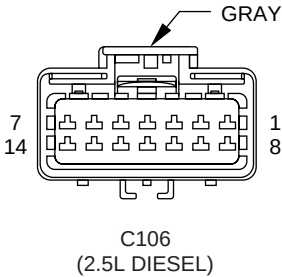
CAV	CIRCUIT
1	D1 20VT/BR
2	D2 20WT/BR
3	F75 16VT
4	A141 16DG/WT
5	L10 18BR/LG
6	L50 20WT/TN
7	L62 20BR/RD
8	L63 20DG/RD
9	F15 20DB/WT
10	F23 18DB/YL
11	F14 18LG/YL

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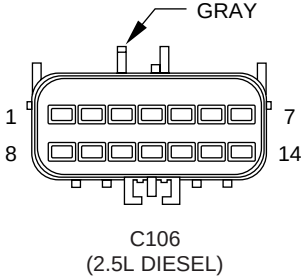
(CONTINUED)

CAV	CIRCUIT
12	F35 16RD
13	—
14	—
15	—
16	K226 20DB/LG
17	K167 20BR/YL
18	P72 20YL/BK
19	P74 20DB
20	P76 20OR/YL
21	—
22	C16 20BK/WT
23	P35 20OR/VT
24	P36 20PK/VT

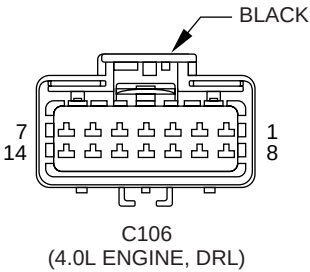
CAV	CIRCUIT
12	F35 16RD
13	—
14	—
15	—
16	K226 20DB/LG
17	K167 20BR/YL
18	P71 20YL
19	P75 20DB/WT
20	P76 20OR/YL
21	—
22	C16 20LB/YL
23	P35 20OR/VT
24	P36 20PK/VT



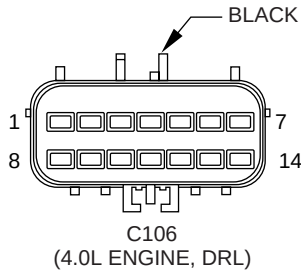
CAV	CIRCUIT
1	L13 18BR/YL
2	L33 18RD
3	L61 20LG/WT
4	Z1 18BK
5	Z15 16BK/GY
6	L34 18RD/OR
7	L77 20BR/YL
8	L39 20LB
9	L43 18VT
10	L60 20TN
11	Z1 18BK
12	Z1 20BK
13	L44 18VT/RD
14	L78 18DG/YL



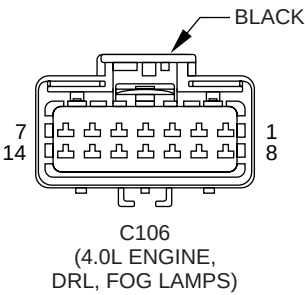
CAV	CIRCUIT
1	—
2	L33 20RD
3	L61 20LG
4	Z1 18BK
5	—
6	L34 18RD/OR
7	L77 20BR
8	—
9	L43 20VT
10	L60 20TN
11	Z1 18BK
12	—
13	L44 18VT/RD
14	L78 20DG/YL



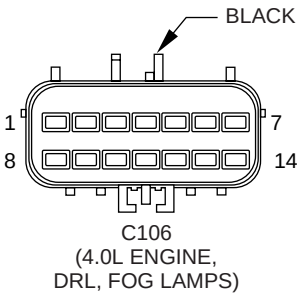
CAV	CIRCUIT
1	—
2	L33 20RD
3	L61 20LG/WT
4	Z1 18BK
5	—
6	L34 20DG/OR
7	L77 20BR/YL
8	L39 20LB
9	L43 20VT
10	L60 20TN
11	Z1 20BK
12	—
13	L44 20VT/RD
14	L78 20DG/YL



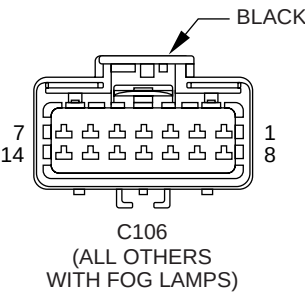
CAV	CIRCUIT
1	—
2	L33 20RD
3	L61 20LG
4	Z1 18BK
5	—
6	L34 18RD/OR
7	L77 20BR
8	L39 20LB
9	L43 20VT
10	L60 20TN
11	Z1 18BK
12	Z1 20BK
13	L44 18VT/RD
14	L78 20DG/YL



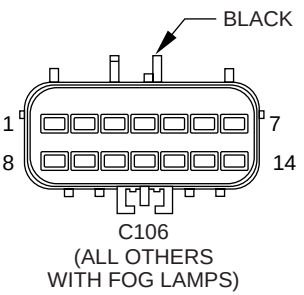
CAV	CIRCUIT
1	—
2	L33 20RD
3	L61 20LG/WT
4	Z1 18BK
5	—
6	L34 20DG/OR
7	L77 20BR/YL
8	L39 20LB
9	L43 20VT
10	L60 20TN
11	Z1 20BK
12	—
13	L44 20VT/RD
14	L78 20DG/YL



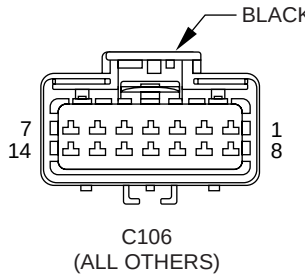
CAV	CIRCUIT
1	—
2	L33 20RD
3	L61 20LG
4	Z1 18BK
5	—
6	L34 18RD/OR
7	L77 20BR
8	L39 20LB
9	L43 20VT
10	L60 20TN
11	Z1 18BK
12	Z1 20BK
13	L44 18VT/RD
14	L78 20DG/YL



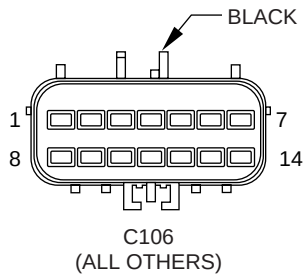
CAV	CIRCUIT
1	L13 20BR/YL
2	L33 20RD
3	L61 20LG/WT
4	Z1 18BK
5	Z15 16BK/GY
6	L34 20DG/OR
7	L77 20BR/YL
8	L39 20LB
9	L43 20VT
10	L60 20TN
11	Z1 20BK
12	L35 20BR/WT
13	L44 20VT/RD
14	L78 20DG/YL



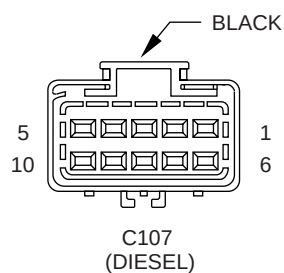
CAV	CIRCUIT
1	—
2	L33 20RD
3	L61 20LG
4	Z1 18BK
5	—
6	L34 18RD/OR
7	L77 20BR
8	L39 20LB
9	L43 20VT
10	L60 20TN
11	Z1 18BK
12	Z1 20BK
13	L44 18VT/RD
14	L78 20DG/YL



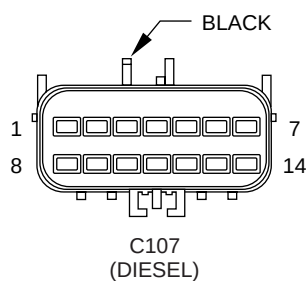
CAV	CIRCUIT
1	L13 20BR/YL
2	L33 20RD
3	L61 20LG/WT
4	Z1 18BK
5	Z15 16BK/GY
6	L34 20DG/OR
7	L77 20BR/YL
8	L39 20LB
9	L43 20VT
10	L60 20TN
11	Z1 20BK
12	L35 20BR/WT
13	L44 20VT/RD
14	L78 20DG/YL



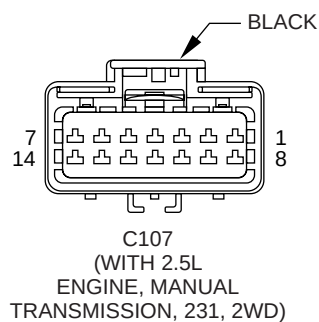
CAV	CIRCUIT
1	—
2	L33 20RD
3	L61 20LG
4	Z1 18BK
5	—
6	L34 18RD/OR
7	L77 20BR
8	L39 20LB
9	L43 20VT
10	L60 20TN
11	Z1 18BK
12	Z1 20BK
13	L44 18VT/RD
14	L78 20DG/YL



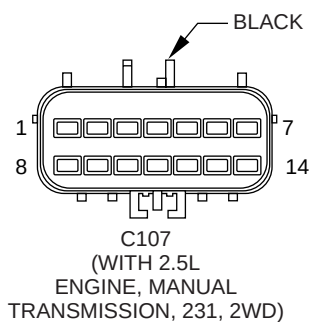
CAV	CIRCUIT
1	K3 20LG/BK
2	C21 20DB/PK
3	C22 20DB/WT
4	K24 20GY/BK
5	K20 18DG
6	C3 14DB/BK
7	A142 16DG/OR
8	K2 20TN/BK
9	K4 20BK/LB
10	K222 20TN/RD



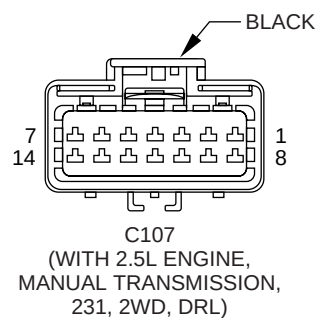
CAV	CIRCUIT
1	K3 20LG/BK
2	C21 20DB/PK
3	C22 20DB/WT
4	K24 20GY/BK
5	K20 18DG
6	C3 14DB/BK
7	A142 16DG/OR
8	K2 20TN/BK
9	K4 20BK/LB
10	K222 20TN/RD



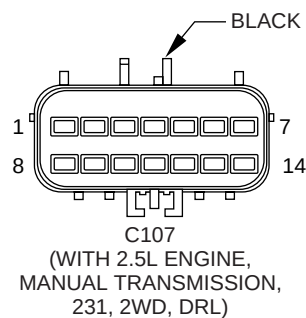
CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	—
5	—
6	K22 20OR/DB
7	F142 20DG/WT
8	G107 18BK/RD
9	Z12 18BK/TN
10	F12 18DB/WT
11	—
12	L10 18BR/LG
13	G106 20BK/WT
14	A61 16DG/BK



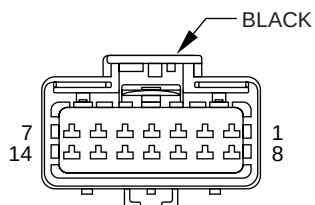
CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	G7 20WT/OR
5	Z1 20BK
6	—
7	F142 20DG/WT
8	G107 18BK/RD
9	—
10	F12 18DB/WT
11	—
12	L10 18BR/LG
13	—
14	A61 16DG/BK



CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	G7 20WT/OR
5	T41 20BR/LB
6	—
7	F142 20DG/WT
8	G107 18BK/RD
9	—
10	F12 18DB/WT
11	—
12	—
13	—
14	A61 16DG/BK

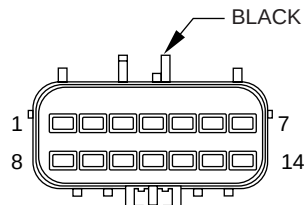


CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	G7 20WT/OR
5	Z1 20BK
6	—
7	F142 20DG/WT
8	G107 18BK/RD
9	—
10	F12 18DB/WT
11	—
12	L10 18BR/LG
13	—
14	A61 16DG/BK



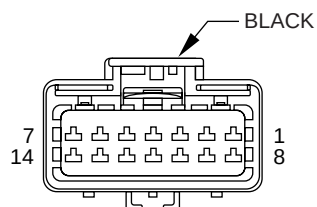
C107
(WITH 4.0L ENGINE,
AUTOMATIC
TRANSMISSION,
231, 242)

CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	G7 20WT/OR
5	T41 20BK/WT
6	K22 20OR/DB
7	F142 20DG/WT
8	G107 20BK/RD
9	Z12 18BK/TN
10	F12 18DB/WT
11	K78 20GY
12	—
13	G106 20BK/WT
14	A61 16DG/BK



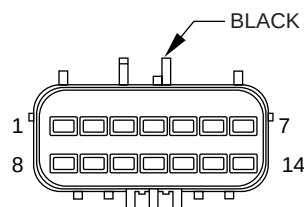
C107
(WITH 4.0L ENGINE,
AUTOMATIC
TRANSMISSION,
231, 242)

CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	G7 20WT/OR
5	T41 18BK/WT
6	K22 20OR/DB
7	F142 20DG/WT
8	G107 18BK/RD
9	Z12 16BK/TN
10	F12 18DB/WT
11	K78 18GY
12	—
13	G106 20BK/WT
14	A61 16DG/BK



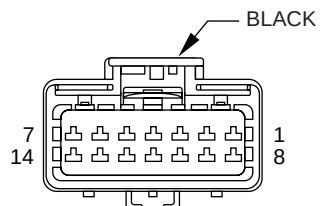
C107
(WITH 4.0L ENGINE,
AUTOMATIC
TRANSMISSION,
231, 242, DRL)

CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	—
5	T41 20BK/WT
6	K22 20OR/DB
7	F142 20DG/WT
8	G107 20BK/RD
9	Z12 18BK/TN
10	F12 18DB/WT
11	K78 20GY
12	—
13	G106 20BK/WT
14	A61 16DG/BK



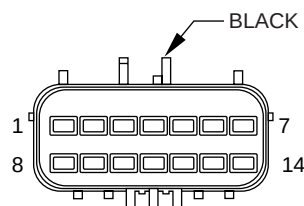
C107
(WITH 4.0L ENGINE,
AUTOMATIC
TRANSMISSION,
231, 242, DRL)

CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	G7 20WT/OR
5	T41 18BK/WT
6	K22 20OR/DB
7	F142 20DG/WT
8	G107 18BK/RD
9	Z12 16BK/TN
10	F12 18DB/WT
11	K78 18GY
12	—
13	G106 20BK/WT
14	A61 16DG/BK



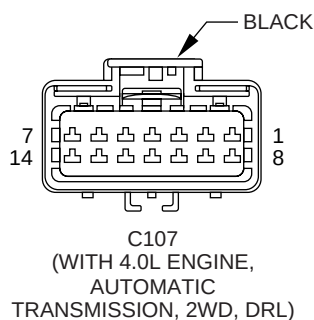
C107
(WITH 4.0L ENGINE,
AUTOMATIC
TRANSMISSION, 2WD)

CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	G7 20WT/OR
5	T41 20BK/WT
6	K22 20OR/DB
7	F142 20DG/WT
8	—
9	Z12 18BK/TN
10	F12 18DB/WT
11	K78 20GY
12	—
13	G106 20BK/WT
14	A61 16DG/BK

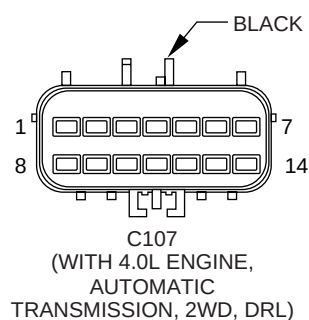


C107
(WITH 4.0L ENGINE,
AUTOMATIC
TRANSMISSION, 2WD)

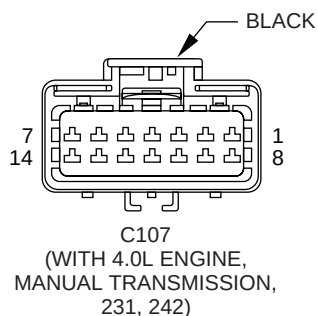
CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	G7 20WT/OR
5	T41 18BK/WT
6	K22 20OR/DB
7	F142 20DG/WT
8	—
9	Z12 16BK/TN
10	F12 18DB/WT
11	K78 18GY
12	—
13	—
14	A61 16DG/BK



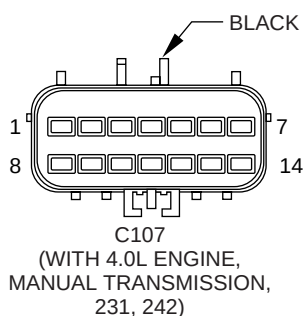
CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	—
5	T41 20BK/WT
6	K22 20OR/DB
7	F142 20DG/WT
8	—
9	Z12 18BK/TN
10	F12 18DB/WT
11	K78 20GY
12	—
13	G106 20BK/WT
14	A61 16DG/BK



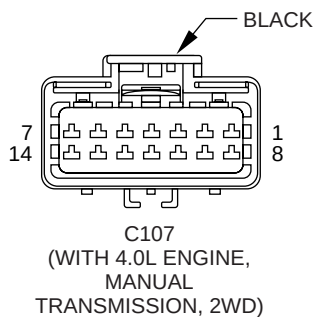
CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	G7 20WT/OR
5	T41 18BK/WT
6	K22 20OR/DB
7	F142 20DG/WT
8	—
9	Z12 16BK/TN
10	F12 18DB/WT
11	K78 18GY
12	—
13	—
14	A61 16DG/BK



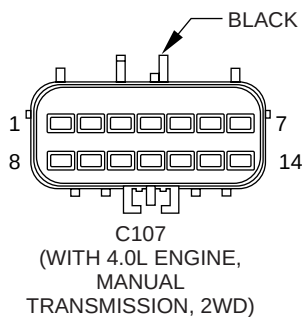
CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	—
5	—
6	K22 20OR/DB
7	F142 20DG/WT
8	G107 20BK/RD
9	Z12 18BK/TN
10	F12 18DB/WT
11	—
12	L10 18BR/LG
13	G106 20BK/WT*
14	A61 16DG/BK



CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	G7 20WT/OR
5	—
6	K22 20OR/DB
7	F142 20DG/WT
8	G107 18BK/RD
9	Z12 16BK/TN
10	F12 18DB/WT
11	—
12	L10 18BR/LG
13	G106 20BK/WT*
14	A61 16DG/BK



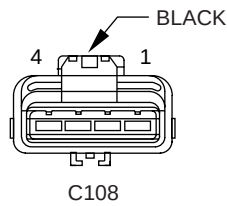
CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	—
5	T41 20BK/WT
6	K22 20OR/DB
7	F142 20DG/WT
8	G107 20BK/RD
9	Z12 18BK/TN
10	F12 18DB/WT
11	—
12	—
13	G106 20BK/WT
14	A61 16DG/BK



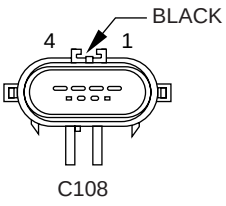
CAV	CIRCUIT
1	A142 18DG/OR
2	K20 18DG
3	K167 20BR/YL
4	G7 20WT/OR
5	—
6	—
7	F142 20DG/WT
8	—
9	—
10	F12 18DB/WT
11	—
12	L10 18BR/LG
13	—
14	A61 16DG/BK

* 242 ONLY

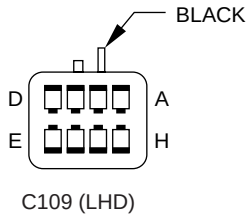
** 4.0L AUTOMATIC TRANSMISSION LHD
4.0L MANUAL TRANSMISSION
2.5L MANUAL TRANSMISSION



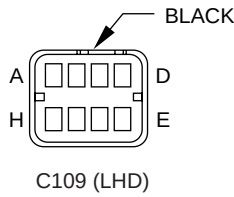
CAV	CIRCUIT
1	T40 14BR
2	K72 18DG/OR
3	K20 18DG
4	C3 16DB/BK**



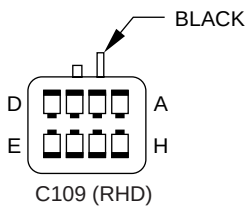
CAV	CIRCUIT
1	T40 14LG/BK
2	K72 18DG/OR
3	K20 18DG
4	C3 16DB/BK**



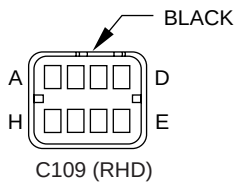
CAV	CIRCUIT
A	B41 20YL/VT
B	B42 20TN/WT
C	B43 20PK/OR
D	B1 20YL/DB
E	B2 20YL
F	B3 20LG/DB
G	B4 20LG



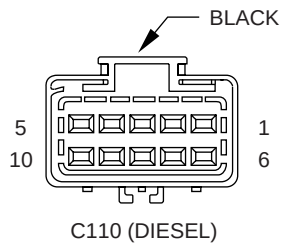
CAV	CIRCUIT
A	B515 20YL/VT
B	B516 20TN/WT
C	B517 20PK/OR
D	B1 20YL/DB
E	B2 20YL
F	B3 20LG/DB
G	B4 20LG



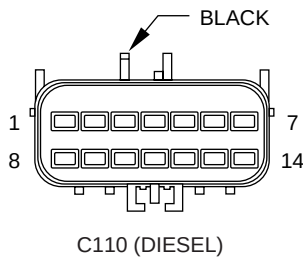
CAV	CIRCUIT
A	B41 20YL/VT
B	B42 20TN/WT
C	B43 20PK/OR
D	B1 20YL/DB
E	B2 20YL
F	B3 20LG/DB
G	B4 20LG



CAV	CIRCUIT
A	B515 18YL/VT
B	B516 18TN/WT
C	B517 18PK/OR
D	B1 18YL/DB
E	B2 18YL
F	B3 18LG/DB
G	B4 18LG

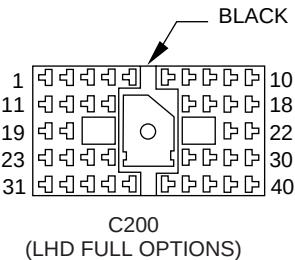


CAV	CIRCUIT
1	G7 20WT/OR
2	G106 20BK/WT
3	G107 20BK/RD
4	Z1 18BK
5	L10 18BR/LG
6	K7 20OR
7	F12 18DB/WT
8	K167 20BR/YL
9	—
10	T40 14BR

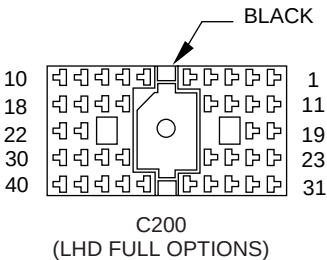


CAV	CIRCUIT
1	G7 20WT/OR
2	G106 20BK/WT
3	G107 20BK/RD
4	Z1 18BK
5	L10 18BR/LG
6	K7 20OR
7	F12 18DB/WT
8	K167 20BR/YL
9	—
10	T40 14BR

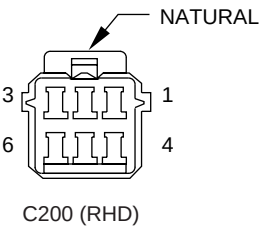
* 242 ONLY
** 4.0L AUTOMATIC TRANSMISSION LHD
4.0L MANUAL TRANSMISSION
2.5L MANUAL TRANSMISSION



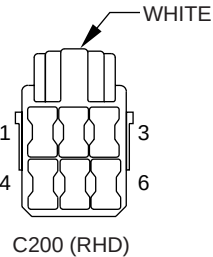
CAV	CIRCUIT
1	X53 16DG
2	X55 16BR/RD
3	—
4	X54 16VT
5	X56 16DB/RD
6	X51 16BR/YL
7	X57 16BR/LB
8	—
9	X52 16DB/WT
10	X58 16DB/OR
11	X60 16DG/RD
12	—
13	A141 16DG/WT
14	F75 14VT
15	K226 20DB/LG
16	L10 18BR/LG
17	G16 20BK/LB
18	—
19	—
20	—
21	—
22	—
23	L38 16BR/WT
24	L50 20WT/TN
25	L62 18BK/RD
26	L63 18DG/RD
27	V13 18BR/LG
28	V20 18VT/OR
29	V23 18BR/PK
30	K167 20BR/YL
31	P35 18OR/VT
32	P36 18PK/VT
33	F81 12TN
34	P72 20YL/BK
35	P74 20DB
36	P76 20OR/YL
37	C16 20LB/YL



CAV	CIRCUIT
1	X53 16DG
2	X55 16BR/RD
3	—
4	X54 16VT
5	X56 16DB/RD
6	X51 16BR/YL
7	X57 16BR/LB
8	—
9	X52 16DB/WT
10	X58 16DB/OR
11	X60 16DG/RD
12	—
13	A141 16DG/WT
14	F75 16VT
15	K226 20DB/LG
16	L10 18BR/LG
17	G16 20BK/LB
18	—
19	—
20	—
21	—
22	—
23	—
24	L50 20WT/TN
25	L62 20BR/RD
26	L63 20DG/RD
27	V13 18BR/LG
28	V20 18BK/WT
29	V23 18BR/PK
30	K167 20BR/YL
31	P35 20OR/VT
32	P36 18PK/VT
33	F81 12TN
34	P72 20YL/BK
35	P74 20DB
36	P76 20OR/YL
37	C16 20LB/YL

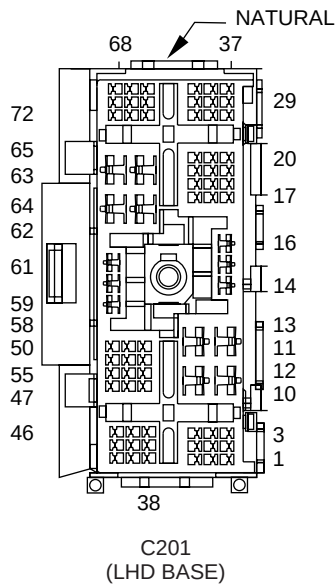


CAV	CIRCUIT
1	P35 20OR/VT
2	P36 20PK/VT
3	—
4	—
5	—

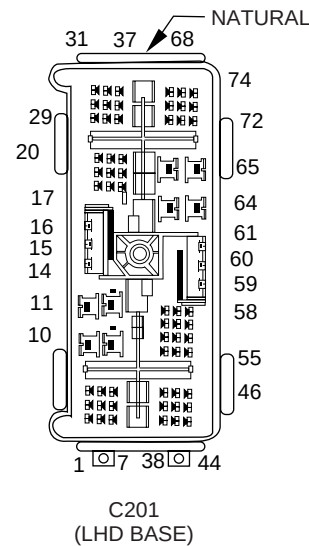


CAV	CIRCUIT
1	P35 20OR/VT
2	P36 20PK/VT
3	P55 20DB
4	P59 20LB/RD
5	G26 20LB

* 4.0L, LHD, AUTOMATIC TRANSMISSION
4.0L, MANUAL TRANSMISSION
2.5L, MANUAL TRANSMISSION



CAV	CIRCUIT
1	—
2	C16 20LB/YL
3	L5 20BK
4	—
5	F87 20WT/BK
6	M1 20PK
7	—
8	V6 18PK/VT
9	—
10	A31 12BK/VT
11	A111 12RD/LG
12	C7 12BK/TN
13	—
14	Z1 14BK
15	—
16	L3 16RD/OR
17	C81 20LB/WT
18	—
19	—
20	—
21	—
22	L4 16VT/WT
23	—
24	—
25	Z8 20BK/VT
26	X3 20BK/RD
27	—
28	—
29	—
30	—
31	—
32	—
33	—
34	—
35	—
36	—
37	—
38	—
39	V23 18BR/PK
40	F15 20DB/WT
41	—
42	E1 20TN
43	E2 20OR
44	—
45	L7 18BR/YL
46	M2 20YL
47	R50 18BR/YL
48	R51 18WT/YL
49	—
50	F30 16RD
51	D1 18VT/BR
52	D2 18WT/BK
53	—



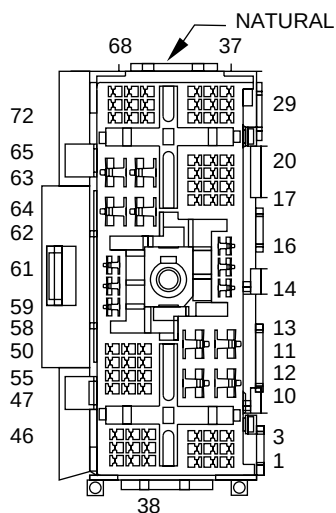
CAV	CIRCUIT
1	—
2	C16 20LB/YL
3	L5 20BK
4	—
5	F87 20WT/BK
6	M1 20PK
7	—
8	V6 18PK/VT
9	P36 18PK/WT
10	A31 12BK/WT
11	A111 12RD/LG
12	C7 12BK/TN
13	F81 12TN
14	Z1 14BK
15	—
16	L3 16RD/OR
17	C81 20LB/WT
18	—
19	F1 20DB/GY
20	P72 20YL/BK
21	—
22	L4 16VT/WT
23	P35 20OR/VT
24	P74 20DB
25	Z8 16BK/VT
26	X3 20BK/RD
27	—
28	P76 20OR/YL
29	G26 20LB
30	—
31	—
32	G31 20VT/LG
33	—
34	—
35	G32 20BK/LB
36	—
37	—
38	—
39	V23 18BR/PK
40	F15 20DB/WT
41	—
42	E1 20TN
43	E2 20OR
44	—
45	L7 18BK/YL
46	M2 20YL
47	R50 18BR/YL
48	R51 20WT/YL
49	G38 20GY
50	F30 16RD
51	D1 20VT/BR
52	D2 20WT/BK
53	—

(CONTINUED ON NEXT PAGE)

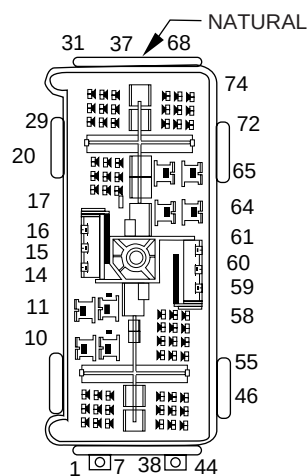
CAV	CIRCUIT
53	—
54	X12 16RD/WT
55	—
56	—
57	—
58	—
59	C4 14TN
60	C5 14LG
61	C6 14LB
62	A22 12BK/OR
63	A41 12YL
64	A21 12DB
65	F38 16RD/LB
66	G9 18GY/BK
67	—
68	—
69	G10 20LG/RD
70	—
71	—
72	—

(CONTINUED)

CAV	CIRCUIT
53	—
54	X12 16RD/WT
55	D1 20VT/BR
56	D2 20WT/BK
57	—
58	Z2 18BK/LG
59	C4 14TN
60	C5 14LG
61	C6 14LB
62	A22 12BK/OR
63	A41 14YL
64	A21 12DB
65	F38 16RD/LB
66	G9 20GY/BK
67	—
68	—
69	G10 20LG/RD
70	—
71	—
72	—

C201
(LHD FULL OPTIONS)

CAV	CIRCUIT
1	—
2	C16 20LB/YL
3	L5 20BK
4	—
5	F87 20WT/BK
6	M1 20PK
7	—
8	V6 18PK/VT
9	P36 20PK/WT
10	A31 12BK/VT
11	A111 12RD/LG
12	C7 12BK/TN
13	F81 12TN
14	Z1 14BK
15	—
16	L3 16RD/OR
17	C81 20LB/WT
18	—
19	F1 20DB/GY
20	P72 20YL/BK
21	—
22	L4 16VT/WT
23	P35 20OR/VT
24	P74 20DB
25	Z8 20BK/VT
26	X3 20BK/RD
27	—
28	P76 20OR/YL
29	G26 20LB

C201
(LHD FULL OPTIONS)

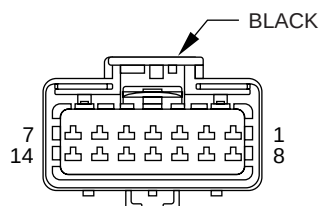
CAV	CIRCUIT
1	—
2	C16 20LB/YL
3	L5 20BK
4	—
5	F87 20WT/BK
6	M1 20PK
7	—
8	V6 18PK/VT
9	P36 18PK/WT
10	A31 12BK/WT
11	A111 12RD/LG
12	C7 12BK/TN
13	F81 12TN
14	Z1 14BK
15	—
16	L3 16RD/OR
17	C81 20LB/WT
18	—
19	F1 20DB/GY
20	P72 20YL/BK
21	—
22	L4 16VT/WT
23	P35 20OR/VT
24	P74 20DB
25	Z8 16BK/VT
26	X3 20BK/RD
27	—
28	P76 20OR/YL
29	G26 20LB

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(CONTINUED)

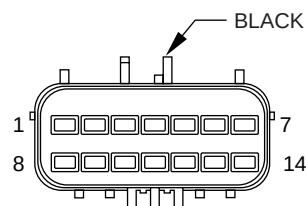
CAV	CIRCUIT
30	—
31	—
32	G31 20VT/LG
33	—
34	—
35	G32 20BK/LB
36	—
37	—
38	—
39	V23 18BR/PK
40	F15 20DB/WT
41	—
42	E1 20TN
43	E2 20OR
44	—
45	L7 18BR/YL
46	M2 20YL
47	R50 18BR/YL
48	R51 18WT/YL
49	G38 20GY
50	F30 16RD
51	D1 18VT/BR
52	D2 18WT/BK
53	—
54	X12 16RD/WT
55	D1 20VT/BR
56	D2 20WT/BK
57	—
58	Z2 18BK/LG
59	C4 14TN
60	C5 14LG
61	C6 14LB
62	A22 12BK/OR
63	A41 12YL
64	A21 12DB
65	F38 16RD/LB
66	G9 18GY/BK
67	—
68	—
69	G10 20LG/RD
70	—
71	—
72	—

CAV	CIRCUIT
30	—
31	—
32	G31 20VT/LG
33	—
34	—
35	G32 20BK/LB
36	—
37	—
38	—
39	V23 18BR/PK
40	F15 20DB/WT
41	—
42	E1 20TN
43	E2 20OR
44	—
45	L7 18BK/YL
46	M2 20YL
47	R50 18BR/YL
48	R51 20WT/YL
49	G38 20GY
50	F30 16RD
51	D1 20VT/BR
52	D2 20WT/BK
53	—
54	X12 16RD/WT
55	D1 20VT/BR
56	D2 20WT/BK
57	—
58	Z2 18BK/LG
59	C4 14TN
60	C5 14LG
61	C6 14LB
62	A22 12BK/OR
63	A41 14YL
64	A21 12DB
65	F38 16RD/LB
66	G9 20GY/BK
67	—
68	—
69	G10 20LG/RD
70	—
71	—
72	—



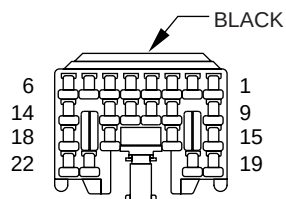
C202 (RHD)

CAV	CIRCUIT
1	C7 12BK/TN
2	—
3	F81 12TN
4	—
5	—
6	Z8 12BK/PK
7	A111 12RD/LG
8	C6 14LB
9	—
10	—
11	—
12	—
13	C5 14LG
14	C4 14TN



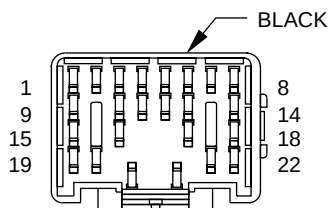
C202 (RHD)

CAV	CIRCUIT
1	C7 12BK/TN
2	—
3	F81 12TN
4	—
5	—
6	Z8 16BK/VT
7	A111 12RD/LG
8	C6 14LB
9	—
10	—
11	—
12	—
13	C5 14LG
14	C4 14TN



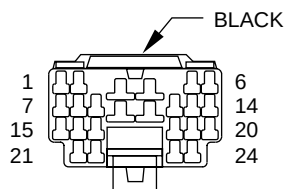
C203 (RHD)

CAV	CIRCUIT
1	X51 16BR/YL
2	X52 16DB/WT
3	X53 16DG
4	X54 16VT
5	X55 16BR/RD
6	X56 16DB/RD
7	X57 16BR/LB
8	X58 16DB/OR
9	X60 16DG/RD
10	G9 20GY/BK
11	E2 20OR/BK
12	G10 20LG/RD
13	R50 20BR/YL
14	R51 20WT/YL
15	L38 18BR/WT
16	V13 18BR/RD
17	V23 18BR/PK
18	V20 18VT/OR
19	G16 20BK/LB
20	G26 20LB
21	P59 20LB/RD
22	P55 20DB



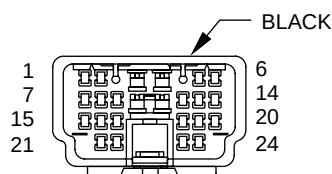
C203 (RHD)

CAV	CIRCUIT
1	X51 16BR/YL
2	X52 16DB/WT
3	X53 16DG
4	X54 16VT
5	X55 16BR/RD
6	X56 16DB/RD
7	X57 16BR/LB
8	X58 16DB/OR
9	X60 16DG/RD
10	G9 20GY/BK
11	E2 20OR
12	G10 20LG/RD
13	R50 20BR/YL
14	R51 20WT/YL
15	—
16	V13 18BR/LG
17	V23 18BR/PK
18	V20 18BK/WT
19	G16 20BK/LB
20	G26 20LB
21	P59 20LB/RD
22	P55 20DB



C204 (RHD)

CAV	CIRCUIT
1	D1 20VT/BR
2	D2 20WT/BK
3	F75 14VT
4	A141 16DG/WT
5	L10 18BR/LG
6	L50 20WT/TN
7	L62 18BR/RD
8	L63 20DG/RD
9	F15 20DB/WT
10	F23 18DB/YL



C204 (RHD)

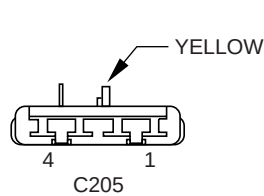
CAV	CIRCUIT
1	D1 20VT/BR
2	D2 20WT/BR
3	F75 14VT
4	A141 16DG/WT
5	L10 18BR/LG
6	L50 20WT/TN
7	L62 20BR/RD
8	L63 20DG/RD
9	F15 20DB/WT
10	F23 18DB/YL

(CONTINUED ON NEXT PAGE)

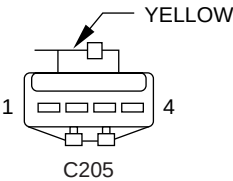
CAV	CIRCUIT
11	F14 18LG/YL
12	F35 16RD
13	—
14	—
15	—
16	K226 20DB/LG
17	K167 20BR/YL
18	P71 20YL
19	P75 20DB/WT
20	P76 20OR/YL
21	—
22	C16 20LB/YL
23	P35 18OR/VT
24	P36 18PK/VT

(CONTINUED)

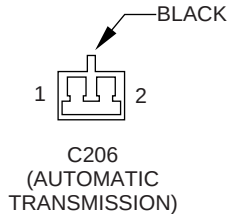
CAV	CIRCUIT
11	F14 18LG/YL
12	F35 16RD
13	—
14	—
15	—
16	K226 20DB/LG
17	K167 20BR/YL
18	P72 20YL/BK
19	P74 20DB
20	P76 20OR/YL
21	—
22	C16 20BK/WT
23	P35 20OR/VT
24	P36 20PK/VT



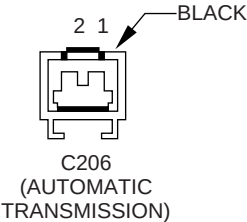
CAV	CIRCUIT
1	R42 18BK/YL
2	R44 18DG/YL
3	R43 18BK/LB
4	R45 18DG/LB



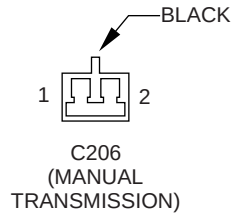
CAV	CIRCUIT
1	R42 18BK/YL
2	R44 18DG/YL
3	R43 18BK/LB
4	R45 18DG/LB



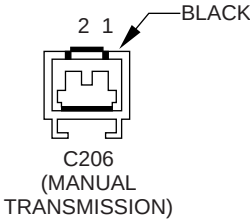
CAV	CIRCUIT
1	E2 20OR
2	Z1 20BK



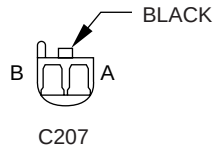
CAV	CIRCUIT
1	E2 20OR
2	Z1 20BK
2	Z1 20BK



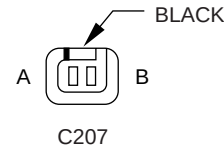
CAV	CIRCUIT
1	E2 20OR
2	Z1 20BK



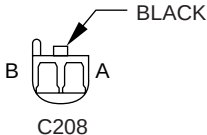
CAV	CIRCUIT
1	E2 20OR
2	Z1 20BK



CAV	CIRCUIT
A	M1 20PK
B	M2 20YL

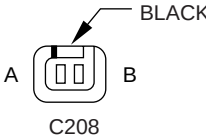


CAV	CIRCUIT
A	M1 18PK
B	M2 18BK/WT



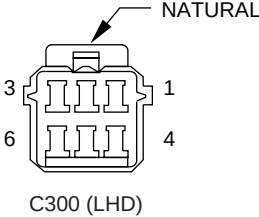
C208

CAV	CIRCUIT
A	M1 20PK
B	M2 20YL



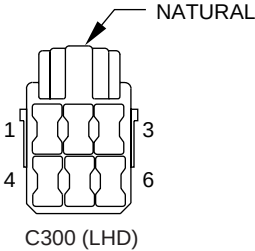
C208

CAV	CIRCUIT
A	M1 18PK
B	M2 18BK/WT



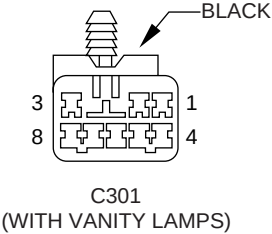
C300 (LHD)

CAV	CIRCUIT
1	P35 20OR/VT
2	P36 20PK/VT
3	P55 20DB
4	P59 20LB/RD
5	G26 20LB
6	—



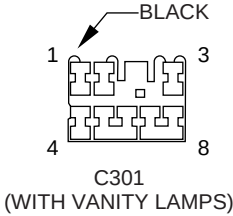
C300 (LHD)

CAV	CIRCUIT
1	P35 20OR/VT
2	P36 20PK/VT
3	P55 20DB
4	P59 20LB/RD
5	G26 20LB
6	—



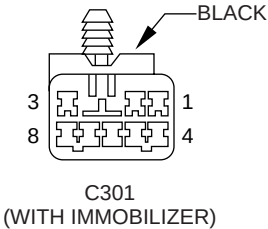
C301
(WITH VANITY LAMPS)

CAV	CIRCUIT
1	D1 20VT/BR
2	D2 20WT/BK
3	G32 20BK/LG
4	G31 20VT/LG
5	Z2 20BK/LG
6	F87 20WT/BK
7	—
8	—



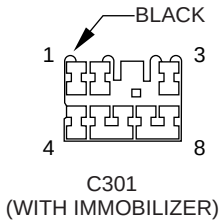
C301
(WITH VANITY LAMPS)

CAV	CIRCUIT
1	D1 20VT/BR
2	D2 20WT/BK
3	G32 20BK/LB
4	G31 20VT/LG
5	Z2 18BK/LG
6	F87 20WT/BK
7	—
8	—



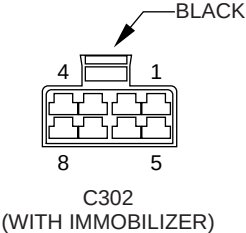
C301
(WITH IMMOBILIZER)

CAV	CIRCUIT
1	D1 20VT/BR
2	D2 20WT/BK
3	—
4	—
5	Z2 20BK/LG
6	—
7	—
8	—



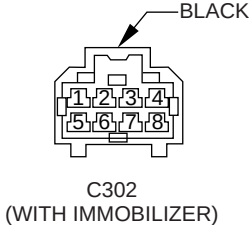
C301
(WITH IMMOBILIZER)

CAV	CIRCUIT
1	D1 20VT/BR
2	D2 20WT/BK
3	G32 20BK/LB
4	G61 20VT/LG
5	Z2 18BK/LG
6	F87 20WT/BK
7	—
8	—



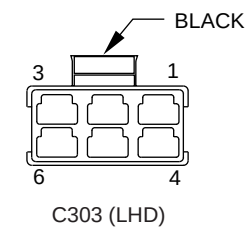
C302
(WITH IMMOBILIZER)

CAV	CIRCUIT
1	X3 20BK/RD
2	F1 20DB/GY
3	—
4	P59 20LB/RD
5	P55 20DB
6	G38 20GY

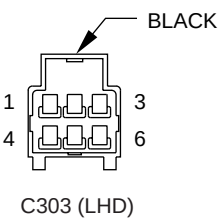


C302
(WITH IMMOBILIZER)

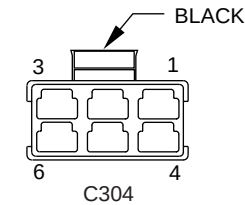
CAV	CIRCUIT
1	X3A 20BK/RD
2	F1 20DB/GY
3	—
4	P59 20LB/RD
5	P55 20DB
6	G38 20GY



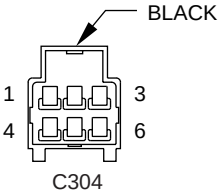
CAV	CIRCUIT
1	Q16 14BR/WT
2	Q26 14VT/WT
3	—
4	X80 16LB/BK
5	X82 16LB/RD



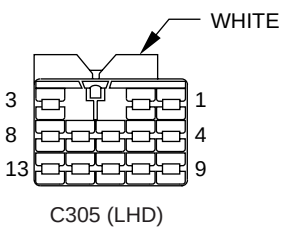
CAV	CIRCUIT
1	Q16 14BR/WT
2	Q26 14VT/WT
3	—
4	X80 16LB/BK
5	X82 16LB/RD



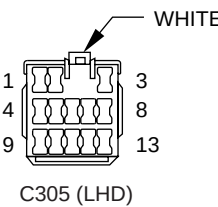
CAV	CIRCUIT
1	Q18 14GY/BK
2	Q28 14DG/WT
3	Q1 14YL
4	P33 16OR/BK
5	P34 16PK/BK



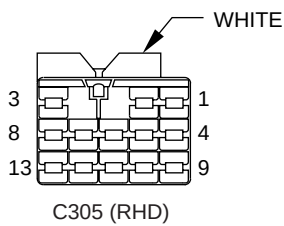
CAV	CIRCUIT
1	Q18 14GY/BK
2	Q28 14DG/WT
3	Q1 14YL
4	P33 16OR/BK
5	P34 16PK/BK



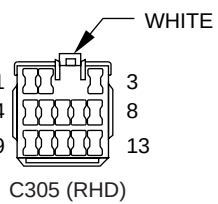
CAV	CIRCUIT
1	X85 16BR/RD
2	X87 16DG
3	M1 20PK
4	P33 16OR/BK
5	P34 16PK/BK
6	P35 18OR/VT
7	P36 18PK/VT
8	P72 20YL/BK
9	P74 20DB
10	P76 20OR/YL
11	C16 20LB/YL
12	—
13	—



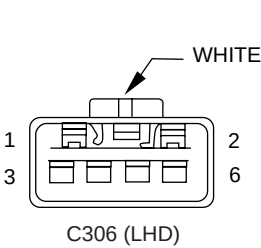
CAV	CIRCUIT
1	X85 16BR/RD
2	X87 16DG
3	M1 18PK
4	P33 16OR/BK
5	P34 16PK/BK
6	P35 18OR/VT
7	P36 18PK/VT
8	P72 20YL/BK
9	P74 20DB
10	P76 20OR/YL
11	C16 20LB/YL
12	—
13	—



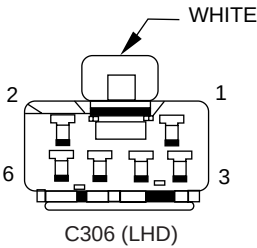
CAV	CIRCUIT
1	X85 16LG/RD
2	X87 16DG
3	M1 20PK
4	P33 16OR/BK
5	P34 16PK/BK
6	P35 18OR/VT
7	P36 18PK/VT
8	P72 20YL/BK
9	P74 20DB
10	P76 20OR/YL
11	C16 20LB/YL
12	P90 20LG/BK
13	P91 20WT/BK



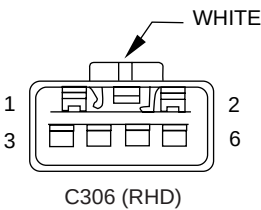
CAV	CIRCUIT
1	X85 16BR/RD
2	X87 16DG
3	P59 20LB/RD
4	P33 16OR/BK
5	P34 16PK/BK
6	P35 18OR/VT
7	P36 18PK/VT
8	P71 20YL
9	P75 20DB/RD
10	P76 20OR/YL
11	C16 20LB/YL
12	P55 20DB
13	G26 20LB



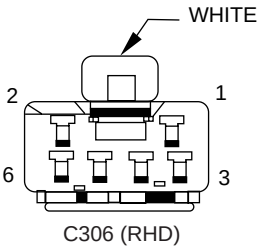
CAV	CIRCUIT
1	Q18 14GY/BK
2	Q28 14DG/WT
3	Q16 14BR/WT
4	Q26 14VT/WT
5	Q17 14DB/WT
6	Q27 14RD/BK



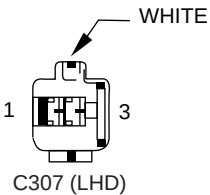
CAV	CIRCUIT
1	Q18 14GY/BK
2	Q28 14DG/WT
3	Q16 14BR/WT
4	Q26 14VT/WT
5	Q17 14DB/WT
6	Q27 14RD/BK



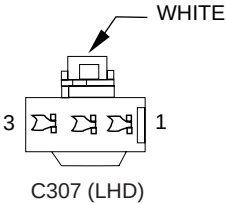
CAV	CIRCUIT
1	F35 16RD
2	—
3	Q16 14BR/WT
4	Q26 14VT/WT
5	—
6	—



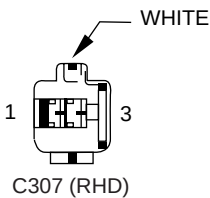
CAV	CIRCUIT
1	F35 16RD
2	—
3	Q16 14BR/WT
4	Q26 14VT/WT
5	—
6	—



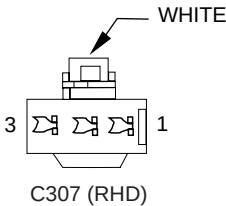
CAV	CIRCUIT
1	F81 12TN
2	Q1 14YL
3	Z1 12BK



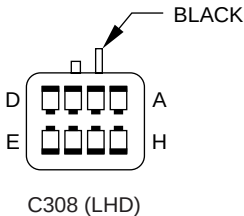
CAV	CIRCUIT
1	F81 12TN
2	Q1 14YL
3	Z1 12BK



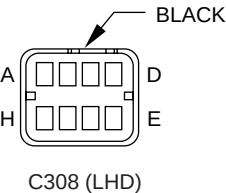
CAV	CIRCUIT
1	F81 12TN
2	Q1 14YL
3	Z1 12BK



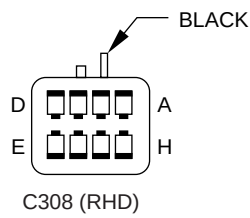
CAV	CIRCUIT
1	F81 12TN
2	Q1 14YL
3	Z1 12BK



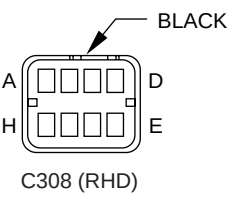
CAV	CIRCUIT
A	P33 16OR/BK
B	P34 16PK/BK
C	M4 20GY/BK
D	L50 18WT/TN
E	V13 18BR/LG
F	V23 18BR/PK
G	V20 18BK/WT
H	L77 18BR



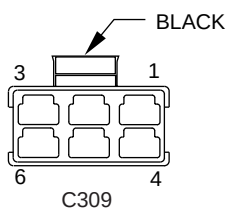
CAV	CIRCUIT
A	P33 16OR/BK
B	P34 16PK/BK
C	M4 20GY/BK
D	L50 20WT/TN
E	V13 18BR/LG
F	V23 18BR/PK
G	V20 18VT/OR
H	L77 18BR



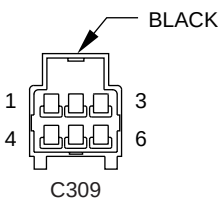
CAV	CIRCUIT
A	P33 16OR/BK
B	P34 16PK/BK
C	M4 20GY/BK
D	L50 18WT/TN
E	V13 18BR/LG
F	V23 18BR/PK
G	V20 18BK/WT
H	L77 18BR



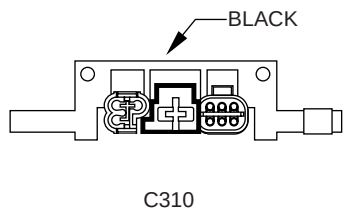
CAV	CIRCUIT
A	P33 16OR/BK
B	P34 16PK/BK
C	M4 20GY/BK
D	L50 20WT/TN
E	V13 18BR/LG
F	V23 18BR/PK
G	V20 18VT/OR
H	L77 18BR



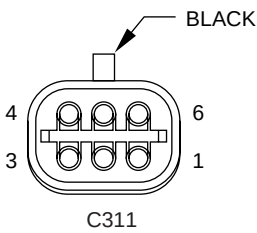
CAV	CIRCUIT
1	Q17 14DB/WT
2	Q27 14RD/BK
3	Q1 14YL
4	P33 16OR/BK
5	P34 16PK/BK



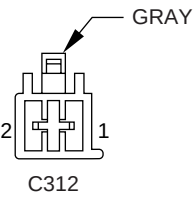
CAV	CIRCUIT
1	Q17 14DB/WT
2	Q27 14RD/BK
3	Q1 14YL
4	P33 16OR/BK
5	P34 16PK/BK



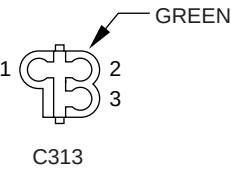
CAV	CIRCUIT
1	V20 18BK/WT
2	Z1 12 BK
3	C15 12BK/WT
4	P33 16BR/BK
5	P34 16PK/BK
6	—
7	V23 18BR/PK
8	V13 18BR/LG
9	Z1 18BK
10	M4 20VT/YL
11	L77 18BR



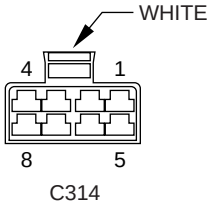
CAV	CIRCUIT
1	P33 16OR/BK
2	P34 16PK/BK
3	—
4	L77 18BR
5	M4 20GY/BK
6	Z1 18BK



CAV	CIRCUIT
1	Z1 12 BK
2	C15 12BK/WT

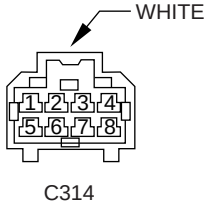


CAV	CIRCUIT
1	V13 18BR/LG
2	V23 18BR/PK
3	V20 BR/WT



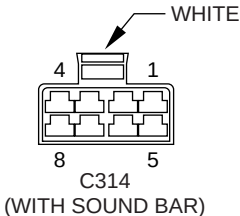
C314

CAV	CIRCUIT
1	X92 16TN/BK
2	X94 16TN/RD
3	X91 16WT/BK
4	X93 16WT/RD
5	M1 20PK
6	M2 20YL
7	M4 20GY/BK
8	—



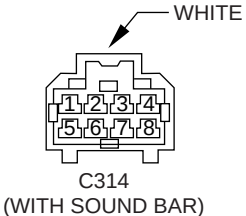
C314

CAV	CIRCUIT
1	X92 16TN/BR
2	X94 16TN/RD
3	X91 16WT/BK
4	X93 16WT/RD
5	M1 18PK
6	M2 18YL
7	M4 18GY/BK
8	—



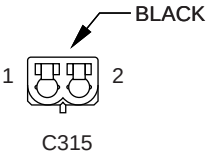
C314
(WITH SOUND BAR)

CAV	CIRCUIT
1	X92 16TN/BK
2	X94 16TN/RD
3	X91 16WT/BK
4	X93 16WT/RD
5	M1 18PK
6	M2 18YL
7	M4 18GY/BK
8	—



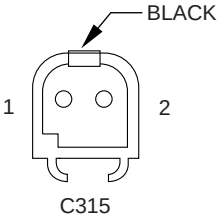
C314
(WITH SOUND BAR)

CAV	CIRCUIT
1	X92 16TN/BK
2	X94 16TN/RD
3	X91 16WT/BK
4	X93 16WT/RD
5	M1 20PK
6	M2 20YL
7	M4 20GY/BK
8	—



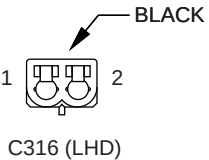
C315

CAV	CIRCUIT
1	C15 12BK/WT
2	—



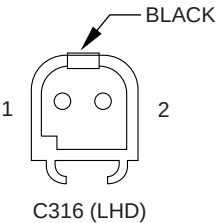
C315

CAV	CIRCUIT
1	C15 12BK/WT
2	—



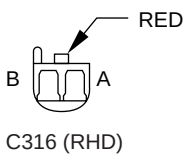
C316 (LHD)

CAV	CIRCUIT
1	F37 14RD/LB*
1	F37 14RD/LB**
1	F37 14RD/LB**
2	Z1 14BK*
2	Z1 14BK**
2	Z1 14BK**



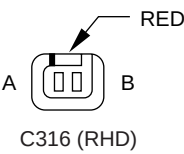
C316 (LHD)

CAV	CIRCUIT
1	F37 14RD/LB*
1	F37 14RD/LB**
1	F37 14RD/LB**
2	Z1 16BK*
2	Z1 16BK**
2	Z1 16BK**



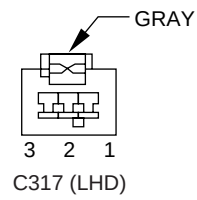
C316 (RHD)

CAV	CIRCUIT
A	M2 18YL
B	Z1 18BK

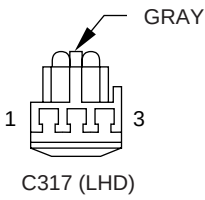


C316 (RHD)

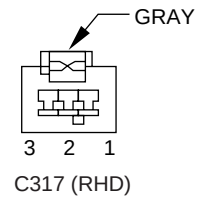
CAV	CIRCUIT
A	M2 20YL
B	Z1 20BK



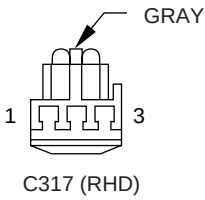
CAV	CIRCUIT
1	M2 20YL
2	G16 20BK/LB
3	Z1 20BK



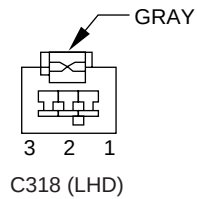
CAV	CIRCUIT
1	M2 18YL
2	G16 18BK/LB
3	Z1 18BK



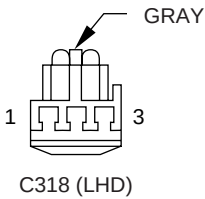
CAV	CIRCUIT
1	M2 20YL
2	—
3	Z1 20BK



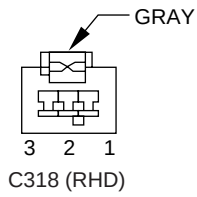
CAV	CIRCUIT
1	M2 18YL
2	G16 18BK/LB
3	Z1 18BK



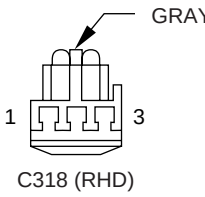
CAV	CIRCUIT
1	M2 20YL
2	—
3	Z1 20BK



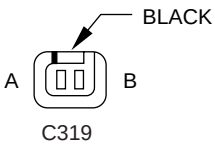
CAV	CIRCUIT
1	M2 18YL
2	G16 18BK/LB
3	Z1 18BK



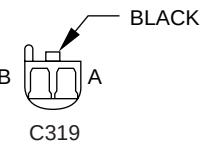
CAV	CIRCUIT
1	M2 20YL
2	G16 20BK/LB
3	Z1 20BK



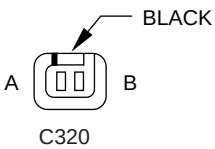
CAV	CIRCUIT
1	M2 18YL
2	G16 18BK/LB
3	Z1 18BK



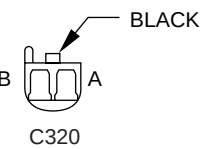
CAV	CIRCUIT
A	M2 20YL
B	Z1 20BK



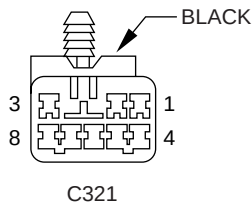
CAV	CIRCUIT
A	M2 18YL
B	Z1 18BK



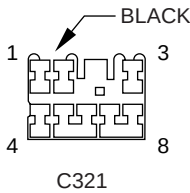
CAV	CIRCUIT
A	M2 20YL
B	Z1 20BK



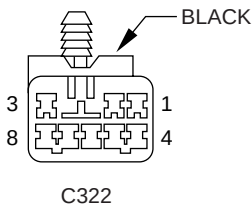
CAV	CIRCUIT
A	M2 18YL
B	Z1 18BK



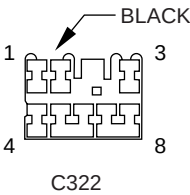
CAV	CIRCUIT
1	L62 18BR/RD
2	Z1 18BK
3	—
4	L38 16LG/BK
5	L10 18BR/LG
6	L50 20WT/TN
7	L78 18DG/YL
8	—



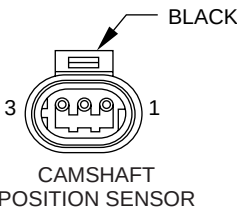
CAV	CIRCUIT
1	L62 18BR/RD
2	Z1 18BK
3	—
4	L38 16LG/BK
5	L10 18BR/LG
6	L50 20WT/TN
7	L78 18DG/YL
8	—



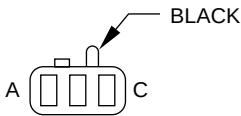
CAV	CIRCUIT
1	L63 18DG/RD*
1	L63 20DG/RD**
2	Z1 14BK
3	A6 20RD/OR
4	L38 16LG/BK
5	L10 18BR/LG
6	L50 20WT/TN
7	L77 18BR
8	L62 18BK/RD



CAV	CIRCUIT
1	L63 20DG/RD
2	Z1 14BK
3	A6 20RD/OR
4	L38 20LG/BK
5	L10 18BK/LG
6	L50 20WT/TN
7	L77 20BR
8	L62 20BK/RD

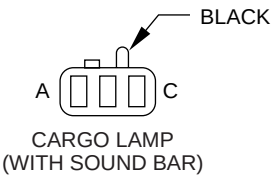


CAV	CIRCUIT	FUNCTION
1	K7 18OR	5 VOLT SUPPLY
2	K167 18BR/YL	SENSOR RETURN
3	K44 18TN/YL	CAMSHAFT POSITION SENSOR



CARGO LAMP
(ALL OTHERS)

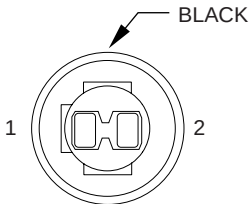
CAV	CIRCUIT	FUNCTION
A	M1 20PK	COURTESY LAMP B(+)
B	M2 20YL	SWITCHED GROUND
C	M4 20GY/BR	GATE GROUND



CARGO LAMP
(WITH SOUND BAR)

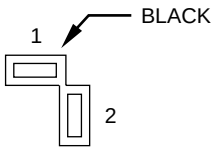
CAV	CIRCUIT	FUNCTION
A	M1 18PK	COURTESY LAMP B(+)
B	M2 18YL	SWITCHED GROUND
C	M4 18GY/BK	GATE GROUND

* LHD
** RHD
J978W-7



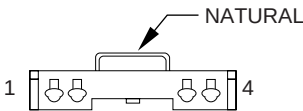
CENTER HIGH MOUNTED STOP LAMP

CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND



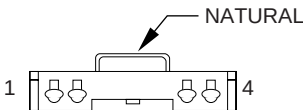
CIGAR LIGHTER

CAV	CIRCUIT	FUNCTION
1	F30 16RD	CIGAR LIGHTER FEED
2	Z1 16BK	GROUND



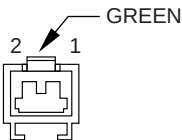
CLOCK SPRING (LHD)

CAV	CIRCUIT	FUNCTION
1	X3 20BK/RD	HORN SWITCH
2	V37 20RD/LG	VEHICLE SPEED CONTROL SWITCH JTEC
3	K4 20BK/LB	VEHICLE SPEED CONTROL SIGNAL
4	—	—



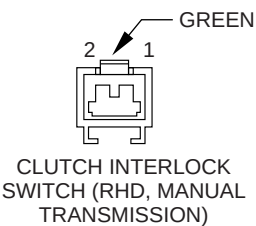
CLOCK SPRING (RHD)

CAV	CIRCUIT	FUNCTION
1	X3 20BK/RD	HORN SWITCH
2	V37 20RD/LG	VEHICLE SPEED CONTROL SWITCH TO JTEC
3	K4 20BK/RD	VEHICLE SPEED CONTROL SIGNAL
4	—	—

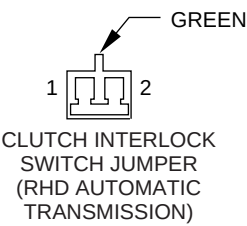


CLUTCH INTERLOCK SWITCH (RHD MANUAL TRANSMISSION)

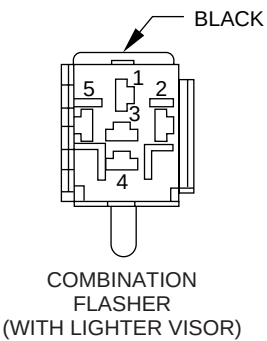
CAV	CIRCUIT	FUNCTION
1	F45 20YL/RD	FUSED IGNITION (START)
2	T141 20YL	ENGINE STARTER MOTOR RELAY



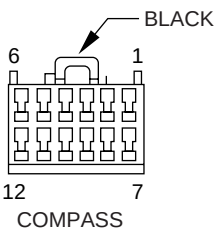
CAV	CIRCUIT	FUNCTION
1	F45 20YL/RD	STARTER RELAY COIL FEED
2	T141 20YL	CLUTCH INTERLOCK



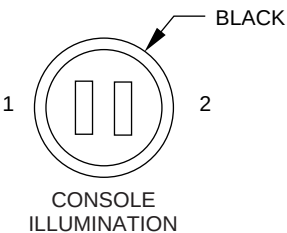
CAV	CIRCUIT	FUNCTION
1	F45 18YL	FUSED IGNITION (START)
2	F45 18YL	FUSED IGNITION (START)



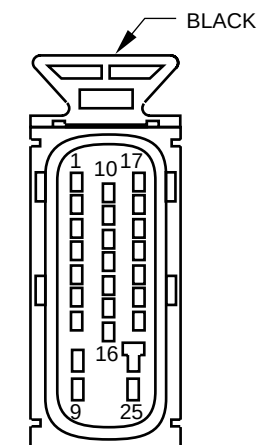
CAV	CIRCUIT	FUNCTION
1	L5 20BK	FUSED IGNITION (ACC/RUN)
2	L9 20BK/PK	FUSED B(+)
3	L12 20VT/TN	COMBINATION FLAHSER OUTPUT (HAZARD)
4	L6 20RD/WT	COMBINATION FLASHER OUTPUT (TURN SIGNALS)
5	Z1 18BK	GROUND



CAV	CIRCUIT	FUNCTION
1	F87 20WT/BK	FUSED IGNITION
2	D1 20VT/BR	CCD(+)
3	G31 20VT/LG	TEMP SENSOR FEED
4	-	-
5	M1 20PK	COURTESY LAMPS
6	Z1 20BK	GROUND
7	Z2 20BK/LG	LOGIC GROUND
8	D2 20WT/BK	CCD(-)
9	G32 20BK/LG	TEMP SENSOR RETURN
10	-	-
11	-	-
12	M2 20YL	SWITCHED GROUND

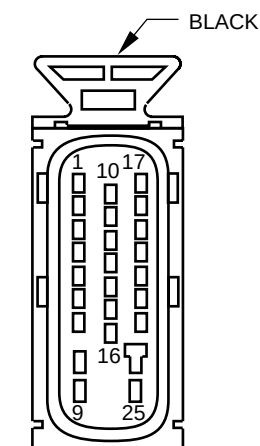


CAV	CIRCUIT	FUNCTION
1	E2 20OR	CONSOLE ILLUMINATION
2	Z1 20BK	GROUND



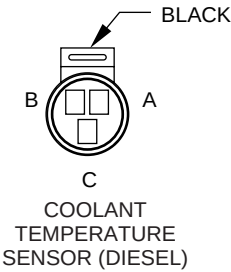
CONTROLLER
ANTI-LOCK BRAKE
(LHD)

CAV	CIRCUIT	FUNCTION
1	B1 20YL/DB	RIGHT REAR WHEEL SENSOR (-)
2	B3 20LG/DB	LEFT REAR WHEEL SENSOR (-)
3	B7 20WT	RIGHT FRONT WHEEL SENSOR (+)
4	B9 20RD	LEFT FRONT WHEEL SENSOR (+)
5	-	-
6	B41 20YL/VT	(ABS) ACCEL SENSOR 1
7	B42 20TN/WT	(ABS) ACCEL SENSOR 2
8	Z1 12BK	GROUND
9	A20 14RD/DB	ABS SOLENOIDS
10	B4 20LG	LEFT REAR WHEEL SENSOR (+)
11	B8 20RD/DB	LEFT FRONT WHEEL SENSOR (-)
12	L50 20WT/TN	STOP LAMPS
13	B43 20PK/OR	ACCEL SENSOR TEST SIGNAL
14	-	-
15	-	-
16	G83 20GY/BK	FEED TO ABS MODULE
17	B2 20YL	RIGHT REAR WHEEL SENSOR (+)
18	B6 20WT/DB	RIGHT FRONT WHEEL SENSOR (-)
19	-	-
20	D21 20PK	DATA LINK TRANSMIT
21	-	-
22	-	-
23	F15 20DB/WT	IGNITION RUN
24	Z1 12BK	GROUND
25	A10 12RD/DG	ABS PUMP

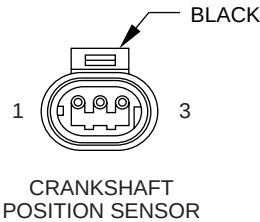


CONTROLLER
ANTI-LOCK BRAKE
(RHD)

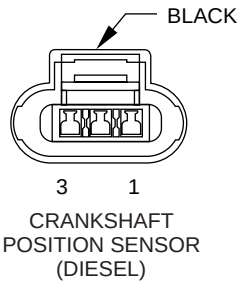
CAV	CIRCUIT	FUNCTION
1	B1 20YL/DB	RIGHT REAR WHEEL SENSOR (-)
2	B3 20LG/DB	LEFT REAR WHEEL SENSOR (-)
3	B7 20WT	RIGHT FRONT WHEEL SENSOR (+)
4	B9 20RD	LEFT FRONT WHEEL SENSOR (+)
5	-	-
6	B41 20YL/VT	(ABS) ACCEL SENSOR 1
7	B42 20TN/WT	(ABS) ACCEL SENSOR 2
8	Z1 12BK	GROUND
9	A20 14RD/DB	ABS SOLENOIDS
10	B4 20LG	LEFT REAR WHEEL SENSOR (+)
11	B8 20RD/DB	LEFT FRONT WHEEL SENSOR (-)
12	L50 20WT/TN	STOP LAMPS
13	B43 20PK/OR	ACCEL SENSOR TEST SIGNAL
14	-	-
15	-	-
16	G83 20GY/BK	FEED TO ABS MODULE
17	B2 20YL	RIGHT REAR WHEEL SENSOR (+)
18	B6 20WT/DB	RIGHT FRONT WHEEL SENSOR (-)
19	-	-
20	D21 20PK	DATA LINK TRANSMIT
21	-	-
22	-	-
23	F15 20DB/WT	IGNITION RUN
24	Z1 12BK	GROUND
25	A10 12RD/DG	ABS PUMP



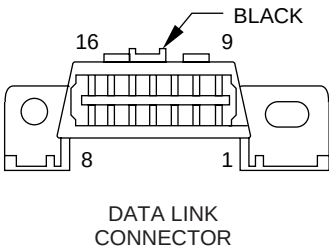
CAV	CIRCUIT	FUNCTION
A	K2 20TN/BK	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL
B	K4 20BK/LB	SENSOR GROUND
C	K222 20TN/RD	SECONDARY ENGINE COOLANT TEMPERATURE SENSOR



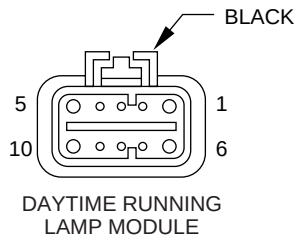
CAV	CIRCUIT	FUNCTION
1	K24 18GY/BK	CRANKSHAFT POSITION SENSOR
2	K167 20BR/YL	SENSOR GROUND
3	K7 20OR	5 VOLT SUPPLY



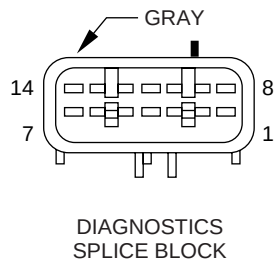
CAV	CIRCUIT	FUNCTION
1	K3 20LG/BK	SENSOR GROUND
2	—	—
3	K24 20GY/BK	CRANK POSITION SENSOR SIGNAL



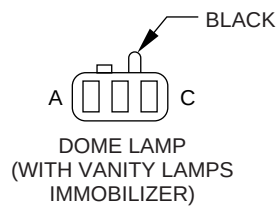
CAV	CIRCUIT	FUNCTION
1	—	—
2	—	—
3	D1 18VT/BR	CCD BUS (+)
4	Z1 18BK	GROUND
5	Z12 18BK/LB	GROUND
6	D20 20LG/BK	SCI RECEIVE
7	D21 20PK	SCI TRANSMIT
8	—	—
9	—	—
10	—	—
11	D2 18WT/BK	CCD BUS (—)
12	—	—
13	—	—
14	—	—
15	—	—
16	F34 18TN/BK	FUSED B(+)



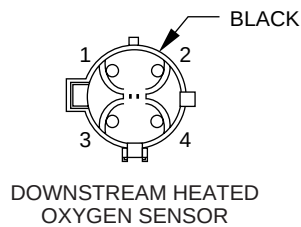
CAV	CIRCUIT	FUNCTION
1	L3 16RD	DIMMER SWITCH HIGH BEAM OUTPUT
2	—	—
3	—	—
4	G34 16RD/GY	HIGH BEAM INDICATOR DRIVER
5	F12 18DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN/START)
6	A3 16RD/WT	FUSED B(+)
7	G7 20WT/OR	VEHICLE SPEED SENSOR SIGNAL
8	Z12 16BK/TN	GROUND
9	—	—
10	L44 18VT/RD	DIMMER SWITCH LOW BEAM OUTPUT



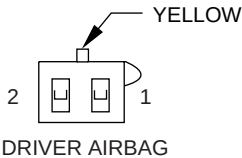
CAV	CIRCUIT	FUNCTION
1	D1 20VT/BR	UNDERHOOD CCD BUS (+)
2	D1 18VT/BR	DATA LINK CCD BUS (+)
3	D1 20VT/BR	AIRBAG CONTROL MODULE CCD BUS (+)
4	—	—
5	D2 20WT/BK	AIRBAG CONTROL MODULE CCD BUS (-)
6	D2 18WT/BK	DATA LINK CCD BUS (-)
7	D2 20WT/BK	UNDERHOOD CCD BUS (-)
8	D1 20VT/BR	OVERHEAD CONSOLE CCD BUS (+)
9	D1 20VT/BR	INSTRUMENT CLUSTER CCD BUS (+)
10	—	—
11	—	—
12	—	—
13	D2 20WT/BK	INSTRUMENT CLUSTER CCD BUS (-)
14	D2 20WT/BK	OVERHEAD CONSOLE CCD BUS (-)



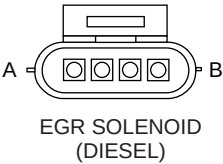
CAV	CIRCUIT	FUNCTION
A	M1 20PK	COURTESY LAMPS
B	M2 20YL	SWITCHED GROUND
C	Z1 20BK	GROUND



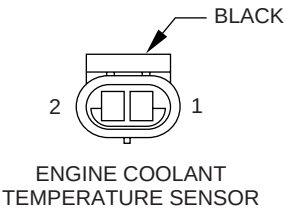
CAV	CIRCUIT	FUNCTION
1	K142 20DG/WT	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	Z1 20BK	GROUND
3	K167 18BR/YL	SENSOR RETURN
4	K141 18TN/BK	DOWNSTREAM HEATED OXYGEN SENSOR SIGNAL



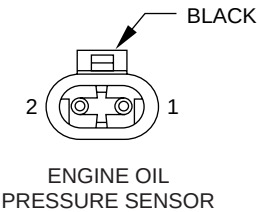
CAV	CIRCUIT	FUNCTION
1	R45 18DG/LB	DRIVER AIRBAG SQUIB
2	R43 18BK/LB	DRIVER AIRBAG SQUIB



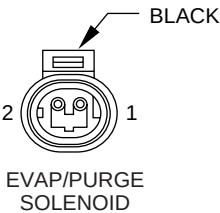
CAV	CIRCUIT	FUNCTION
A	F142 18DG/OR	FUSED ASD RELAY FEED TO EGR SOLENOID
B	K35 18GY/YL	EGR ACTUATOR SIGNAL
C	—	—
D	Z1 18BK	GROUND



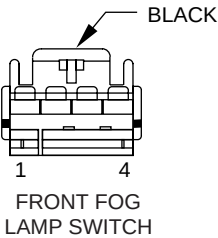
CAV	CIRCUIT	FUNCTION
1	K167 20BR/YL	SENSOR RETURN
2	K2 18TN/BK	ENGINE COOLANT TEMPERATURE SENSOR



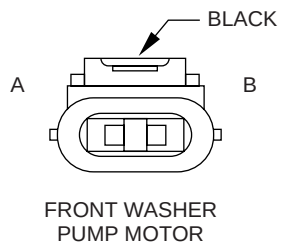
CAV	CIRCUIT	FUNCTION
1	K167 18BR/YL	SENSOR RETURN
2	G60 18GY/YL	OIL PRESSURE SENSOR



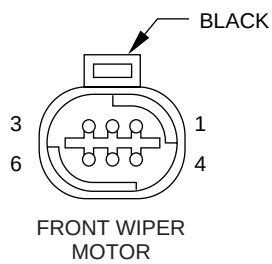
CAV	CIRCUIT	FUNCTION
1	K52 18PK/BK	EVAP/PURGE SOLENOID CONTROL
2	F12 18DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN/START)



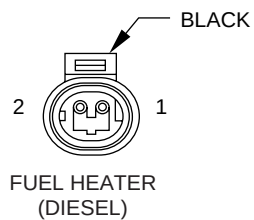
CAV	CIRCUIT	FUNCTION
1	E2 20OR	FOG LAMP SWITCH ILLUMINATION
2	L39 20LB	FOG LAMP FEED FROM SWITCH
3	L139 20VT	SIGNAL FROM SWITCH TO RELAY
4	Z1 18BK	GROUND



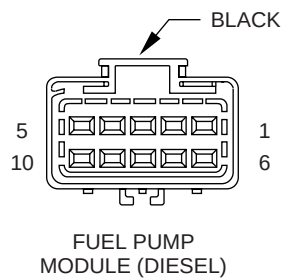
CAV	CIRCUIT	FUNCTION
A	V10 18BR	WINDSHIELD WASHER SWITCH OUTPUT
B	Z1 18BK	GROUND



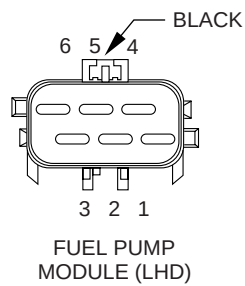
CAV	CIRCUIT	FUNCTION
1	V6 16DB	FUSED IGNITION SWITCH OUTPUT (RUN)
2	V5 16DG/YL	WIPER PARK SWITCH SENSE
3	—	—
4	Z1 16BK	GROUND
5	V3 16BR/WT	WIPER SWITCH LOW SPEED OUTPUT
6	V4 16BR/VT*	WIPER SWITCH HIGH SPEED OUTPUT
6	V4 16RD/YL**	WIPER SWITCH HIGH SPEED OUTPUT



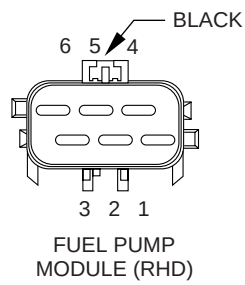
CAV	CIRCUIT	FUNCTION
1	A93 14RD/BK	FUEL HEATER RELAY FEED TO FUEL HEATER
2	Z1 14BK	GROUND



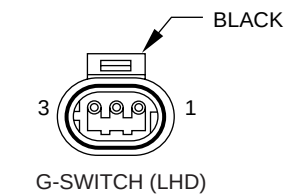
CAV	CIRCUIT	FUNCTION
1	K134 20LB/BK	FUEL PUMP REFERENCE COIL SIGNAL
2	K57 20LG/OR	FUEL PUMP CONT. SLEEVE SIGNAL
3	K135 20WT/BK	FUEL PUMP MEASURE COIL SIGNAL
4	K4 20BK/LB	SIGNAL GROUND FUEL TEMP SENSOR
5	K126 16LG	FUEL TIMING SOLENOID SIGNAL
6	K153 16OR	FUEL SHUTOFF SOLENOID SIGNAL
7	K156 20GY	FUEL TEMP SENSOR SIGNAL
8	K140 16TN/WT	FUEL QUANTITY ACTUATOR
9	A142 16DG/OR	ASD RELAY FEED TO FUEL ACTUATOR SOLENOID
10	F142 16DG/OR	FUSED ASD RELAY FEED TO FUEL TIMING SOLENOID



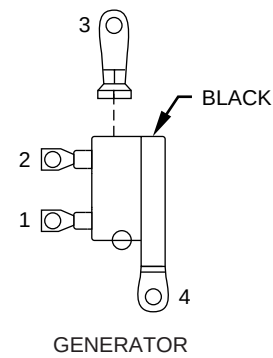
CAV	CIRCUIT	FUNCTION
1	A141 16DG/WT	FUEL PUMP FEED
2	—	—
3	K226 20DB/LG	FUEL LEVEL SENSOR
4	K167 20BR/YL	FUEL RETURN SENSOR
5	—	—
6	Z1 14BK	GROUND



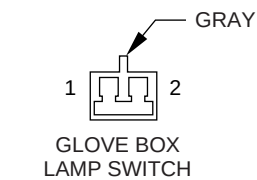
CAV	CIRCUIT	FUNCTION
1	A141 16DG/WT	FUEL PUMP FEED
2	—	—
3	K226 20DB/LG	FUEL LEVEL SENSOR
4	K167 20BR/YL	FUEL RETURN SENSOR
5	—	—
6	Z1 16BK	GROU ND



CAV	CIRCUIT	FUNCTION
1	B517 20PK/OR	ACCEL SENSOR
2	B515 20YL/VT	ACCEL SENSOR
3	B516 20TN/WT	ACCEL SENSOR

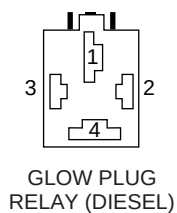


CAV	CIRCUIT	FUNCTION
1	K20 18DG•	GENERATOR FIELD
2	K72 18DG/OR•	GENERATOR SOURCE
3	—	—
4	Z006BK**	ALTERNATOR GROUND
4	Z0 08BK*	BATTERY CABLE NEGATIVE B(-)

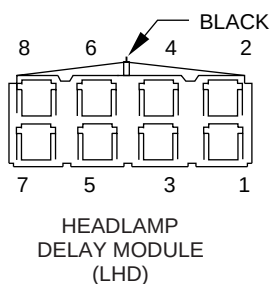


CAV	CIRCUIT	FUNCTION
1	M120 PK	FUSED B(+)
2	Z1 20BK	GROUND

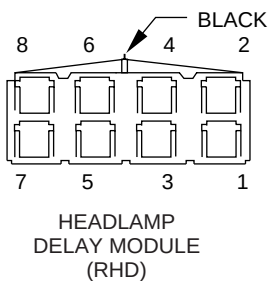
* 2.5L DIESEL
** 4.0L
• 2.5L DIESEL/4.0L



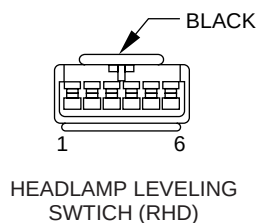
CAV	CIRCUIT	FUNCTION
1	A54 10RD/GY	BATTERY FEED TO GLOW PLUG RELAY
2	F142 18DG/OR	FUSED ASD RELAY FEED TO GLOW PLUG RELAY
3	K152 18WT	GLOW PLUG RELAY CONTROL SENSE
4	K154 10GY	GLOW PLUG FEED



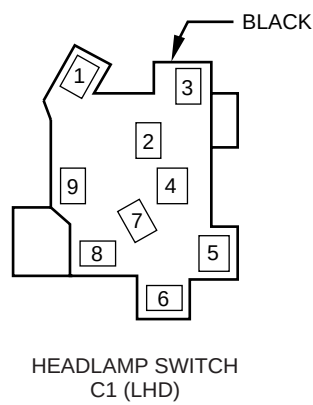
CAV	CIRCUIT	FUNCTION
1	—	—
2	A3 16RD/WT	FUSED B(+)
3	—	—
4	Z1 18BK	GROUND
5	—	—
6	L2 16LG	HEADLAMP SWITCH OUTPUT
6	L2 16LG	HEADLAMP SWITCH OUTPUT
7	—	—
8	F87 20WT/BK	FUSED IGNITION (START/RUN)



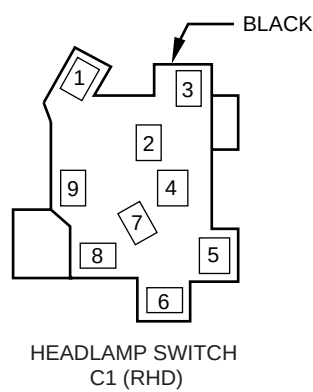
CAV	CIRCUIT	FUNCTION
1	—	—
2	A3 16RD/WT	FUSED B(+)
3	—	—
4	Z1 18BK	GROUND
5	—	—
6	L2 16LG	HEADLAMP SWITCH OUTPUT
6	L2 16LG	HEADLAMP SWITCH OUTPUT
7	—	—
8	F87 20WT/BK	FUSED IGNITION (START/RUN)



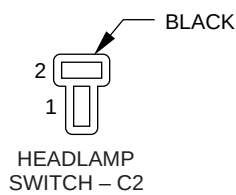
CAV	CIRCUIT	FUNCTION
1	—	—
2	Z15 20BK	GROUND
3	—	—
4	L44 20BK/RD	HEADLAMP LEVELING SWITCH FEED
5	L13 20BR/YL	HEADLAMP LEVELING MOTOR FEED
6	—	—



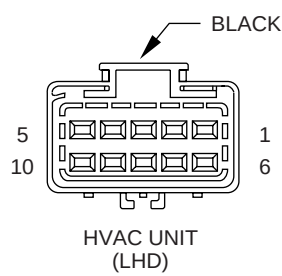
CAV	CIRCUIT	FUNCTION
1	E1 20TN	FUSED PANEL LAMPS DIMMER SWITCH SIGNAL
2	L2 16LG	FEED TO DELAY MODULE
3	M2 20YL	COURTESY LAMP DRIVER
4	F34 18TN/BK	FUSED B(+)
	F34 18TN/BK	FUSED B(+)
5	G26 20LB	HEADLAMPS ON SIGNAL
6	G16 20BK/LB	KEY-IN IGNITION SWITCH SENSE
7	L20 16LG/WT	FEED TO BEAM SELECT SWITCH
8	A3 16RD/WT	FUSED B(+)
	A3 16RD/WT	FUSED B(+)
9	L7 18BK/YL	PARKLAMP OUTPUT



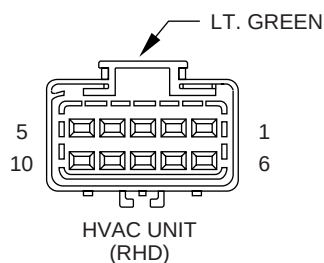
CAV	CIRCUIT	FUNCTION
1	E1 20TN	FUSED PANEL LAMPS DIMMER SWITCH SIGNAL
2	L2 16LG	FEED TO DELAY MODULE
3	M2 20YL	COURTESY LAMP DRIVER
4	F34 18TN/BK	FUSED B(+)
5	G26 20LB	KEY-IN IGNITION SWITCH SENSE
6	G16 20BK/LB	HEADLAMP ON SIGNAL
7	L20 16LG/WT	FEED TO BEAM SELECT SWITCH
8	A3 16RD/WT	FUSED B(+)
	A3 16RD/WT	FUSED B(+)
9	L7 18BK/YL	PARKLAMP OUTPUT



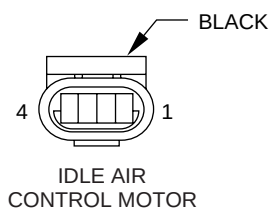
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
	Z1 18BK	GROUND



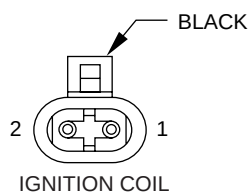
CAV	CIRCUIT	FUNCTION
1	-	-
2	C4 14TN	LOW MOTOR BLOWER DRIVER
3	C5 14LG	M1 MOTOR BLOWER DRIVER
4	C6 14LB	M2 MOTOR BLOWER DRIVER
5	-	-
6	-	-
7	C7 12BK/TN	HIGH MOTOR BLOWER DRIVER
8	A111 12RD/LG	BLOWER MOTOR FEED
9	F15 20DB/WT	FUSED IGNITION (START/RUN)
	F15 20DB/WT	FUSED IGNITION (START/RUN)
10	Z8 12BK/VT	GROUND



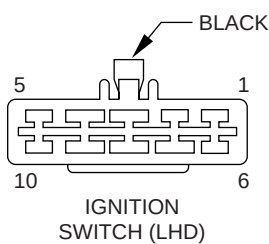
CAV	CIRCUIT	FUNCTION
1	—	—
2	C4 14TN	LOW MOTOR BLOWER DRIVER
3	C5 14LG	M1 MOTOR BLOWER DRIVER
4	C6 14LB	M2 MOTOR BLOWER DRIVER
5	—	—
6	—	—
7	C7 12BK/TN	HIGH MOTOR BLOWER DRIVER
8	A111 12RD/LG	BLOWER MOTOR FEED
9	F15 20DB/WT	FUSED IGNITION (START/RUN)
10	Z8 12BK/PK	GROUND



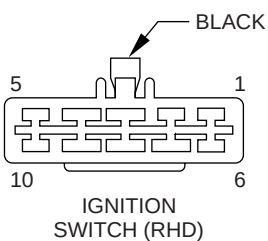
CAV	CIRCUIT	FUNCTION
1	K59 18VT/BK	IDLE AIR CONTROL MOTOR CLOSE SIGNAL
2	K40 18BR/WT	IDLE AIR CONTROL MOTOR CLOSE SIGNAL
3	K60 18YL/BK	IDLE AIR CONTROL MOTOR CLOSE SIGNAL
4	K39 18GY/RD	IDLE AIR CONTROL MOTOR OPEN SIGNAL



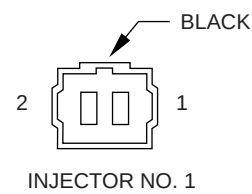
CAV	CIRCUIT	FUNCTION
1	K19 18GY	IGNITION COIL NO. 1 DRIVER
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



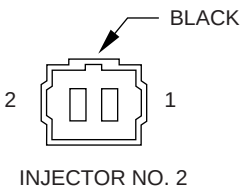
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	G9 20GY/BK	BRAKE INDICATOR LAMP
3	A2 12PK/RD	FUSED B(+)
4	A22 12BK/OR	IGNITION OUTPUT (RUN)
5	—	—
6	—	—
7	A1 12RD	FUSED B(+)
8	A31 12BK/WT	IGNITION OUTPUT (RUN/START)
9	A21 12DB	IGNITION OUTPUT (START/RUN)
10	A41 14YL	IGNITION OUTPUT (START)



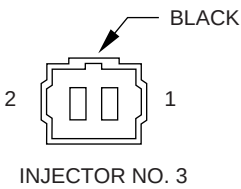
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	G9 20GY/BK	BRAKE INDICATOR LAMP
3	A2 12PK/BK	FUSED B(+)
4	A22 12BK/OR	IGNITION OUTPUT (RUN)
5	—	—
6	—	—
7	A1 12RD	FUSED B(+)
8	A31 12BK/WT	IGNITION OUTPUT (RUN/START)
9	A21 12DB	IGNITION OUTPUT (START/RUN)
10	A41 14YL	IGNITION OUTPUT (START)



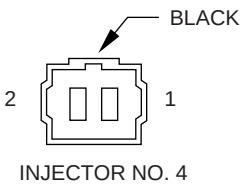
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN FEED FROM RELAY
2	K11 18WT/DB	INJECTOR NO. 1 DRIVER



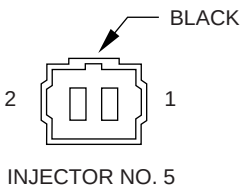
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN FEED FROM RELAY
2	K12 18TN	INJECTOR NO. 2 DRIVER



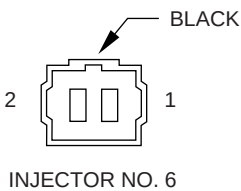
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN FEED FROM RELAY
2	K13 18YL/WT	INJECTOR NO. 3 DRIVER



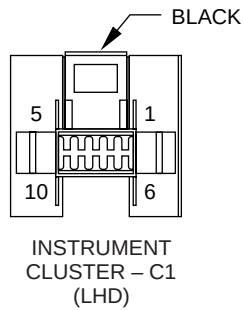
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN FEED FROM RELAY
2	K14 18LB/BR	INJECTOR NO. 4 DRIVER



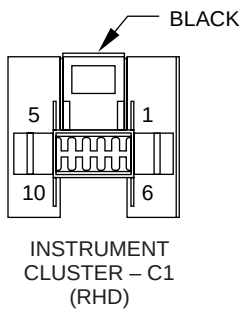
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN FEED FROM RELAY
2	K15 18PK/BK	INJECTOR NO. 5 DRIVER



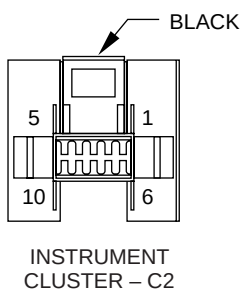
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN FEED FROM RELAY
2	K16 18LG/BK	INJECTOR NO. 6 DRIVER



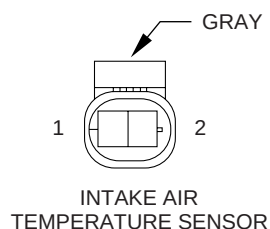
CAV	CIRCUIT	FUNCTION
1	Z2 18BK/LG	GROUND
2	G99 20GY/WT	BRAKE INDICATOR LAMP
3	E2 20OR	CLUSTER ILLUMINATION
4	G19 20LG/OR	ABS INDICATOR LAMP
5	G34 16RD/GY	HIGH BEAM INDICATOR LAMP
6	Z2 18BK/LG	GROUND
7	G38 20GY	SECURITY INDICATOR LAMP
8	F87 20WT/BK	FUSED IGNITION (START/RUN)
9	M1 20PK	FUSED B(+)
10	L61 20LG/WT	LEFT TURN SIGNAL INDICATOR



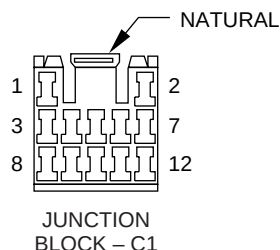
CAV	CIRCUIT	FUNCTION
1	Z2 18BK/LG	GROUND
2	G99 20GY/WT	BRAKE INDICATOR LAMP
3	E2 20OR	CLUSTER ILLUMINATION
4	G19 20LG/OR	ABS INDICATOR LAMP
5	G34 16RD/GY	HIGH BEAM INDICATOR LAMP
6	Z2 18BK/LG	GROUND
7	G38 20GY	SECURITY INDICATOR LAMP
8	F87 20WT/BK	FUSED IGNITION (START/RUN)
9	M1 20PK	FUSED B(+)
10	L61 20LG/WT	LEFT TURN SIGNAL INDICATOR



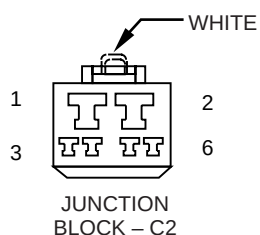
CAV	CIRCUIT	FUNCTION
1	D2 20WT/BK	CCD (-)
2	D1 20VT/BR	CCD (+)
3	C81 20LB/WT	HEATED MIRRORS/REAR WINDOW DEFOGGER TIMER
4	C80 20DB/WT	HEATED MIRRORS/REAR WINDOW DEFOGGER ON
5	G107 20BK/RD	FULL TIME 4WD INDICATOR LAMP
6	L60 20TN	RIGHT TURN SIGNAL INDICATOR LAMP
7	G106 20BK/WT	PART TIME 4WD INDICATOR LAMP
8	G26 20LB	IGNITION KEY-IN TO CLUSTER
9	G29 20BK/TN	WASHER FLUID SWITCH SENSE
10	G10 20LG/RD	SEAT BELT SWITCH SENSE



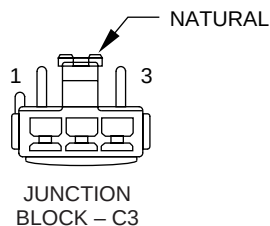
CAV	CIRCUIT	FUNCTION
1	K167 20BR/YL	SENSOR RETURN
2	K21 18BK/RD	INTAKE AIR TEMPERATURE SENSOR



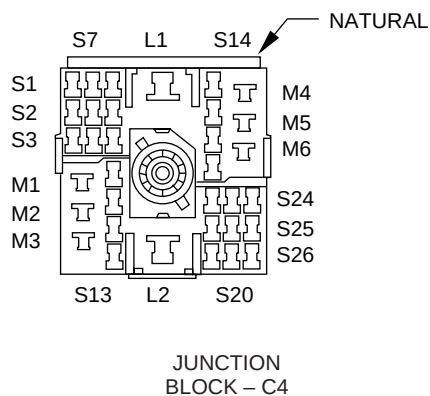
CAV	CIRCUIT	FUNCTION
1	L44 20VT/RD	FUSED DIMMER SWITCH LOW BEAM OUTPUT
2	—	—
3	F45 20YL/RD	FUSED IGNITION (START)
4	—	—
5	L78 20DG/YL	FUSED DIMMER SWITCH RGHT PARK LAMP OUTPUT
6	F15 20DB/WT	FUSED IGNITION (RUN)
7	—	—
8	V6 16DB	FUSED IGNITION (RUN/ALL)
9	L33 20RD	FUSED DIMMER SWITCH LEFT HIGH BEAM OUTPUT
10	L43 20VT	FUSED DIMMER SWITCH LEFT LOW BEAM OUTPUT
11	L34 20DG/OR*	FUSED DIMMER SWITCH RIGHT HIGH BEAM OUTPUT
	L34 20DG/OR**	FUSED DIMMER SWITCH RIGHT HIGH BEAM OUTPUT
12	M1 20PK	FUSED B(+)



CAV	CIRCUIT	FUNCTION
1	A4 12BK/PK	FUSED B(+)
2	A7 10RD/BK	FUSED B(+)
3	—	—
4	X2 20DG/RD	HORN RELAY OUTPUT
5	F12 18DB/WT	FUSED IGNITION (RUN/START)
6	L77 20BR/YL	FUSED DIMMER SWITCH LEFT PARK LAMP OUTPUT



CAV	CIRCUIT	FUNCTION
1	M2 20YL	COURTESY LAMP DRIVER
2	Z1 20BK	GROUND
3	M1 20PK	FUSED B(+)

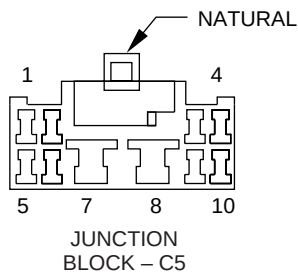


CAV	CIRCUIT	FUNCTION
L1	A31 12BK/WT	IGNITION SWITCH OUTPUT (RUN/ACC)
L2	A21 12DB	IGNITION SWITCH OUTPUT (START/RUN)
M1	A41 12YL	IGNITION SWITCH OUTPUT (START)
M1	A41 14YL*	IGNITION SWITCH OUTPUT (START)
M2	A22 12BK/OR	IGNITION SWITCH OUTPUT (RUN)
M3	L7 18BK/YL	PARK LAMP FEED
M4	V6 18DB	FUSED IGNITION (RUN/ACC)
M4	Y6 16DB**	FUSED IGNITION (RUN/ACC)
M5	F38 16RD/LB	FUSED B(+)
M6	F30 16RD	CIGAR LIGHTER RELAY OUTPUT
S1	E1 20TN	PANEL LAMPS FUSE FEED
S2	E2 20OR	FUSED DIMMER SWITCH OUTPUT
S3	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
S4	—	—
S5	Z1 14BK	GROUND
S6	—	—

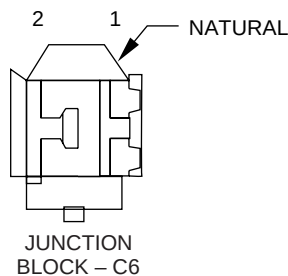
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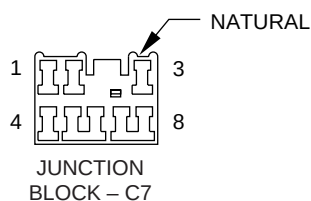
CAV	CIRCUIT	FUNCTION
S7	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
S8	F15 20DB/WT	FUSED IGNITION (RUN)
S9	X12 16RD/WT	FUSED IGNITION (RUN/ACC)
S10	–	–
S11	V23 18BR/PK	FUSED IGNITION (RUN)
S12	–	–
S13	F87 20WT/BK	FUSED IGNITION (START/RUN)
S14	–	–
S15	–	–
S16	–	–
S17	–	–
S18	M1 20PK	FUSED B(+)
S19	C16 20LB/YL*	REAR WINDOW DEFOGGER RELAY OUTPUT
	C16 20BK/WT**	REAR WINDOW DEFOGGER RELAY OUTPUT
S20	L5 20BK	FUSED IGNITION (RUN)
S21	F14 18LG/YL	FUSED IGNITION (RUN)
S22	X3 20BK/RD	HORN RELAY CONTROL
S23	F23 18DB/YL	FUSED IGNITION (START/RUN)
S24	–	–
S25	M2 20YL	COURTESY LAMP SWITCH OUTPUT
S26	C81 20LB/WT	REAR WINDOW DEFOGGER RELAY CONTROL



CAV	CIRCUIT	FUNCTION
1	X3 20BK/RD	HORN RELAY CONTROL
2	P76 20OR/YL	POWER MIRROR CONTROL
3	–	–
4	–	–
5	C16 20LB/YL	REAR WINDOW DEFOGGER RELAY OUTPUT
6	F35 16RD	FUSED B(+)
7	–	–
8	F81 12TN	FUSED IGNITION (RUN/ACC)
9	P74 20DB	RIGHT POWER MIRROR HORIZONTAL MOTOR
10	P72 20YL/BK	RIGHT POWER MIRROR VERTICAL MOTOR

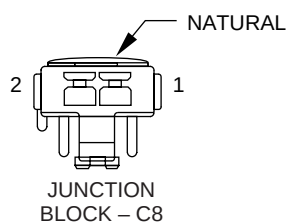


CAV	CIRCUIT	FUNCTION
1	C15 12BK/WT	REAR WINDOW DEFOGGER RELAY OUTPUT
2	F37 14RD/LB	FUSED B(+)

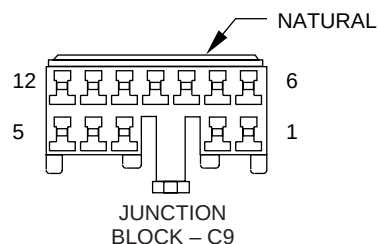


CAV	CIRCUIT	FUNCTION
1	P33 16OR/BK	DOOR LOCK RELAY OUTPUT
2	L77 18BR	LEFT PARK LAMP
3	Q1 14YL	MASTER SWITCH LOCKOUT
4	M1 20PK	POWER MIRROR LOCK SWITCH POWER
5	P34 16PK/BK	DOOR UNLOCK RELAY OUTPUT
6	L78 18DG/YL	RIGHT PARK LAMP
7	M2 20YL	DOOR AND LIFT GROUND SWITCHES
8	A6 20RD/OR	FUSED B(+)

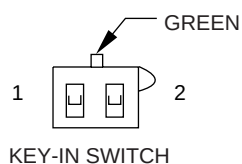
* LHD, BASE MODEL
 ** ALL OTHERS



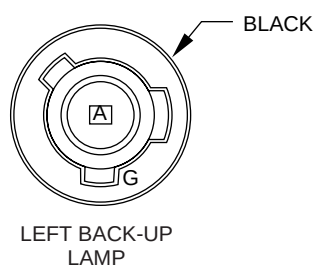
CAV	CIRCUIT	FUNCTION
1	F81 12TN	FUSED IGNITION (RUN/ACC)
2	—	—



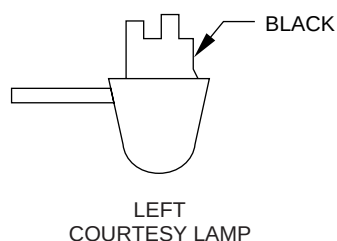
CAV	CIRCUIT	FUNCTION
1	P33 16OR/BK	RIGHT FRONT DOOR LOCK SWITCH TO ACTUATOR
2	P74 20DB	RIGHT POWER MIRROR
3	C16 20BK/WT	RIGHT POWER MIRROR HEATER
4	—	—
5	—	—
6	P72 20YL/BK	RIGHT POWER MIRROR
7	Q1 14YL	MASTER SWITCH LOCKOUT
8	—	—
9	F35 16RD	FUSED B(+)
10	P76 20OR/YL	RIGHT POWER MIRROR
11	Z1 16BK	GROUND
12	P34 16PK/BK	RIGHT FRONT DOOR SWITCH TO ACTUATOR



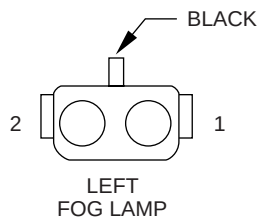
CAV	CIRCUIT	FUNCTION
1	G26 20LB	KEY-IN IGNITION SWITCH SENSE
2	G16 20BK/LB	KEY-IN IGNITION SWITCH SIGNAL



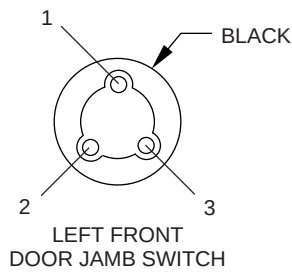
CAV	CIRCUIT	FUNCTION
A	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT
G	Z1 18BK	GROUND



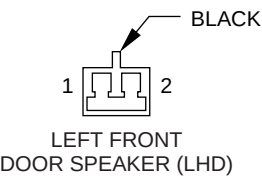
CAV	CIRCUIT	FUNCTION
1	M1 18PK	COURTESY LAMP FEED
2	M2 18BK/WT	SWITCHED GROUND



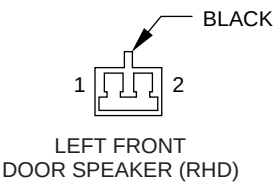
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	L39 20LB	LEFT FOG LAMP



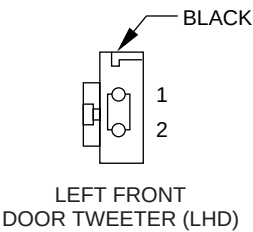
CAV	CIRCUIT	FUNCTION
1	M2 18YL	COURTESY LAMPS DRIVER
2	G16 18BK/LB	DOOR AJAR SWITCH SENSE
3	Z1 18BK	GROUND



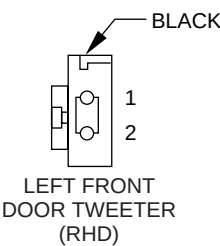
CAV	CIRCUIT	FUNCTION
1	X85 16BK/RD	LEFT FRONT DOOR SPEAKER (-)
2	X87 16DG	LEFT FRONT DOOR SPEAKER (+)



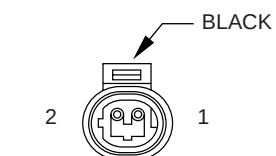
CAV	CIRCUIT	FUNCTION
1	X80 16LB/BR	LEFT FRONT DOOR SPEAKER (-)
2	X82 16LB/RD	LEFT FRONT DOOR SPEAKER (+)



CAV	CIRCUIT	FUNCTION
1	X85 16LG/RD	LEFT DOOR TWEETER (-)
2	X87 16LG/BK	LEFT DOOR TWEETER (+)

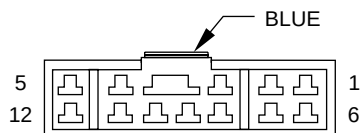


CAV	CIRCUIT	FUNCTION
1	X80 16LB/BR	LEFT FRONT DOOR TWEETER (-)
2	X80 16LB/RD	LEFT FRONT DOOR TWEETER (+)



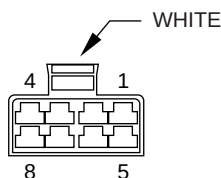
LEFT FRONT
DOOR LOCK MOTOR (LHD)

CAV	CIRCUIT	FUNCTION
1	P34 16PK/BK	POWER DOOR UNLOCK RELAY
2	P33 16OR/BK	POWER DOOR LOCK RELAY



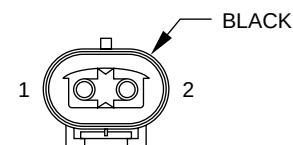
LEFT FRONT
POWER LOCK/ WINDOW
SWITCH -C1 (LHD)

CAV	CIRCUIT	FUNCTION
1	Q28 14DG/WT	MASTER SWITCH TO RIGHT REAR MOTOR (DOWN)
2	Q18 14GY/BK	MASTER SWITCH TO RIGHT REAR MOTOR (UP)
3	Q16 14BR/WT	MASTER SWITCH TO RIGHT FRONT MOTOR (UP)
4	Q17 14DB/WT	MASTER SWITCH TO LEFT REAR MOTOR (UP)
5	Q11 16LB	MASTER SWITCH TO LEFT FRONT MOTOR (UP)
6	Q26 14VT/WT	MASTER SWITCH TO RIGHT FRONT MOTOR (DOWN)
7	P35 18OR/VT	MASTER SWITCH TO POWER DOOR LOCK RELAY
8	Z1 12BK	GROUND
9	F81 12TN	MASTER SWITCH POWER FEED (RUN)
10	Q27 14RD/BK	MASTER SWITCH TO LEFT REAR MOTOR (DOWN)
11	P36 18PK/VT	MASTER SWITCH TO POWER DOOR UNLOCK RELAY
12	Q21 16WT	MASTER SWITCH TO LEFT FRONT MOTOR (DOWN)



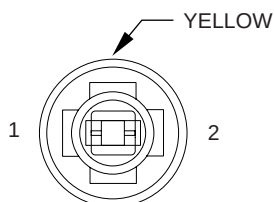
LEFT FRONT
POWER LOCK/WINDOW
SWITCH -C2 (LHD)

CAV	CIRCUIT	FUNCTION
1	P71 20YL	LEFT POWER MIRROR (UP)
2	P76 20OR/YL	LEFT POWER MIRROR (DOWN/RIGHT)
3	M1 18PK	FUSED IGNITION B(+)
4	P74 20DB	RIGHT POWER MIRROR (RIGHT)
5	Z1 12BK	GROUND
6	P75 20DB/WT	LEFT POWER MIRROR (RIGHT)
7	P72 20YL/BK	RIGHT POWER MIRROR (UP)
8	Q1 14YL	MASTER SWITCH LOCKOUT



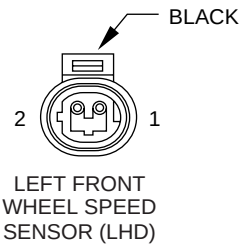
LEFT FRONT
POWER WINDOW
MOTOR (LHD)

CAV	CIRCUIT	FUNCTION
1	Q11 16LB	POWER WINDOW MOTOR (UP)
2	Q21 16WT	POWER WINDOW MOTOR (DOWN)

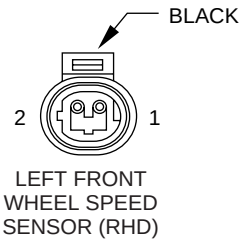


LEFT FRONT
SIDE MARKER LAMP

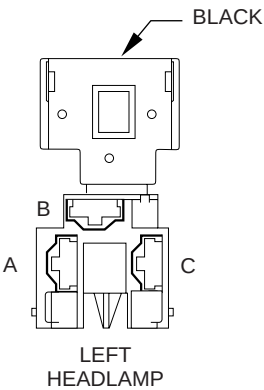
CAV	CIRCUIT	FUNCTION
1	L77 20BR	LEFT PARK LAMP
2	L61 20LG	LEFT TURN SIGNAL



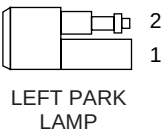
CAV	CIRCUIT	FUNCTION
1	B8 20RD/DB	LEFT FRONT WHEEL SPEED SENSOR (-)
2	B9 20RD	LEFT FRONT WHEEL SPEED SENSOR (+)



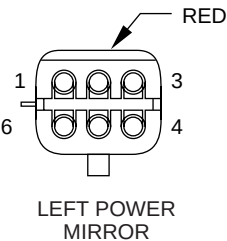
CAV	CIRCUIT	FUNCTION
1	B8 20RD/DB	LEFT FRONT WHEEL SPEED SENSOR (-)
2	B9 20RD	LEFT FRONT WHEEL SPEED SENSOR (+)



CAV	CIRCUIT	FUNCTION
A	L33 20RD	LEFT HIGH BEAM
	L33 20RD*	LEFT HIGH BEAM
B	L43 VT	LEFT LOW BEAM
C	Z1 18BK	GROUND

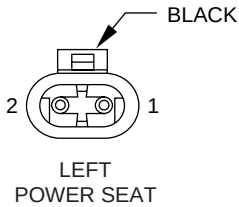


CAV	CIRCUIT	FUNCTION
1	L77 20BR	LEFT PARK LAMP
2	Z1 20BK	GROUND

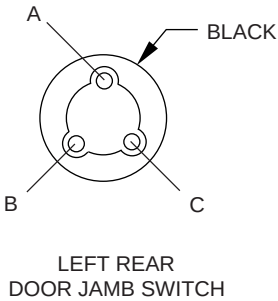


CAV	CIRCUIT	FUNCTION
1	P71 20YL	LEFT POWER MIRROR (UP)
2	P76 20OR/YL	LEFT POWER MIRROR (DOWN/RIGHT)
3	P75 20DB/WT**	LEFT POWER MIRROR (RIGHT)
	P75 20DB/RD***	LEFT POWER MIRROR (RIGHT)
4	P76 20OR/YL	LEFT POWER MIRROR (DOWN/RIGHT)
5	C16 20LB/YL	HEATED MIRROR FEED
6	Z1 16BK	GROUND

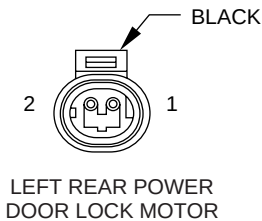
* WITH FOG LAMPS
** LHD
*** RHD



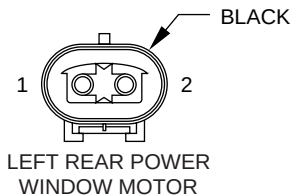
CAV	CIRCUIT	FUNCTION
1	F37 14RD/LB	POWER SEAT FEED
2	Z1 14BK	BODY GROUND



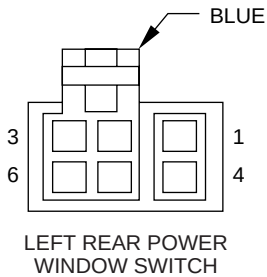
CAV	CIRCUIT	FUNCTION
A	M2 18YL	COURTESY LAMPS DRIVER
B	Z1 18BK	GROUND
C	-	-



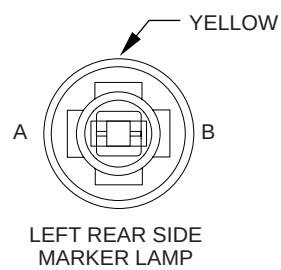
CAV	CIRCUIT	FUNCTION
1	P34 16PK/BK	DOOR LOCK MOTOR UNLOCK
2	P33 16OR/BK	DOOR LOCK MOTOR LOCK



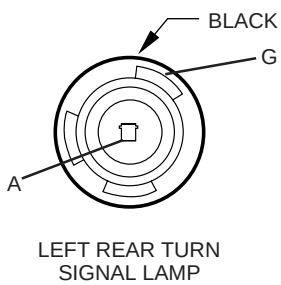
CAV	CIRCUIT	FUNCTION
1	Q13 16DB	REAR SWITCH TO MOTOR UP
2	Q23 16RD/WT	REAR SWITCH TO MOTOR DOWN



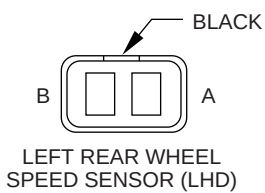
CAV	CIRCUIT	FUNCTION
1	Q13 16DB	REAR SWITCH TO MOTOR UP
2	Q28 14DG/WT	REAR SWITCH TO MASTER DOWN
3	-	-
4	Q18 14GY/BK	REAR SWITCH TO MASTER UP
5	Q23 16RD/WT	REAR SWITCH TO MOTOR DOWN
6	Q1 14YL	MASTER SWITCH LOCKOUT



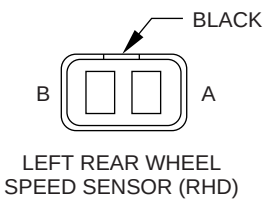
CAV	CIRCUIT	FUNCTION
A	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
B	Z1 18BK	GROUND



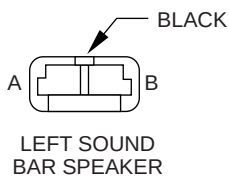
CAV	CIRCUIT	FUNCTION
A	L60 18TN	LEFT TURN SIGNAL
G	Z1 18BK	GROUND



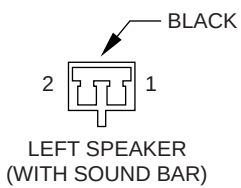
CAV	CIRCUIT	FUNCTION
A	B3 20LG/DB	LEFT REAR WHEEL SENSOR (-)
B	B4 20LG	LEFT REAR WHEEL SENSOR (+)



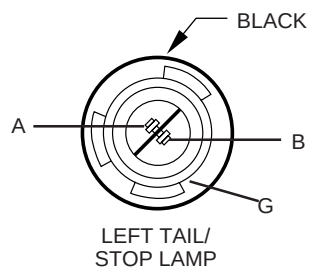
CAV	CIRCUIT	FUNCTION
A	B3 18LG/DB	LEFT REAR WHEEL SENSOR (-)
B	B4 18LG	LEFT REAR WHEEL SENSOR (+)



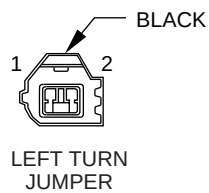
CAV	CIRCUIT	FUNCTION
A	X91 16WT/BK	LEFT SOUND BAR SPEAKER (-)
B	X93 16WT/RD	LEFT SOUND BAR SPEAKER (+)



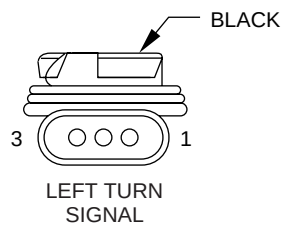
CAV	CIRCUIT	FUNCTION
1	X91 16WT/BK	SOUND BAR (-)
2	X93 16WT/RD	SOUND BAR (+)



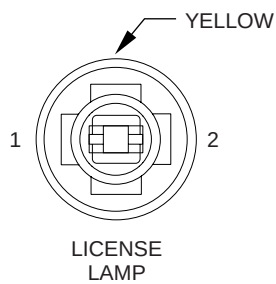
CAV	CIRCUIT	FUNCTION
A	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
B	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
G	Z1 18BK	GROUND



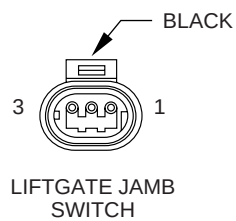
CAV	CIRCUIT	FUNCTION
1	L61 18LG	LEFT TURN SIGNAL
2	Z1 18BK	GROUND



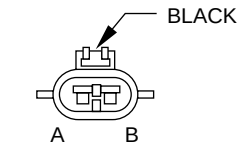
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	-	-
3	L61 18LG	LEFT TURN SIGNAL



CAV	CIRCUIT	FUNCTION
1	L77 18BR	PARK LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND

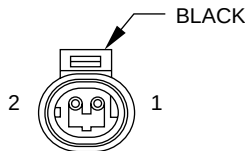


CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	-	-
3	M4 20VT/YL	COURTESY LAMPS DRIVER



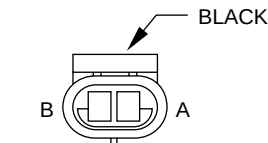
LIFTGATE LOCK MOTOR

CAV	CIRCUIT	FUNCTION
A	P33 16OR/BK	DOOR LOCK RELAY OUTPUT
B	P34 16PK/BK	DOOR UNLOCK RELAY OUTPUT



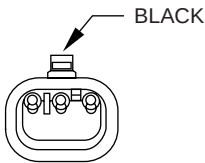
LOW COOLANT SENSOR (DIESEL)

CAV	CIRCUIT	FUNCTION
1	G18 20PK/BK	COOLANT LEVEL SENSOR
2	K167 20BR/YL	SIGNAL GROUND LOW COOLANT



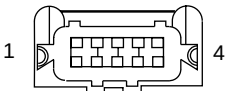
LOW WASHER FLUID LEVEL SWITCH

CAV	CIRCUIT	FUNCTION
A	Z1 20BK	GROUND
B	G29 20BK/LB*	WASHER FLUID SWITCH SENSE
B	G29 20BK/TN**	WASHER FLUID SWITCH SENSE



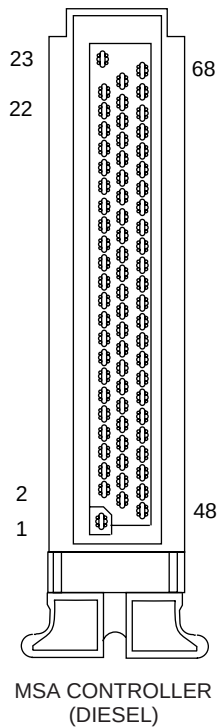
MANIFOLD ABSOLUTE PRESSURE SENSOR

CAV	CIRCUIT	FUNCTION
1	K167 20BR/YL	SENSOR RETURN
2	K1 18DG/RD	MAP SENSOR
3	K7 20OR	5 VOLT SUPPLY



MASS AIR FLOW SENSOR (DIESEL)

CAV	CIRCUIT	FUNCTION
1	Z2 18BK/LG	GROUND
2	K4 20BK/LB	SENSOR GROUND
3	F142 18DG/OR	FUSED AUTOMATIC SHUTDOWN RELAY OUTPUT
4	K155 20DB	MASS AIR FLOW SENSOR SIGNAL

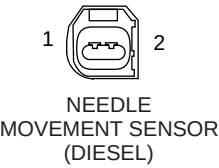


CAV	CIRCUIT	FUNCTION
1	Z12 14BK/GL	POWER GROUND
2	G21 20GY/LB	TACHOMETER SIGNAL
3	K185 20OR/LB	WAIT TO START LAMP
4	K140 16TN/WT	FUEL QUANTITY ACTUATOR GROUND
5	K140 16TN/WT	FUEL QUANTITY ACTUATOR GROUOND
6	—	—
7	K57 20LG/OR	CONT SLEEVE POSITION SENSOR
8	K24 20GY/BK	CRANK POSITION SENSOR SIGNAL
9	—	—
10	—	—
11	K68 18LG/YL	NEEDLE MOVEMENT SENSOR (—)
12	K67 18BR/BK	NEEDLE MOVEMENT SENSOR (+)
13	K155 20DB	AIR FLOW METER SIGNAL
14	K2 20TN/BK	ENGINE COOLANT TEMEPRTURE SENSOR SIGNAL
15	K22 20OR/DB	THROTTLE POSITION SENSOR SIGNAL
16	—	—
17	—	—
18	—	—
19	—	—
20	K29 20WT/PK	BRAKE SWITCH SENSE
21	K3 20LG/BK	SENSOR GROUND
22	—	—
23	A142 16DG/OR	AUTO SHUTDOWN RELAY OUTPUT
24	Z12 16BK/LG	POWER GROUND
25	K35 18GY/YL	EGR SOLENOID CONTROL
26	K48 20OR/RD	FLT SIGNAL
27	V66 20RD/LG	WIPER PARK SWITCH SENSE
28	C22 20DB/WT	PRESSURE SWITCH OUTPUT
29	K134 20LB/BK	SLEEVE POSITION SENSOR (—)
30	—	—
31	—	—
32	—	—
33	K4 20BK/LB	SENSOR GROUND
34	—	—
35	—	—
36	V37 20RD/LG	SPEED CONTROL SWITCH SIGNAL
37	C103 20DG	A/C SWITCH SIGNAL
38	F12 18DB/WT	FUSED IGNITION SWITCH OUTPUT
39	—	—
40	—	—
41	—	—
42	K51 20DB/YL	AUTO SHUTDOWN RELAY CONTROL
43	G7 20WT/OR	VEHICLE SPEED SENSOR SIGNAL
44	L50 20WT/TN	STOP LAMP SWITCH OUTPUT
45	A142 16DG/OR	AUTO DHUTDOWN RELAY OUTPUT
46	Z12 16BK/LG	POWER GROUOND
47	—	—
48	—	—
49	K140 16TN/WT	FUEL QUANTITY ACTUATOR GROUND
50	K152 18WT	GLOW PLUG RELAY CONTROL SENSE
51	K126 16LG	SOLENOID CONTROL
52	K135 20WT/BK	SLEEVE POSITION SENSOR (+)

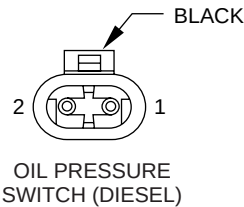
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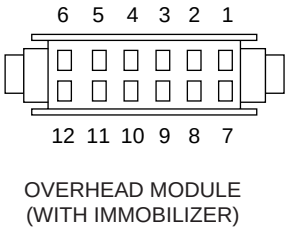
CAV	CIRCUIT	FUNCTION
53	K153 16OR	SHUTOFF FEED
54	—	—
55	K255 20WT/DG	PEDAL POSITION SENSOR
56	—	—
57	K6 20VT/WT	5 VOLT SUPPLY
58	—	—
59	G55 20OR/BK	ENGINE DISABLE SIGNAL
60	—	—
61	D21 20PK	SCI TRANSMIT
62	—	—
63	K156 20GY	FUEL TEMPERATURE SENSOR SIGNAL
64	—	—
65	K151 20WT	LOW IDLE POSITION SWITCH
66	—	—
67	—	—
68	A142 16DG/OR	AUTO SHUTDOWN RELAY OUTPUT



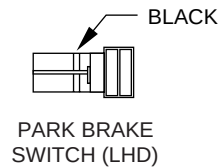
CAV	CIRCUIT	FUNCTION
1	K67 18BR/BK	NEEDLE MOVEMENT SENSOR B(+)
2	K68 18LG/YL	NEEDLE MOVEMENT SENSOR B(-)



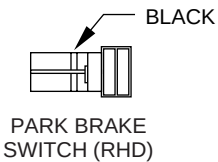
CAV	CIRCUIT	FUNCTION
1	K167 20BR/YL	SIGNAL GROUND OIL PRESSURE SWITCH
2	G60 20GY/YL	OIL PRESSURE GAUGE SENDING UNIT



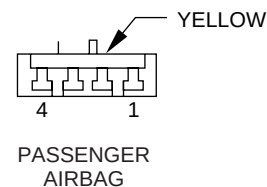
CAV	CIRCUIT	FUNCTION
1	M2 20YL	DOOR AJAR
2	M1 20PK	COURTESY LAMPS
3	Z1 20BK	POWER GROUND
4	G38 20GY	IMMOBILIZER TELLTALE
5	P55 20DB	UNLOCK CONTROL
6	D1 20VT/BR	CCD BUS(+)
7	—	—
8	F1 20DB/GY	FUSED BATTERY SIGNAL
9	Z2 20BK/LG	LOGIC GROUND
10	X3 20BK/RD	HORN RELAY
11	P59 20LB/RD	LOCK CONTROL
12	D2 20WT/BK	CCD BUS(-)



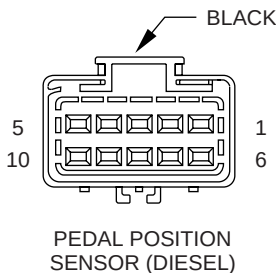
CAV	CIRCUIT	FUNCTION
1	G9 18GY/BK	BRAKE SWITCH SENSE
2	—	—



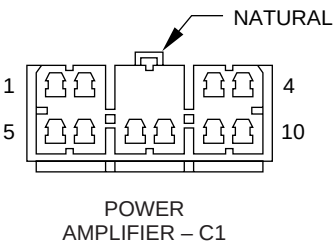
CAV	CIRCUIT	FUNCTION
1	G9 20GY/BK	BRAKE SWITCH SENSE
2	—	—



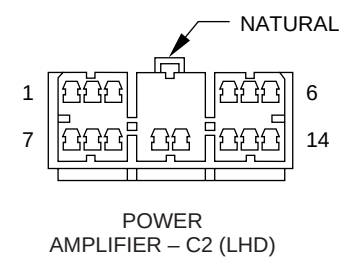
CAV	CIRCUIT	FUNCTION
1	R51 20WT/YL	PRESSURE SENSE (-)
2	R50 20BR/YL	PRESSURE SENSE (+)
3	R42 18BK/YL	AIRBAG SQUIB (-)
4	R44 18DG/YL	AIRBAG SQUIB (+)



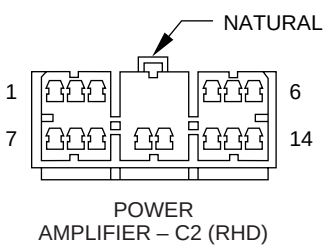
CAV	CIRCUIT	FUNCTION
1	—	—
2	—	—
3	K4 20BK/LB	SIGNAL GROUND PEDAL POSITION SENSOR
4	—	—
5	K151 20WT	PEDAL POSITION SENSOR LOW IDLE SIGNAL
6	—	—
7	K22 20OR/DB	THROTTLE POSITION SIGNAL
8	K255 20WT/DG	PEDAL POSITION SENSOR GROUND
9	—	—
10	K6 20VT/WT	5 VOLT OUTPUT FOR M.A.P.P. & T.P.P.



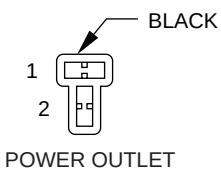
CAV	CIRCUIT	FUNCTION
1	X55 16BR/RD	LEFT DOOR SPEAKER (-)
2	X56 16DB/RD	RIGHT DOOR SPEAKER (-)
3	X58 16DB/OR	RIGHT SOUND BAR SPEAKER (-)
4	X60 16DG/RD	POWER AMP RELAY FEED
5	X53 16DG	LEFT DOOR SPEAKER (+)
6	X54 16VT	RIGHT DOOR SPEAKER (+)
7	X51 16BR/YL	LEFT SOUND BAR SPEAKER (+)
8	X57 16BR/LB	LEFT SOUND BAR SPEAKER (-)
9	X52 16DB/WT	RIGHT SOUND BAR SPEAKER (+)
10	—	—



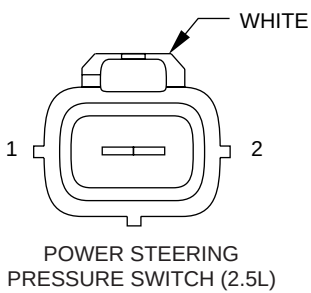
CAV	CIRCUIT	FUNCTION
1	F75 16VT	POWER AMP FEED
2	F75 16VT	POWER AMP FEED
3	–	–
4	X87 16DG	LEFT DOOR SPEAKER (+)
5	X94 16TN/RD	RIGHT SOUND BAR SPEAKER (+)
6	X93 16WT/TN	LEFT SOUND BAR SPEAKER (–)
7	Z5 16BK	POWER AMP GROUND
8	Z5 16BK	POWER AMP GROUND
9	–	–
10	X80 16LB/BK	RIGHT DOOR SPEAKER (–)
11	X82 16LB/RD	RIGHT DOOR SPEAKER (+)
12	X85 16BR/RD	LEFT DOOR SPEAKER (–)
13	X92 16TN/BK	RIGHT SOUND BAR SPEAKER (–)
14	X91 16WT/BK	LEFT SOUND BAR SPEKAER (–)



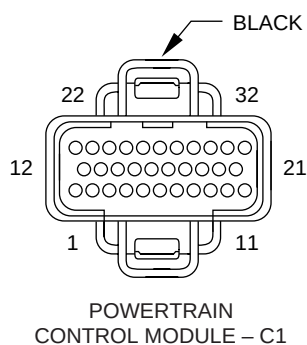
CAV	CIRCUIT	FUNCTION
1	F75 16VT	POWER AMP FEED
2	F75 16VT	POWER AMP FEED
3	–	–
4	X87 16DG	LEFT DOOR SPEAKER (+)
5	X94 16TN/RD	RIGHT SOUND BAR SPEAKER (+)
6	X93 16WT/TN	LEFT SOUND BAR SPEAKER (+)
7	Z5 16BK	POWER AMP GROUND
8	Z5 16BK	POWER AMP GROUND
9	–	–
10	X80 16LB/BK	RIGHT DOOR SPEAKER (–)
11	X82 16LB/RD	RIGHT DOOR SPEAKER (+)
12	X85 16BR/RD	LEFT DOOR SPEAKER (–)
13	X92 16TN/BK	RIGHT SOUND BAR SPEAKER (–)
14	X91 16WT/BK	LEFT SOUND BAR SPEKAER (–)



CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	F38 16RD/LB	POWER OUTLET FEED



CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	K10 18DB/BR	POWER STEERING PRESSURE SWITCH SENSE



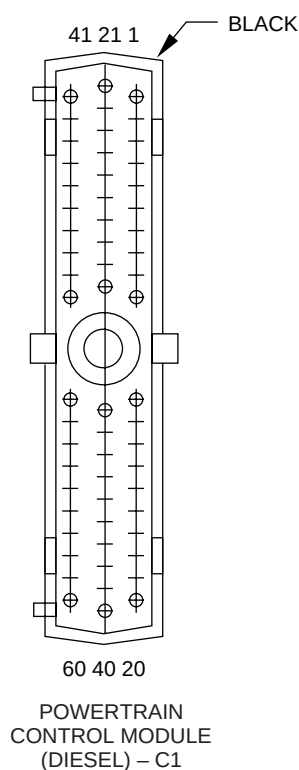
CAV	CIRCUIT	FUNCTION
A1	–	–
A2	F12 18DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN/START)
A3	–	–
A4	K167 18BR/YL	SENSOR RETURN
A5	T41 18BK/WT	PARK/NEUTRAL SWITCH*
	–	–
A6	T41 18BK/WT	PARK NEUTRAL SWITCH*
	Z1 18BK	GROUND**
A7	K19 18GY	IGNITION COILS NO. 1 NO. 6 DRIVER
A8	K24 18GY/BK	CRANKSHAFT POSITION SENSOR SIGNAL
A9	–	–
A10	K60 18YL/BK	AIS MOTOR CLOSE SIGNAL
A11	K40 18BR/WT	AIS MOTOR CLOSE SIGNAL
A12	K10 18DB/BK	POWER STEERING PRESSURE SWITCH***
A12	K78 18GY	EXTENDED IDLE SWITCH (POLICE)****
A13	–	–
A14	–	–
A15	K21 18BK/RD	CHARGE AIR TEMP SENSOR
A16	K2 18TN/BK	ENGINE COOLANT TEMPERATURE SENSOR
A17	K7 18OR	5 VOLT SUPPLY
A18	K44 18TN/YL	CAMSHAFT POSITION SENSOR SIGNAL
A19	K39 18GY/RD	AIS MOTOR OPEN SIGNAL
A20	K59 18VT/BK	AIS MOTOR CLOSE SIGNAL
A21	–	–
A22	A61 16DG/BK	FUSED B(+)
A23	K22 18OR/DB	THROTTLE POSITION SENSOR
A24	K41 18BK/DG	UPSTREAM HEATED OXYGEN SENSOR
A25	K141 18TN/BK	DOWNSTREAM HEATED OXYGEN SENSOR
A26	–	–
A27	K1 18DG/RD	MANIFOLD ABSOLUTE PRESSURE SENSOR
A28	–	–
A29	–	–
A30	–	–
A31	Z12 14BK/TN	GROUND
A32	Z12 14BK/TN	GROUND

* WITH AUTOMATIC TRANSMISSION

** WITH MANUAL TRANSMISSION

*** WITH 2.5L ENGINE

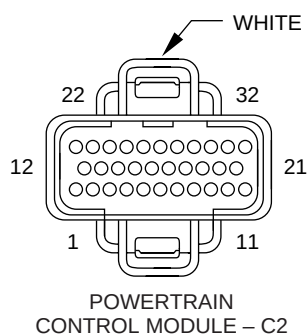
**** WITH 4.0L ENGINE, AUTOMATIC TRANSMISSION



CAV	CIRCUIT	FUNCTION
1	K226 20DB/LG	FUEL LEVEL SENSOR
2	—	—
3	F16 16RD/LG	FUSED B(+)
4	K167 20BR/YL	SENSOR RETURN
5	—	—
6	K7 20OR	8 VOLT SUPPLY
7	—	—
8	G18 20PK/BK	COOLANT LEVEL SWITCH SENSE
9	F12 18DB/WT	FUSED IGNITION SWITCH OUTPUT
10	—	—
11	Z12 14BK/LG	POWER GROUND
12	Z12 14BK/LG	POWER GROUND
13	—	—
14	—	—
15	G55 20OR/BK	ENGINE DISABLE SIGNAL
16	—	—
17	—	—
18	—	—
19	—	—
20	K20 18DG	GENERATOR FIELD DRIVER
21	K222 20TN/RD	SECONDARY ENGINE COOLANT TEMP SENSOR
22	K48 20OR/RD	FLT SIGNAL
23	G123 20DG/WT	WATER IN FUEL SENSE
24	G21 20GY/LB	TACHOMETER SIGNAL
25	D21 20PK	SCI TRANSMIT
26	D1 20VT/BR	CCD BUS(+)
27	—	—
28	C90 20LG	A/C SWITCH SENSE
29	—	—
30	—	—
31	G86 20TN/OR	WATER IN FUEL WARNING LAMP DRIVER
32	—	—
33	—	—
34	—	—
35	—	—
36	—	—
37	—	—
38	—	—
39	—	—
40	—	—
41	V66 20RD/LG	WIPER PARK SWITCH SENSE
42	G60 20GY/YL	ENGINE OIL PRESSURE SENSOR SIGNAL
43	—	—
44	—	—
45	D20 20LG/BK	SCI RECEIVE
46	D2 20WT/BK	CCD BUS (-)
47	G7 20WT/OR	VEHICLE SPEED SENSOR SIGNAL
48	—	—
49	—	—
50	—	—
51	—	—
52	—	—
53	—	—

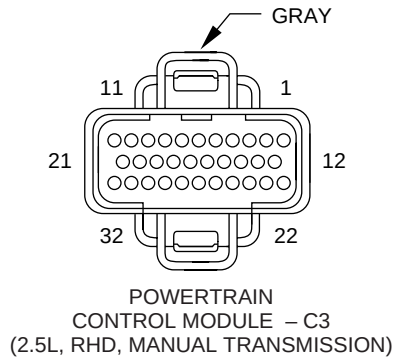
(CONTINUED)

CAV	CIRCUIT	FUNCTION
54	G154 20VT/LG	LOW COOLANT WARNING LAMP DRIVER
55	—	—
56	—	—
57	A142 16DG/OR	AUTO SHUTDOWN RELAY OUTPUT
58	—	—
59	C103 20DG	A/C SWITCH SIGNAL
60	—	—

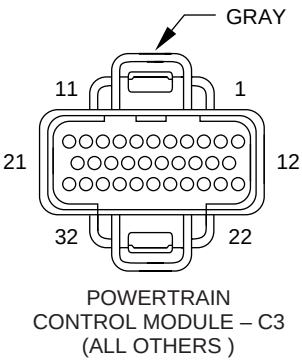


CAV	CIRCUIT	FUNCTION
B1	—	—
B2	—	—
B3	—	—
B4	K11 18WT/DB	INJECTOR NO. 1 DRIVER
B5	K13 18YL/WT	INJECTOR NO. 3 DRIVER
B6	K15 18PK/BK	INJECTOR NO. 5 DRIVER*
B7	—	—
B8	—	—
B9	—	—
B10	K20 18DG	GENERATOR FIELD DRIVER
B11	—	—
B12	K16 18LG/BK	INJECTOR NO. 6 DRIVER*
B13	—	—
B14	—	—
B15	K12 18TN	INJECTOR NO. 2 DRIVER
B16	K14 18LB/BR	INJECTOR NO. 4 DRIVER
B17	—	—
B18	—	—
B19	—	—
B20	—	—
B21	—	—
B22	—	—
B23	G60 18GY/YL	OIL PRESSURE SENSOR
B24	—	—
B25	—	—
B26	—	—
B27	G7 18WT/OR	VEHICLE SPEED SENSOR
B28	—	—
B29	—	—
B30	—	—
B31	K6 18VT/OR	5 VOLT SUPPLY
B32	—	—

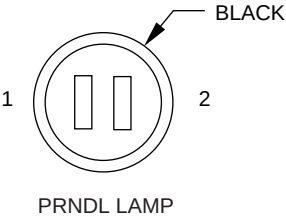
* WITH 4.0L ENGINE



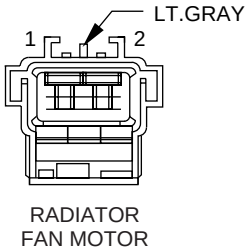
CAV	CIRCUIT	FUNCTION
C1	C13 18DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
C2	C27 18DB/PK	RADIATOR FAN RELAY CONTROL
C3	K51 18DB/YL	AUTOMATIC SHUT DOWN RELAY CONTROL
C4	V36 18TN/RD	SPEED CONTROL VACUUM SOLENOID CONTROL
C5	V35 18LG/RD	SPEED CONTROL VENT SOLENOID CONTROL
C6	—	—
C7	—	—
C8	—	—
C9	—	—
C10	—	—
C11	V32 18YL/RD	STOP SWITCH SPEED CONTROL SOURCE
C12	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
C13	—	—
C14	—	—
C15	K118 18PK/YL	BATTERY TEMPERATURE SENSOR SIGNAL
C16	—	—
C17	—	—
C18	—	—
C19	K31 18BR	FUEL PUMP RELAY CONTROL
C20	K52 18PK/BK	EVAP/PURGE SOLENOID CONTROL
C21	—	—
C22	C22 18DB/WT	A/C SWITCH SENSE
C23	C90 18LG/RD	A/C SELECT SIGNAL
C24	K29 18WT/PK	STOP LAMP SWITCH SENSE
C25	K72 18DG/OR	GENERATOR SOURCE
C26	K226 18DB/LG	FUEL LEVEL SENSE
C27	D21 18PK	SCI TRANSMIT
C28	D2 18WT/BK	CCD BUS(—)
C29	D20 18LG/BK	SCI RECEIVE
C30	D1 18VT/BR	CCD BUS (+)
C31	—	—
C32	V37 18RD/LG	SPEED CONTROL SWITCH SENSE



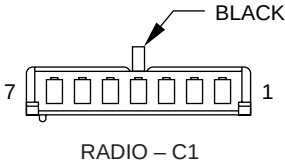
CAV	CIRCUIT	FUNCTION
C1	C13 18DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
C2	C27 18DB/PK	RADIATOR FAN RELAY CONTROL
C3	K51 18DB/YL	AUTOMATIC SHUT DOWN RELAY CONTROL
C4	V36 18TN/RD	SPEED CONTROL VACUUM SOLENOID CONTROL
C5	V35 18LG/RD	SPPED CONTROL VENT SOLENOID CONTROL
C6	–	–
C7	–	–
C8	–	–
C9	–	–
C10	–	–
C11	V32 18YL/RD	STOP SWITCH SPEED CONTROL SOURCE
C12	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
C13	–	–
C14	–	–
C15	K118 18PK/YL	BATTERY TEMPERATURE SENSOR SIGNAL
C16	–	–
C17	–	–
C18	–	–
C19	K31 18BR	FUEL PUMP RELAY CONTROL
C20	K52 18PK/BK	EVAP/PURGE SOLENOID CONTROL
C21	–	–
C22	C22 18DB/WT	A/C SWITCH SENSE
C23	C90 18LG	A/C SELECT SIGNAL
C24	K29 18WT/PK	STOP LAMP SWITCH SENSE
C25	K72 18DG/OR	GENERATOR SOURCE
C26	K226 18DB/LG	FUEL LEVEL SENSE
C27	D21 18PK	SCI TRANSMIT
C28	D2 18WT/BK	CCD BUS (–)
C29	D20 18LG/BK	SCI RECEIVE
C30	D1 18VT/BR	CCD BUS (+)
C31	–	–
C32	V37 18RD/LG	SPEED CONTROL SWITCH SENSE



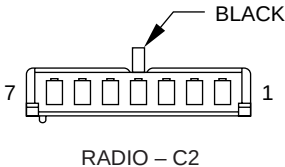
CAV	CIRCUIT	FUNCTION
1	E2 20OR	CONSOLE ILLUMINATION
2	Z1 20BK	BODY GROUND



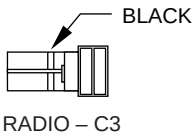
CAV	CIRCUIT	FUNCTION
1	C25 12LB	RADIATOR FAN
2	Z1 12BK	GROUND



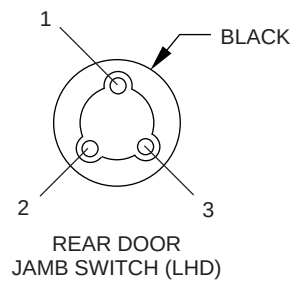
CAV	CIRCUIT	FUNCTION
1	X60 16DG/RD	POWER AMP RELAY FEED
2	X51 16BR/YL	LEFT REAR SPEAKER (+)
3	X52 16DB/WT	RIGHT REAR SPEAKER (+)
4	X53 16DG	LEFT FRONT DOOR SPEAKER (+)
5	X54 16VT	RIGHT FRONT DOOR SPEAKER (+)
6	X57 16BR/LB	LEFT REAR SPEAKER (-)
7	X58 16DB/OR	RIGHT REAR SPEAKER (-)



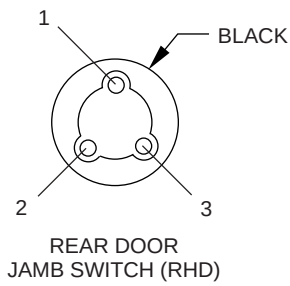
CAV	CIRCUIT	FUNCTION
1	-	-
2	X55 16BR/RD	LEFT FRONT DOOR SPEAKER (-)
3	X56 16DB/RD	RIGHT FRONT DOOR SPEAKER (-)
4	L7 18BK/YL	MASTER RADIO ILLUMINATION
5	E2 20OR	RADIO ILLUMINATION
6	X12 16RD/WT	RADIO POWER FEED
7	M1 20PK	



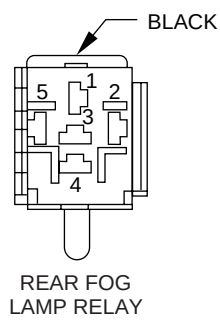
CAV	CIRCUIT	FUNCTION
1	Z9 14BK	GROUND
2	-	-



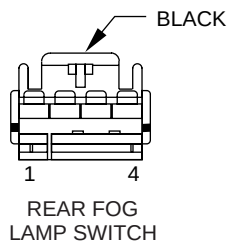
CAV	CIRCUIT	FUNCTION
1	M2 18YL	COURTESY LAMP FEED
2	G16 18BK/LB	SWITCHED GROUND
3	Z1 18BK	GROUND



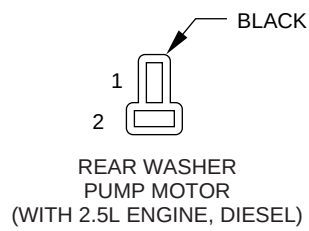
CAV	CIRCUIT	FUNCTION
1	—	—
2	Z1 18BK	REAR DOOR SWITCH TO COURTESY LAMP
3	M2 18YL	REAR DOOR SWITCH TO COURTESY LAMP



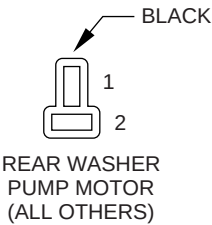
CAV	CIRCUIT	FUNCTION
1	F34 18TN/BK	FUSED B(+)
2	L36 18LG/BK	REAR FOG LAMPS ON RELAY
3	Z1 16BK	GROUND
4	L38 18BR/WT	REAR FOG LAMP RELAY FEED
5	L2 16LG	BATTERY FEED TO REAR FOG LAMP RELAY
5	L2 16LG	BATTERY FEED TO DIMMER FLASHER



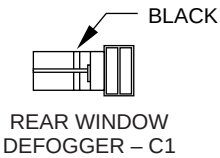
CAV	CIRCUIT	FUNCTION
1	Z15 18BK	GROUND
2	L36 18LG/BK	REAR FOG LAMPS ON RELAY
3	L38 18BR/WT	REAR FOG LAMP SWITCHES FEED
4	E2 20OR	REAR FOG LAMP ILLUMINATION



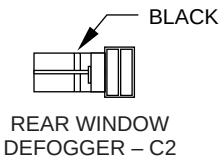
CAV	CIRCUIT	FUNCTION
1	V20 18VT/OR	REAR WASHER PUMP MOTOR CONTROL
2	Z1 18BK	GROUND



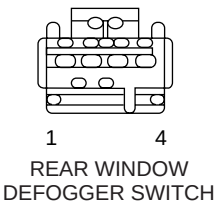
CAV	CIRCUIT	FUNCTION
1	V20 18BK/WT	REAR WASHER PUMP MOTOR CONTROL
2	Z1 18BK	GROUND



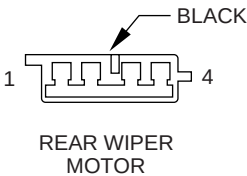
CAV	CIRCUIT	FUNCTION
1	C15 12BK/WT	REAR WINDOW DEFOGGER POWER
2	-	-



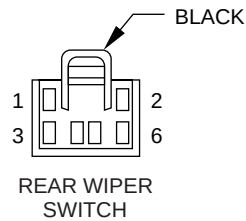
CAV	CIRCUIT	FUNCTION
1	Z1 12BK	REAR WINDOW DEFOGGER GROUND
2	-	-



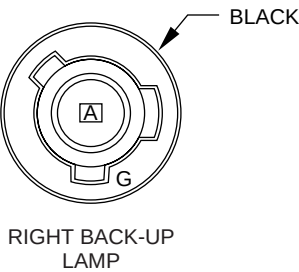
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	C80 20DB/WT	REAR WINDOW DEFOGGER RELAY CONTROL
3	C116 20LB/YL	HEATED MIRROR
4	E2 20OR	REAR WINDOW DEFOGGER SWITCH ILLUMINATION



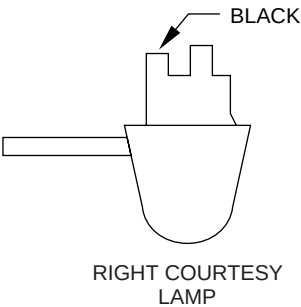
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	V20 18BK/WT	REAR WASHER MOTOR CONTROL
3	V13 18BR/LG	REAR WIPER MOTOR CONTROL
4	V23 18BK/PK	FUSED IGNITION SWITCH OUTPUT (RUN)



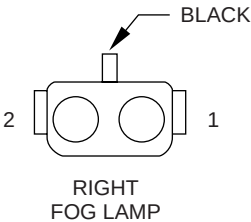
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	V20 18BK/WT	REAR WASHER SIGNAL TO MODULE
3	E2 20OR	REAR WIPER SWITCH ILLUMINATION
4	V13 18BR/LG	REAR WIPER FEED
5	V23 18BR/PK	FUSED B(+)
6	V23 18BR/PK	FUSED B(+)



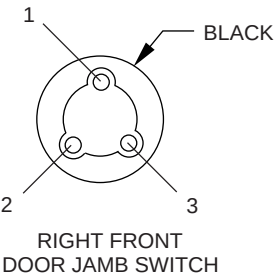
CAV	CIRCUIT	FUNCTION
A	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT
G	Z1 18BK	GROUND



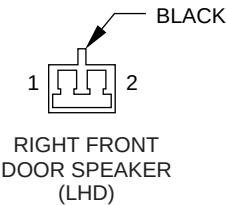
CAV	CIRCUIT	FUNCTION
1	M1 18PK	COURTESY LAMP FEED
2	M2 18BK/WT	SWITCHED GROUND



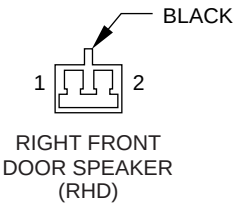
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	L39 20LB	RIGHT FOG LAMP



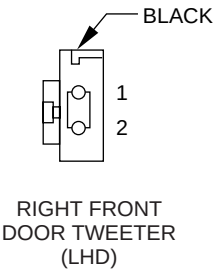
CAV	CIRCUIT	FUNCTION
1	M2 18YL	COURTESY LAMPS DRIVER
2	G16 18BK/LB	DOOR AJAR SWITCH SENSE
3	Z1 18BK	GROUND



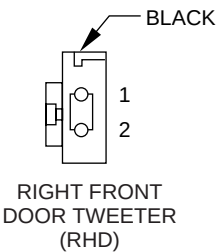
CAV	CIRCUIT	FUNCTION
1	X80 16LB/BR	RIGHT FRONT DOOR SPEAKER (+)
2	X82 16LB/RD	RIGHT FRONT DOOR SPEAKER (-)



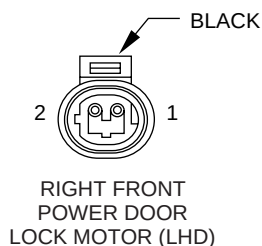
CAV	CIRCUIT	FUNCTION
1	X85 16LG/RD	RIGHT FRONT DOOR SPEAKER (-)
2	X87 16LG/BK	RIGHT FRONT DOOR SPEAKER (+)



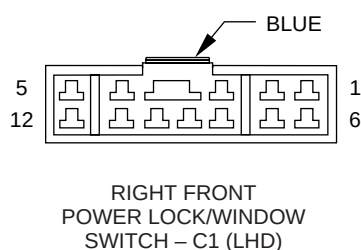
CAV	CIRCUIT	FUNCTION
1	X80 16LB/BR	RIGHT FRONT DOOR TWEETER (-)
2	X82 16LB/RD	RIGHT FRONT DOOR TWEETER (+)



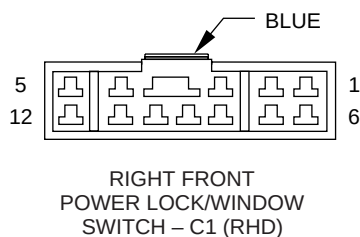
CAV	CIRCUIT	FUNCTION
1	X85 16LG/RD	RIGHT FRONT DOOR TWEETER (-)
2	X87 16LG/BK	RIGHT FRONT DOOR TWEETER (+)



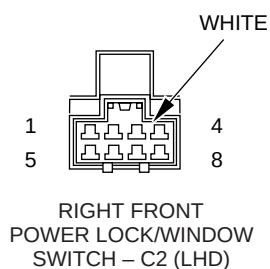
CAV	CIRCUIT	FUNCTION
1	P34 16PK/BR	POWER DOOR UNLOCK RELAY
2	P33 16OR/BK	POWER DOOR LOCK RELAY



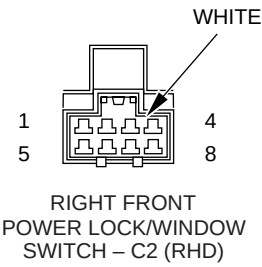
CAV	CIRCUIT	FUNCTION
1	P34 16PK/BK	POWER DOOR LOCK MOTOR (UNLOCK)
2	Q22 16VT	RIGHT FRONT POWER WINDOW MOTOR (DOWN)
3	Q26 14VT/WT	MASTER SWITCH RIGHT FRONT WINDOW MOTOR (DOWN)
4	Q16 14BR/WT	MASTER SWITCH RIGHT FRONT WINDOW MOTOR (UP)
5	P33 18OR/BK	POWER DOOR LOCK MOTOR (LOCK)
6	—	—
7	—	—
8	—	—
9	Q12 16BR	RIGHT FRONT POWER WINDOW MOTOR (UP)
10	Q1 14YL	MASTER SWITCH LOCK OUT
11	—	—
12	—	—



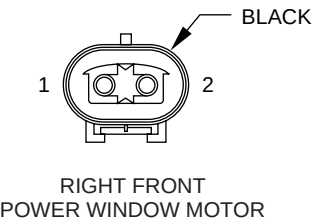
CAV	CIRCUIT	FUNCTION
1	P34 16PK/BK	POWER DOOR LOCK MOTOR (UNLOCK)
2	Q22 16VT	POWER WINDOW MOTOR (DOWN)
3	Q26 14VT/WT	POWER WINDOW MASTER SWITCH (DOWN)
4	Q16 14BR/WT	POWER WINDOW MASTER SWITCH (UP)
5	P33 18OR/BK	POWER DOOR LOCK SWITCH (LOCK)
6	—	—
7	—	—
8	—	—
9	Q12 16BR	POWER WINDOW MOTOR (UP)
10	Q1 14YL	MASTER SWITCH LOCK OUT
11	—	—
12	—	—



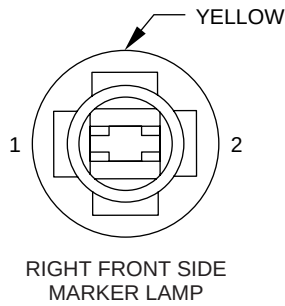
CAV	CIRCUIT	FUNCTION
1	P59 20LB/RD	RKE LOCK CONTROL
2	P55 20DB	RKE UNLOCK CONTROL
3	P35 20OR/VT	POWER DOOR LOCK RELAY
4	F81 12TN	POWER WINDOW SWITCH FEED (RUN)
5	F35 16RD	POWER DOOR LOCK RELAY FEED
6	Z1 16BK	GROUND
7	P36 20PK/VT	POWER DOOR UNLOCK RELAY
8	G26 20LB	DOOR AJAR KEY-IN



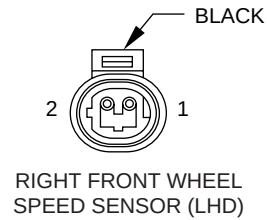
CAV	CIRCUIT	FUNCTION
1	P59 20LB/RD	RKE LOCK CONTROL
2	P55 20DB	RKE UNLOCK CONTROL
3	P35 20OR/VT	POWER DOOR LOCK RELAY
4	F81 12TN	POWER WINDOW SWITCH FEED (RUN)
5	F35 16RD	POWER DOOR LOCK RELAY FEED
6	Z1 12BK	GROUND
7	P36 18PK/VT	POWER DOOR UNLOCK RELAY
8	G26 20LB	DOOR AJAR KEY-IN



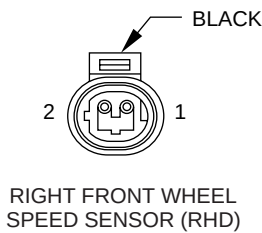
CAV	CIRCUIT	FUNCTION
1	Q12 16BR	POWER WINDOW MOTOR UP
2	Q22 16VT	POWER WINDOW MOTOR DOWN



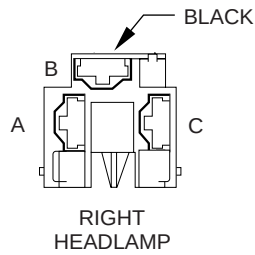
CAV	CIRCUIT	FUNCTION
1	L78 20DG/YL	RIGHT PARK LAMP
2	L60 20TN	RIGHT TURN SIGNAL



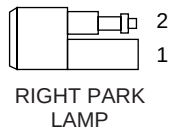
CAV	CIRCUIT	FUNCTION
1	B6 20WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (-)
2	B7 20WT	RIGHT FRONT WHEEL SPEED SENSOR (+)



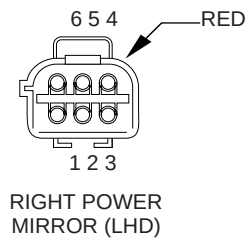
CAV	CIRCUIT	FUNCTION
1	B6 20WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (-)
2	B7 20WT	RIGHT FRONT WHEEL SPEED SENSOR (+)



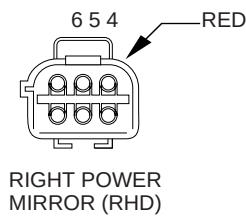
CAV	CIRCUIT	FUNCTION
A	L34 18RD/OR	RIGHT HIGH BEAM
B	L44 18VT/RD	RIGHT LOW BEAM
C	Z1 18BK	GROUND



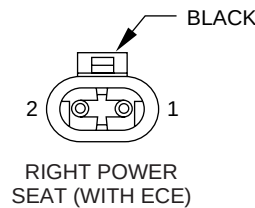
CAV	CIRCUIT	FUNCTION
1	L78 20DG/YL	RIGHT PARK LAMP
2	Z1 20BK	GROUND



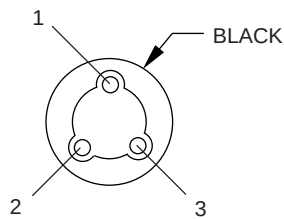
CAV	CIRCUIT	FUNCTION
1	P72 20YL/BK	RIGHT POWER MIRROR (UP)
2	P76 20OR/YL	RIGHT POWER MIRROR (DOWN/RIGHT)
3	P74 20DB	RIGHT POWER MIRROR (LEFT)
4	P76 20OR/YL	RIGHT POWER MIRROR (DOWN/RIGHT)
5	C16 20BK/WT	HEATED MIRROR FEED
6	Z1 18BK	GROUND



CAV	CIRCUIT	FUNCTION
1	P71 20YL	RIGHT POWER MIRROR (UP)
2	P76 20OR/YL	RIGHT POWER MIRROR (DOWN/RIGHT)
3	P75 20DB/RD	RIGHT POWER MIRROR (RIGHT)
4	P76 20OR/YL	RIGHT POWER MIRROR (DOWN/RIGHT)
5	C16 20BK/WT	HEATED MIRROR FEED
6	Z1 16BK	GROUND

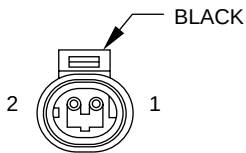


CAV	CIRCUIT	FUNCTION
1	F37 14RD/LB	RIGHT SEAT
2	Z1 14BK	BODY GROUND



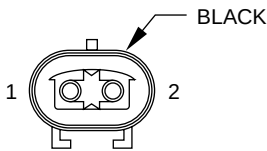
RIGHT REAR
DOOR JAMB SWITCH

CAV	CIRCUIT	FUNCTION
A	M2 18YL	COURTESY LAMPS DRIVER
B	Z1 18BK	GROUND



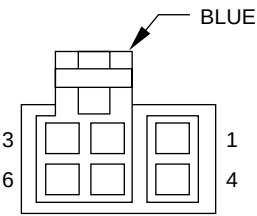
RIGHT REAR
POWER DOOR
LOCK MOTOR

CAV	CIRCUIT	FUNCTION
1	P34 16PK/BK	DOOR LOCK MOTOR UNLOCK
2	P33 16OR/BK	DOOR LOCK MOTOR LOCK



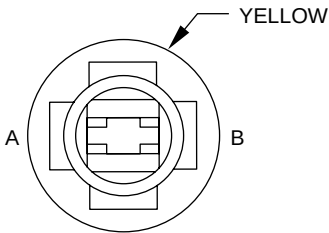
RIGHT REAR
POWER WINDOW
MOTOR

CAV	CIRCUIT	FUNCTION
1	Q14 16GY	REAR SWITCH TO MOTOR (UP)
2	Q24 16DG	REAR SWITCH TO MOTOR (DOWN)



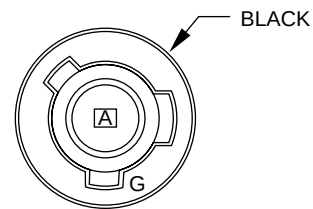
RIGHT REAR
POWER WINDOW
SWITCH

CAV	CIRCUIT	FUNCTION
1	Q14 16GY	REAR SWITCH TO MOTOR (UP)
2	Q28 14DG/WT	REAR SWITCH TO MASTER (DOWN)
3	—	—
4	Q18 14GY/BK	REAR SWITCH TO MASTER (UP)
5	Q24 16DG	REAR SWITCH TO MOTOR (DOWN)
6	Q1 14YL	MASTER SWITCH LOCKOUT



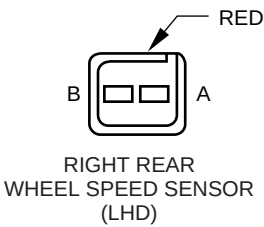
RIGHT REAR SIDE
MARKER LAMP

CAV	CIRCUIT	FUNCTION
A	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
B	Z1 18BK	GROUND



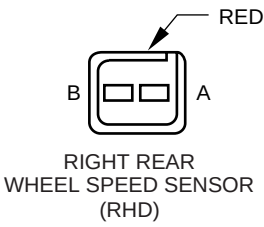
RIGHT REAR
TURN SIGNAL LAMP

CAV	CIRCUIT	FUNCTION
A	L60 18TN	RIGHT TURN SIGNAL
G	Z1 18BK	GROUND



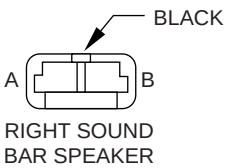
RIGHT REAR
WHEEL SPEED SENSOR
(LHD)

CAV	CIRCUIT	FUNCTION
A	B2 20YL	RIGHT REAR WHEEL SENSOR (+)
B	B1 20YL/DB	RIGHT REAR WHEEL SENSOR (-)



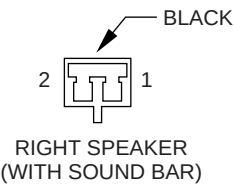
RIGHT REAR
WHEEL SPEED SENSOR
(RHD)

CAV	CIRCUIT	FUNCTION
A	B2 18YL	RIGHT REAR WHEEL SENSOR (+)
B	B1 18YL/DB	RIGHT REAR WHEEL SENSOR (-)



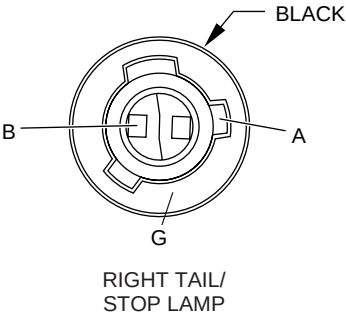
RIGHT SOUND
BAR SPEAKER

CAV	CIRCUIT	FUNCTION
A	X92 16TN/BK	RIGHT SOUND BAR SPEAKER (-)
B	X94 16TN/RD	RIGHT SOUND BAR SPEAKER (+)

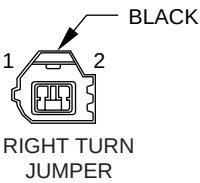


RIGHT SPEAKER
(WITH SOUND BAR)

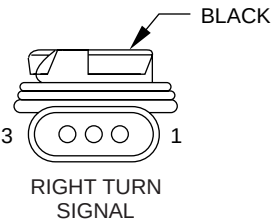
CAV	CIRCUIT	FUNCTION
A	X92 16TN/BK	RIGHT SOUND BAR (-)
B	X94 16TN/RD	RIGHT SOUND BAR (+)



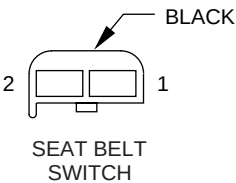
CAV	CIRCUIT	FUNCTION
A	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
B	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
G	Z1 18BK	GROUND



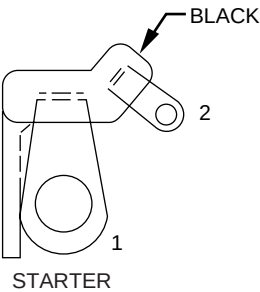
CAV	CIRCUIT	FUNCTION
1	L60 18TN	RIGHT TURN SIGNAL
2	Z1 18BK	GROUND



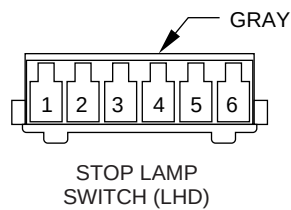
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	—	—
3	L60 18TN	RIGHT TURN SIGNAL



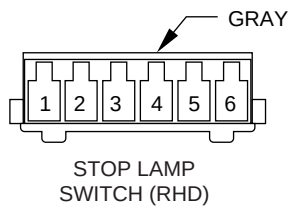
CAV	CIRCUIT	FUNCTION
A	G10 20LG/RD	SEAT BELT SWITCH SENSE
B	Z1 20BK	GROUND



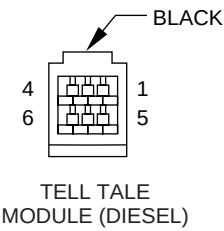
CAV	CIRCUIT	FUNCTION
1	A0 06RD	BATTERY TO STARTER (+)
2	T40 14LG/BK	STARTER RELAY CONTACT TO SOLENOID



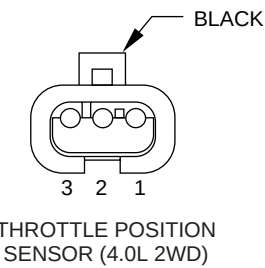
CAV	CIRCUIT	FUNCTION
1	K29 18WT/PK	STOP LAMP SWITCH SENSE
2	Z1 18BK	GROUND
3	V32 20YL/RD	VEHICLE SPEED CONTROL ON/OFF SENSE
4	V30 20DB/RD	VEHICLE SPEED CONTROL BRAKE SWITCH OUTPUT
5	L50 20WT/TN	STOP LAMP SWITCH OUTPUT
6	F32 20PK/DB	FUSED B(+)



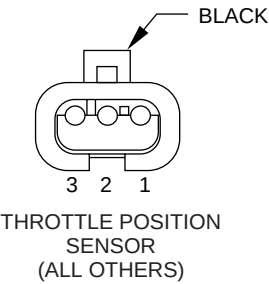
CAV	CIRCUIT	FUNCTION
1	K29 18WT/PK	STOP LAMP SWITCH SENSE
2	Z1 18BK	GROUND
3	V32 20YL/RD	VEHICLE SPEED CONTROL ON/OFF SENSE
4	V30 20DG/RD	VEHICLE SPEED CONTROL BRAKE SWITCH OUTPUT
5	L50 20WT/TN	STOP LAMP SWITCH OUTPUT
6	F32 20PK/DB	FUSED B(+)



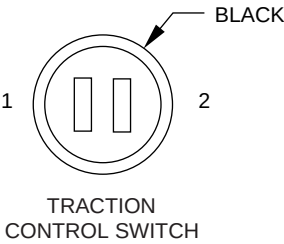
CAV	CIRCUIT	FUNCTION
1	F87 20WT/BK	IGNITION (START/RUN)
2	-	-
3	-	-
4	K185 20OR/LB	WAIT TO START WARNING SIGNAL
5	-	-
6	-	-
7	G86 20TN/OR	WATER IN FUEL WARNING SIGNAL
8	G154 20VT/LG	LOW COOLANT WARNING SIGNAL



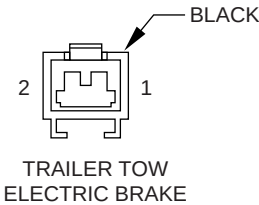
CAV	CIRCUIT	FUNCTION
1	K167 20BR/YL	SENSOR RETURN
2	K22 18OR/DB	THROTTLE POSITION SENSOR SIGNAL
3	K7 20OR	5 VOLT SUPPLY



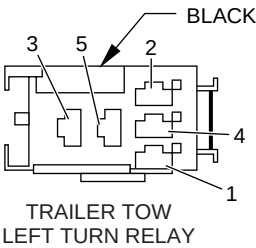
CAV	CIRCUIT	FUNCTION
1	K167 20BR/YL	SENSOR RETURN
2	K22 20OR/DB	THROTTLE POSITION SENSOR SIGNAL
3	K7 20OR	5 VOLT SUPPLY



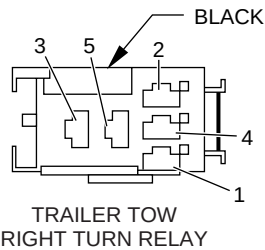
CAV	CIRCUIT	FUNCTION
1	E2 20OR	CONSOLE ILLUMINATION
2	Z1 20BK	BODY GROUND



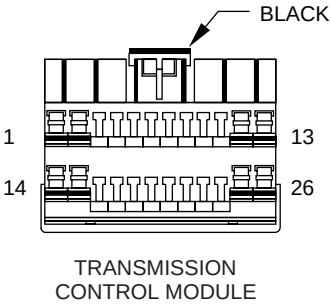
CAV	CIRCUIT	FUNCTION
1	B40 14LB	ELECTRIC BRAKE
2	—	—



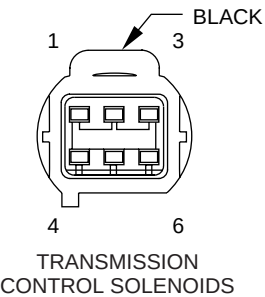
CAV	CIRCUIT	FUNCTION
1	L63 20DG/RD	LEFT REAR STOP/TURN LAMP
2	L50 20WT/TN	STOP LAMPS
3	A6 20RD/OR	TRAILER TOW FEED
4	—	—
5	L73 20YL	LEFT TURN



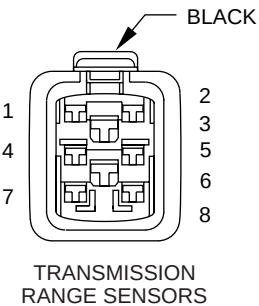
CAV	CIRCUIT	FUNCTION
1	L62 20BK/RD	RIGHT REAR STOP/TURN LAMP
2	L50 20WT/TN	STOP LAMPS
3	A6 20RD/OR	TRAILER TOW FEED
4	—	—
5	L74 20LG	RIGHT TURN



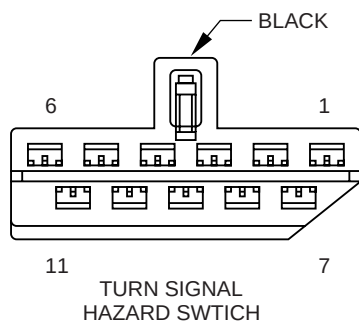
CAV	CIRCUIT	FUNCTION
1	—	—
2	—	—
3	—	—
4	T14 20LG/WT	OUTPUT SHAFT SPEED SIGNAL
5	—	—
6	D2B 20WT/BK	CCD BUS (—)
7	D1B 20VT/BR	CCD BUS (+)
8	—	—
9	T3 18VT	RANGE SENSOR D3
10	—	—
11	T22 20DB/WT	TRANS SOLENOID (LOCK UP)
12	T19 20WT	TRANS SOLENOID A
13	T60 20OR/WT	TRANS SOLENOID B
14	D21C 20PK	DATA LINK TRANSMIT
15	—	—
16	K167E 20BR/YL	SENSOR RETURN
17	K22 20OR/DB	TPS TO TCU
18	L10A 18BR/LG	BACKUP LAMPS
19	—	—
20	—	—
21	T42 18VT/WT	RANGE SENSOR L
22	T1 18LG/BK	RANGE SENSOR D
23	K29A 20WT/PK	STOP SWITCH-NORMALLY CLOSED
24	Z12A 18BK/TN	GROUND
25	M1D 20PK	UNDERHOOD LAMP & IGNITION OFF DRAW
26	F12A 18DB/WT	IGNITION (RUN/START)



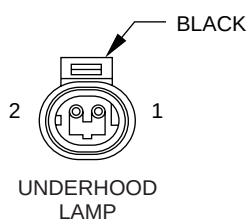
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	—	—
3	T19 20WT	TRANS SOLENOID A
4	T14 20LG/WT	OUTPUT SHAFT SPEED SIGNAL
5	T22 20DB/WT	TRANS SOLENOID C (LOCK-UP)
6	T60 20OR/WT	TRANS SOLENOID B



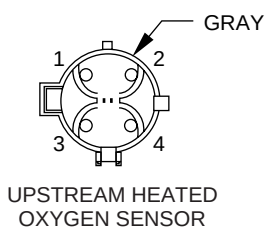
CAV	CIRCUIT	FUNCTION
1	T42 18VT/WT	RANGE SENSOR L
2	T3 18VT	RANGE SENSOR D3
3	F12 18DB/WT	IGNITION (RUN/START)
4	T1 18LG/BK	RANGE SENSOR D
5	—	—
6	L10 18BR/LG	BACK-UP LAMPS
7	T41 20BK/WT	STARTER RELAY
8	Z1 18BK	GROUND



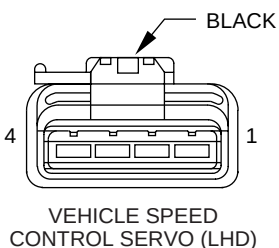
CAV	CIRCUIT	FUNCTION
1	L60 20TN	RIGHT FRONT TURN SIGNAL
2	—	—
3	L62 20BR/RD	RIGHT REAR TURN SIGNAL
4	L55 20BK/YL	HAZARD AND TURN SIGNAL OUT TO LAMPS
5	L6 20RD/WT	TURN SIGNALS TO COMBINATION FLASHER
6	L12 20VT/TN	HAZARD FLASHER INPUT TO COMBO FLASHER
7	—	—
8	—	—
9	L63 20DG/RD	LEFT REAR TURN SIGNAL
10	L61 20LG/WT	LEFT FRONT TURN SIGNAL
11	L55 20BK/YL	HAZARD AND TURN SIGNAL OUT TO LAMPS



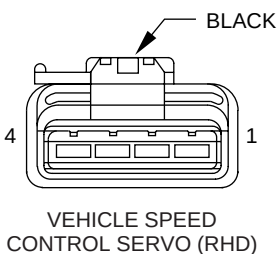
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	M1 20PK	FUSED B(+)



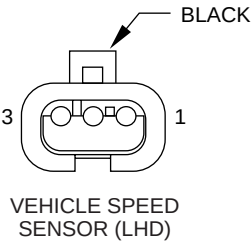
CAV	CIRCUIT	FUNCTION
1	F142 20DG/WT	AUTOMATIC SHUTDOWN RELAY OUTPUT
2	Z1 18BK	GROUND
3	K167 20BR/YL	SENSOR RETURN
4	K41 18BK/DG	UPSTREAM HEATED OXYGEN SENSOR SIGNAL



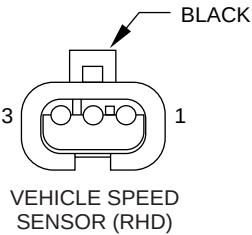
CAV	CIRCUIT	FUNCTION
1	V36 18TN/RD	SPEED CONTROL VACUUM
2	V35 18LG/RD	SPEED CONTROL VENT
3	V30 20DB/RD	STOP SWITCH-SPEED CONTROL
4	Z1E 18BK	GROUND



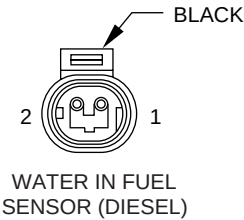
CAV	CIRCUIT	FUNCTION
1	V36 18TN/RD	SPEED CONTROL VACUUM
2	V35 18LG/RD	SPEED CONTROL VENT
3	V30 20DB/RD	STOP SWITCH-SPEED CONTROL
4	Z1E 18BK	GROUND



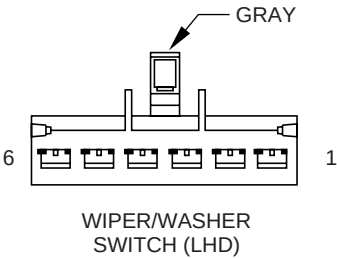
CAV	CIRCUIT	FUNCTION
1	K6 18VT/OR	5 VOLT SUPPLY
2	K167E 18BR/YL	SENSOR RETURN
3	G7 18WT/OR	VEHICLE SPEED SENSOR



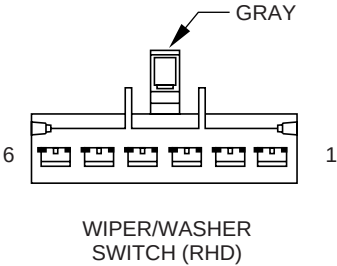
CAV	CIRCUIT	FUNCTION
1	K6 18VT/OR	5 VOLT SUPPLY
2	K167E 18BR/YL	SENSOR RETURN
3	G7 18WT/OR	VEHICLE SPEED SENSOR



CAV	CIRCUIT	FUNCTION
1	G123 20DG/WT	WATER IN FUEL SENSOR
2	K167 20BR/YL	SIGNAL GROUND WATER IN FUEL SENSOR



CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	V5 16DG/YL	PARK SENSE
3	V10 18BR	WASHER SIGNAL
4	V3 16BR/WT	LOW
5	V6 18DB	WIPER FEED
6	V4 16BR/VT	HIGH



CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	V5 16DG/YL	PARK SENSE
3	V10 18BR	WASHER SIGNAL
4	V3 16BR/WT	LOW
5	V6 16DB	WIPER FEED
6	V4 16BR/VT	HIGH

8W-90 CONNECTOR LOCATIONS

DESCRIPTION AND OPERATION

INTRODUCTION

This section provides illustrations identifying component and connector locations in the vehicle. A connector index is provided. Use the wiring diagrams in

each section for connector number identification. Refer to the index for the proper figure number.

CONNECTOR/GROUND LOCATIONS

For items that are not shown in this section N/S is placed in the Fig. column.

Connector Name/Number	Color	Location	Fig.
4WD Switch (231)	BK	On Transfer Case	31
4WD Switch (242)	BK	On Transfer Case	31
A/C Compressor Clutch	BK	Top of Compressor	37
A/C Heater Control (LHD)	BK	At Control Unit	19
A/C Heater Control (RHD)	BK	At Control Unit	20
A/C High Pressure Switch	BK	At Drier Bottle	6
A/C Low Pressure Switch (Diesel)	BK	Top of Drier Bottle	33
A/C Low Pressure Switch	BK	At Switch	N/S
A/C Low Pressure Switch (2.5L M/T RHD)	BK	At Drier Bottle	3
A/C Low Pressure Switch (RHD All Others)	BK	At Switch	N/S
Air Bag Control Module (LHD)	BK	Under Left Seat	21
Air Bag Control Module (RHD)	BK	Under Left Seat	22
Ambient Temperature Sensor	BK	Lower Radiator Support	5, 10
Back-Up Lamp Switch (M/T)	BK	On Transmission	31
Battery Temperature Sensor	BK	At Battery	16
Beam Select Switch (LHD)	BK	On Steering Column	24

Connector Name/Number	Color	Location	Fig.
Beam Select Switch (RHD)	BK	On Steering Column	24
Brake Pressure Switch	BK	At Master Cylinder	2, 5
Brake Shift Interlock Solenoid (LHD)	BK	Lower Steering Column	N/S
Brake Shift Interlock Solenoid (RHD)	BK	Lower Steering Column	N/S
C100 (LHD)	BK	To Headlamp and Dash	17, 23
C100 (RHD)	BK	To Headlamp and Dash	18
C102 (RHD)	GY	Right Hand Drive Jumper	N/S
C103 (RHD)	BL	Right Hand Drive Jumper	N/S
C104 (RHD)	WT	Right Hand Drive Jumper	N/S
C106 (Diesel)	BK	Near Left Front Headlamp	32
C106 (4.0L DRL)	BK	Front End Lighting	N/S
C106 (4.0L DRL, W/FOG)	BK	Front End Lighting	N/S
C106 (All Others W/Fog Lamps)	BK	Front End Lighting	N/S
C106 (All Others)	BK	Front End Lighting	N/S
C107 (Diesel)	BK	Rear of Engine Compartment	N/S
C107 2.5L M/T 231, 2WD	BK	Rear of Engine Compartment	13, 14

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
C107 2.5L M/T 231, 2WD W/DRL	BK	Rear of Engine Compartment	13, 14
C107 4.0L A/T 231, 242	BK	Rear of Engine Compartment	11
C107 4.0L A/T 231, 242, DRL	BK	Rear of Engine Compartment	11
C107 4.0L A/T 2WD	BK	Rear of Engine Compartment	11
C107 4.0L A/T 2WD DRL	BK	Rear of Engine Compartment	11
C107 4.0L M/T 231, 242	BK	Rear of Engine Compartment	11
C107 4.0L M/T 2WD	BK	Rear of Engine Compartment	11
C108	GY	Near Battery	N/S
C109 (LHD)	BK	ABS Connector	N/S
C109 (RHD)	BK	ABS Connector	N/S
C110 (Diesel)	GY	Near Battery	NS
C200 (LHD Full Options)	GY	To Left Body Harness	17, 23
C200 (RHD)	GY	To Left Body Harness	18
C201 (LHD) Base	WT	Lower Instrument Panel	17, 23
C201 (LHD) Full Options	WT	Lower Instrument Panel	17
C202 (RHD)	BK	Lower Instrument Panel	18
C203 (RHD)	BK	Lower Instrument Panel	18
C204 (RHD)	BK	Lower Instrument Panel	18
C205	YL	Lower Instrument Panel	17, 18, 23
C206 (A/T)	GY	At Center Console	17, 21, 22
C206 (M/T)	GY	At Center Console	21, 22
C207	BK	Courtesy Lamp	N/S

Connector Name/Number	Color	Location	Fig.
C208	BK	Left Courtesy Lamp	N/S
C300 (LHD)	NAT	At Right Kick Panel	21
C301	BK	At Overhead Console	21
C301 (W/ Immobilizer)	BK	At Overhead Console	N/S
C302 (W/ Immobilizer)	BK	At Overhead Console	18
C303 (LHD)	BK	Right Door	N/S
C304	BK	Right Rear Door	N/S
C305 (LHD)	WT	Left Door	N/S
C305 (RHD)	WT	Left Door	N/S
C306 (LHD)	WT	Left Door	N/S
C306 (RHD)	WT	Left Door	N/S
C307 (LHD)	WT	Left Door	N/S
C307 (RHD)	WT	Left Door	N/S
C308 (LHD)	BK	At Liftgate	27
C308 (RHD)	BK	At Liftgate	27
C309	BK	Left Rear Door	N/S
C310	BK	Top of Liftgate	30
C311	BK	Top of Liftgate	30
C312	GY	Top of Liftgate	30
C313	GN	Top of Liftgate	30
C314	WT	At Soundbar	N/S
C315	BK	Near Liftgate	27
C316 (LHD)	BK	At Power Seat	N/S
C316 (RHD)	BK	At Power Seat	N/S
C317 (LHD)	GY	Left Front Jamb Switch	25
C317 (RHD)	GY	Left Front Jamb Switch	25
C318 (LHD)	GY	Right Front Jamb Switch	N/S
C318 (RHD)	GY	Right Front Jamb Switch	N/S
C319	BK	Rear Jamb Switch	N/S
C320	BK	Left Rear Jamb Switch	25
C321	NAT	At Right Tail Lamp	N/S

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
C322	NAT	Trailer Tow Harness	N/S
Camshaft Position Sensor	BK	Near Distributor	13, 14, 15
Cargo Lamp (All Except With Sound Bar)	BK	At Lamp	N/S
Cargo Lamp (With Sound Bar)	BK	At Lamp	N/S
Center High Mounted Stop Lamp	BK	Liftgate	N/S
Cigar Lighter	BK	Instrument Panel	19, 20
Clock Spring (LHD)	NAT	Steering Column	24
Clock Spring (RHD)	NAT	Steering Column	24
Clutch Interlock Switch (RHD M/T)	GN	Lower Steering Column	12, 18, 24
Clutch Interlock Switch (M/T)	GN	Lower Steering Column	12, 18, 24
Clutch Interlock Switch Jumper (RHD A/T)	GN	Lower Steering Column	12, 18, 24
Combination Flasher	BK	Near Headlamp Switch	17, 18
Compass	BK	Overhead Console	29
Console Illumination	BK	Overhead Console	29
Controller Anti-Lock Brake (LHD)	BK	At Controller Anti-Lock Brake	8
Controller Anti-Lock Brake (RHD)	BK	At Controller Anti-Lock Brake	9
Coolant Temperature Sensor (Diesel)	BK	Above Injection Pump Assembly	36, 37
Crankshaft Position Sensor	BK	Near Fuel Rail	16
Data Link Connector	BK	Lower Instrument Panel	17, 18
Daytime Running Lamp Module	BK	Front End Lighting	6

Connector Name/Number	Color	Location	Fig.
Diagnostics Splice Block	GY	Near Data Link Connector	N/S
Dome Lamp (With Vanity Lamps, Immobilizer)	BK	Overhead Console	29
Downstream Heated Oxygen Sensor	BK	Exhaust	N/S
Driver Air Bag	YL	Steering Column	24
EGR Solenoid (Diesel)	BK	Right Side of Engine	N/S
Engine Coolant Temperature Sensor	BK	Front of Engine	13, 14
Engine Oil Pressure Sensor	BK	Near Generator	13
EVAP/Purge Solenoid	BK	Rear of Engine Compartment	3,4,9, 10
Fog Lamp Switch	BK	Instrument Panel	19, 20
Front Washer Pump Motor	BK	At Washer Reservoir	6, 7
Front Wiper Motor	BK	At Wiper Motor	7
Fuel Heater (Diesel)	BK	Left Rear Engine Compartment	32, 33
Fuel Pump Module (Diesel)	BK	Left Side of Engine	36, 37
Fuel Pump Module (LHD)	BK	At Fuel Pump Module	N/S
Fuel Pump Module (RHD)	BK	At Fuel Pump Module	N/S
G100		Near Battery	16
G101		Near Starter	13, 14, 15, 16
G102		Near Engine Connector C107	N/S
G103		Near Generator	16
G104		Body Ground (VM Diesel) from Negative Battery Cable	N/S

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
G105		Engine Ground (VM Diesel) from Negative Battery Cable	N/S
G106		Near Powertrain Control Module	2, 3, 8, 9
G107		Near Glove Box Lamp Switch	17, 18
G108		Near Headlamp Switch	17, 18
G200		Near Air Bag Control Module	21
G300		Near Air Bag Control Module	N/S
G301		Near Power Amplifier	25
G302		Near Left Tail Lamp	27
G303		Between Right Tail Lamp and Power Amplifier	27
G304		Near Rear Window Defogger Grid	N/S
G Switch (LHD)	BK	Under Rear Seat	26
Generator	BK	At Generator	36, 37
Glove Box Lamp Switch	BK	At Glove Box	17, 18, 19
Glow Plug Relay (Diesel)	BK	Left Rear Engine Compartment	32, 33
HeadLamp Delay Module (LHD)	BK	Near Headlamp Switch	17
HeadLamp Delay Module (RHD)	BK	Near Headlamp Switch	18
Headlamp Switch C1 (RHD)	BK	At Headlamp Switch	18
Headlamp Switch C2	BK	At Headlamp Switch	17, 18
Headlamp Switch C1 (LHD)	BK	At Headlamp Switch	17
HVAC Unit (LHD)	BK	On HVAC Tub	21
HVAC Unit (RHD)	BK	On HVAC Tub	N/S

Connector Name/Number	Color	Location	Fig.
Idle Air Control Motor	BK	At Throttle Body	14
Ignition Coil	BK	Front of Engine	13, 14
Ignition Switch (LHD)	BK	Steering Column	24
Ignition Switch (RHD)	BK	Steering Column	24
Injector No. 1	BK	At Injector	14, 15
Injector No. 2	BK	At Injector	14, 15
Injector No. 3	BK	At Injector	14, 15
Injector No. 4	BK	At Injector	14, 15
Injector No. 5	BK	At Injector	15
Injector No. 6	BK	At Injector	15
Instrument Cluster C1 (LHD)	BK	At Instrument Cluster	17
Instrument Cluster C1 (RHD)	BK	At Instrument Cluster	18
Instrument Cluster C2	BK	At Instrument Cluster	17, 18
Intake Air Temperature Sensor	GY	At Intake Manifold	13, 15
Junction Block C1	NAT	At Junction Block	29
Junction Block C2	WT	At Junction Block	29
Junction Block C3	NAT	At Junction Block	29
Junction Block C4	NAT	At Junction Block	29
Junction Block C5	NAT	At Junction Block	29
Junction Block C6	NAT	At Junction Block	29
Junction Block C7	NAT	At Junction Block	29
Junction Block C8	NAT	At Junction Block	29
Junction Block C9	NAT	At Junction Block	29
Key-In Switch	GN	Steering Column	24
Left Back-Up Lamp	BK	At Back-Up Lamp	N/S
Left Courtesy Lamp	BK	At Courtesy Lamp	N/S

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
Left Fog Lamp	BK	At Fog Lamp	N/S
Left Front Door Jamb Switch	BK	At Switch	N/S
Left Front Door Speaker (LHD)	BK	At Speaker	N/S
Left Front Door Speaker (RHD)	BK	At Speaker	N/S
Left Front Door Tweeter (LHD)	BK	Left Front Door	N/S
Left Front Door Tweeter (RHD)	BK	Left Front Door	N/S
Left Front Park/Turn Signal Lamp	BK	At Lamp	N/S
Left Front Power Door Lock Motor	BK	In Respective Door	28
Left Front Power Lock/Window Switch C1 (LHD)	BL	In Respective Door	28
Left Front Power Lock/Window Switch C2 (LHD)	WT	In Respective Door	28
Left Front Power Window Motor (LHD)	BK	In Respective Door	28
Left Front Side Marker Lamp	YL	At Lamp	1
Left Front Wheel Speed Sensor (LHD)	BK	Left Engine Compartment	8
Left Front Wheel Speed Sensor (RHD)	BK	Left Engine Compartment	9
Left Headlamp	BK	At Headlamp	1
Left Park Lamp	BK	At Lamp	N/S
Left Power Mirror	RD	At Mirror	N/S
Left Rear Power Door Lock Motor	BK	In Respective Door	28
Left Rear Power Window Motor	BK	In Respective Door	28
Left Rear Power Window Switch	BL	In Respective Door	28
Left Rear Side Marker Lamp	YL	At Lamp	1
Left Rear Turn Signal Lamp	BK	At Lamp	1

Connector Name/Number	Color	Location	Fig.
Left Rear Wheel Speed Sensor (LHD)	BK	Under Rear Seat	26
Left Rear Wheel Speed Sensor (RHD)	BK	Under Rear Seat	26
Left Sound Bar Speaker	BK	At Soundbar	N/S
Left Speaker (With Sound Bar)	BK	At Soundbar	N/S
Left Tail/Stop Lamp	BK	At Lamp	N/S
Left Turn Jumper	BK	At Lamp	N/S
Left Turn Signal	BK	At Lamp	N/S
License Lamp	YL	At Lamp	N/S
Liftgate Jamb Switch	BK	Lailgate	30
Liftgate Lock Motor	BK	Liftgate	30
Low Coolant Sensor (Diesel)	BK	Right Rear Engine Compartment	34, 35
Low Washer Fluid Level Switch	BK	At Washer Reservoir	6, 7
Manifold Absolute Pressure Sensor	BK	At Throttle Body	13, 14, 15
Mass Air Flow Sensor (Diesel)	BK	At Air Intake	N/S
MSA Controller (Diesel)	BK	Fender Side Shield	34, 35
Needle Movement Sensor (Diesel)	BK	Left Front of Engine	36
Oil Pressure Switch (Diesel)	BK	Right Rear of Engine	38
Overhead Module (With Immobilizer)	BK	Overhead Module	N/S
Park Brake Switch (LHD)	BK	At Park Brake Lever	21
Park Brake Switch (RHD)	BK	At Park Brake Lever	22
Passenger Air Bag	YL	Behind Instrument Panel	17, 18, 19, 20

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
Pedal Position Sensor (Diesel)	BK	At Accelerator Pedal	N/S
Power Amplifier C2 (LHD)	NAT	At Power Amplifier	25
Power Amplifier C1	NAT	At Power Amplifier	25
Power Amplifier C2 (RHD)	NAT	At Power Amplifier	25
Power Distribution Center (4.0L, ABS, DRL)	BK	Fender Side Shield	5, 10, 11, 16
Power Distribution Center (RHD 2.5L M/T)	BK	Fender Side Shield	5, 10, 11, 16
Power Outlet	BK	Instrument Panel	19, 20
Power Seat	BK	At Power Seat	N/S
Power Steering Pressure Switch	WT	Front of Engine	13, 14
Powertrain Control Module C1	BK	Fender Side Shield	2, 6, 7
Powertrain Control Module C1 (Diesel)	BK	Under Instrument Panel	N/S
Powertrain Control Module C2	WT	Fender Side Shield	2, 6, 7
Powertrain Control Module 2.5L M/T (RHD) C3	GY	Fender Side Shield	2, 6, 7
Powertrain Control Module All Others C3	GY	Fender Side Shield	2, 6, 7
PRNDL Lamp	BK	Steering Column	N/S
Radiator Fan Motor	LT GY	At Radiator	8, 9
Radio C1	BK	Behind Radio	19, 20
Radio C2	GY	Behind Radio	19, 20
Radio C3	BK	Behind Radio	19, 20
Rear Door Jamb Switch (LHD)	BK	At Respective Door	N/S
Rear Door Jamb Switch (RHD)	BK	At Respective Door	N/S

Connector Name/Number	Color	Location	Fig.
Rear Washer Pump Motor (2.5L)	BK	At Washer Reservoir	6, 7
Rear Fog Lamp Relay	BK	Instrument Panel	N/S
Rear Fog Lamp Switch	BK	Instrument Panel	N/S
Rear Washer Pump Motor (Diesel)	BK	At Washer Reservoir	32, 33
Rear Washer Pump Motor (All Others)	BK	At Washer Reservoir	6, 7
Rear Window Defogger Switch	BK	Instrument Panel	19, 20
Rear Wiper Motor	BK	Liftgate	30
Rear Wiper Switch	BK	Instrument Panel	19, 20
Right Back-Up Lamp	BK	At Lamp	N/S
Right Courtesy Lamp	BK	At Lamp	N/S
Right Fog Lamp	BK	At Lamp	1
Right Front Door Jamb Switch	BK	At Respective Door	N/S
Right Front Door Speaker (LHD)	BK	At Respective Door	28
Right Front Door Speaker (RHD)	BK	At Respective Door	28
Right Front Door Tweeter (LHD)	BK	At Respective Door	28
Right Front Door Tweeter (RHD)	BK	At Respective Door	28
Right Front Park/Turn Signal Lamp	BK	At: Lamp	1
Right Front Power Door Lock Motor	BK	At Respective Door	28
Right Front Power Lock/Window Switch C1 (LHD)	BL	At Respective Door	28
Right Front Power Lock/Window Switch C1 (RHD)	BL	At Respective Door	28

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
Right Front Power Lock/ Window Switch C2 (LHD)	WT	At Respective Door	28
Right Front Power Lock/ Window Switch C2 (RHD)	WT	At Respective Door	28
Right Front Power Window Motor	BK	At Respective Door	28
Right Front Side Marker Lamp	YL	At Lamp	1
Right Front Wheel Speed Sensor (LHD)	BK	Left Engine Compartment	N/S
Right Front Wheel Speed Sensor (RHD)	BK	Left Engine Compartment	N/S
Right Headlamp	BK	At Headlamp	1
Right Park Lamp	BK	At Lamp	N/S
Right Power Mirror (LHD)	RD	In Respective Door	N/S
Right Power Mirror (RHD)	RD	In Respective Door	N/S
Right Rear Door Jamb Switch	BK	At Respective Door	N/S
Right Rear Power Door Lock Motor	BK	At Respective Door	N/S
Right Rear Power Window Motor	BK	At Respective Door	N/S
Right Rear Power Window Switch	BL	At Respective Door	N/S
Right Rear Side Marker Lamp	YL	At Lamp	1
Right Rear Turn Signal Lamp	BK	At Lamp	N/S
Right Rear Wheel Speed Sensor (LHD)	RD	Under Rear Seat	26
Right Rear Wheel Speed Sensor (RHD)	RD	Under Rear Seat	26
Right Sound Bar Speaker	BK	At Soundbar	N/S

Connector Name/Number	Color	Location	Fig.
Right Speaker (With Sound Bar)	BK	At Soundbar	N/S
Right Tail/Stop Lamp	BK	At Lamp	N/S
Right Turn Jumper	BK	At Lamp	N/S
Seat Belt Switch	BK	Near Center Console	21, 22
Starter (Diesel)	BK	At Starter	38
Stop Lamp Switch (LHD)	GY	Near Brake Pedal	12
Stop Lamp Switch (RHD)	GY	Near Brake Pedal	12
Tell Tale Module (Diesel)	BK	Overhead Console	N/S
Throttle Position Sensor (4.0L 2WD)	BK	On Throttle Body	13, 14, 15, 16
Throttle Position Sensor (All Others)	BK	On Throttle Body	13, 14, 15, 16
Traction Control Switch	BK	Console	N/S
Trailer Tow Electric Brake	BK	Trailer Tow Wiring Harness	N/S
Trailer Tow Left Turn Relay	BK	Trailer Tow Wiring Harness	N/S
Trailer Tow Right Turn Relay	BK	Trailer Tow Wiring Harness	N/S
Transmission Control Module	BK	Under Center Instrument Panel	N/S
Transmission Control Solenoids	BK	On Transmission	N/S
Transmission Range Sensor	BK	On Transmission	N/S
Turn Signal Hazard Switch	BK	Steering Column	24
Underhood Lamp	BK	At Lamp	4, 5
Upstream Heated Oxygen Sensor	GY	Exhaust	13, 14, 15
Vehicle Speed Control Servo (LHD)	BK	At Speed Control Servo	4

DESCRIPTION AND OPERATION (Continued)

Connector Name/Number	Color	Location	Fig.
Vehicle Speed Control Servo (RHD)	BK	At Speed Control Servo	7
Vehicle Speed Sensor (LHD)	BK	On Transmission	31
Vehicle Speed Sensor (RHD)	BK	On Transmission	31

Connector Name/Number	Color	Location	Fig.
Water In Fuel Sensor	BK	At Fuel Heater	32, 33
Wiper/Washer Switch (LHD)	GY	Steering Column	24
Wiper/Washer Switch (RHD)	GY	Steering Column	24

DESCRIPTION AND OPERATION (Continued)

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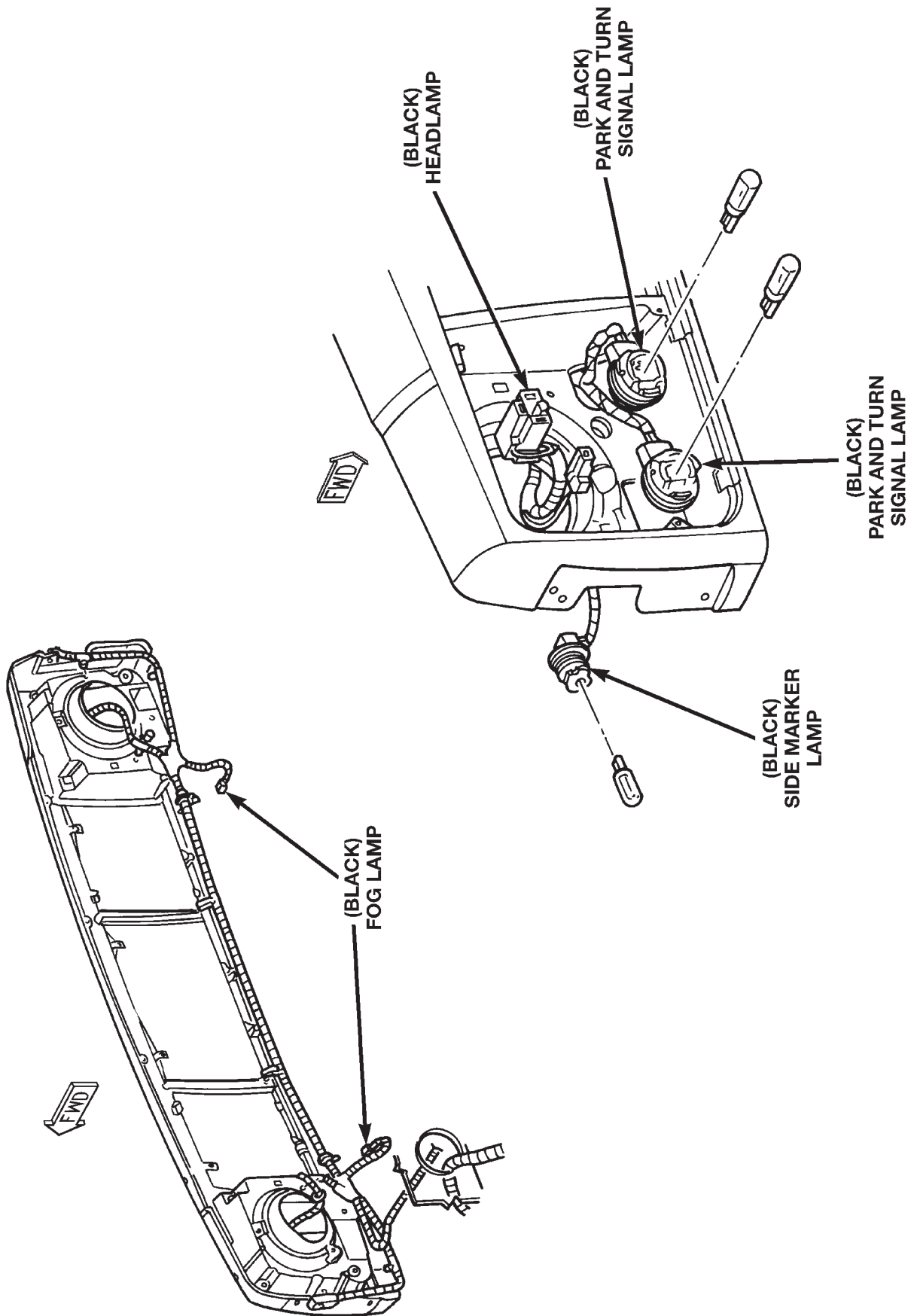


Fig. 1 Front End Lighting

DESCRIPTION AND OPERATION (Continued)

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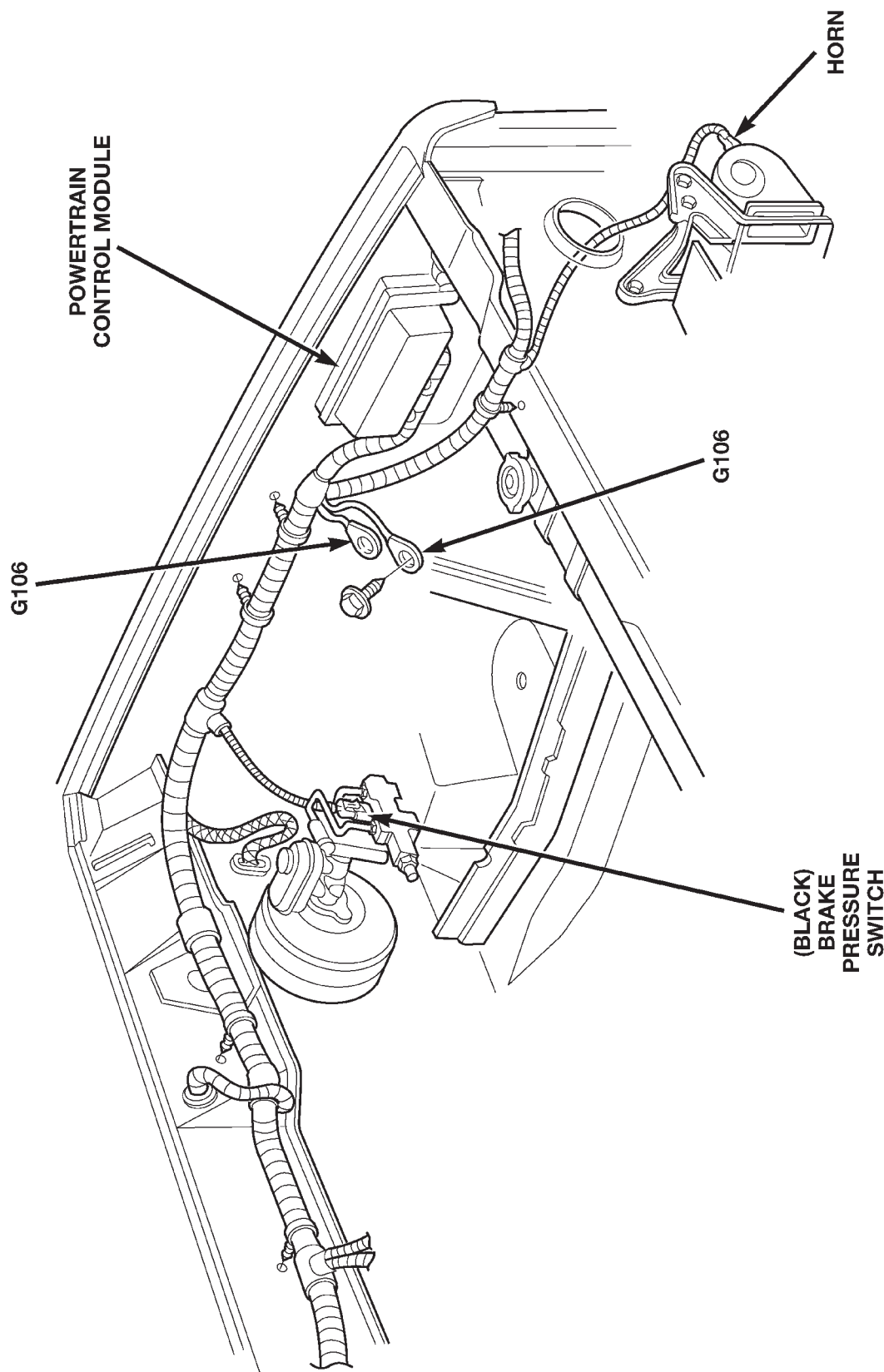


Fig. 2 Left Engine Compartment 2.5L Engine LHD

DESCRIPTION AND OPERATION (Continued)

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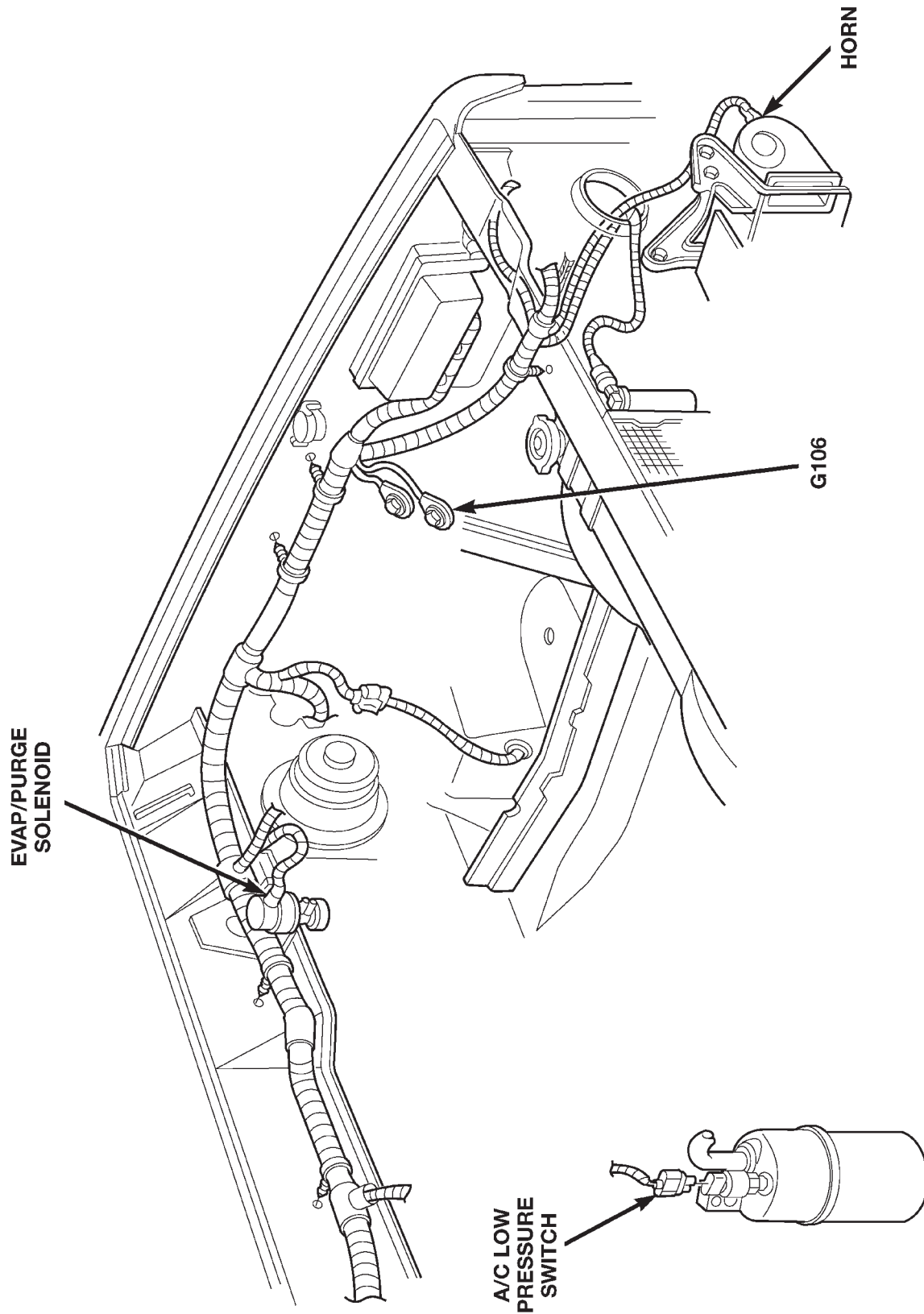


Fig. 3 Left Engine Compartment 2.5L Engine RHD

DESCRIPTION AND OPERATION (Continued)

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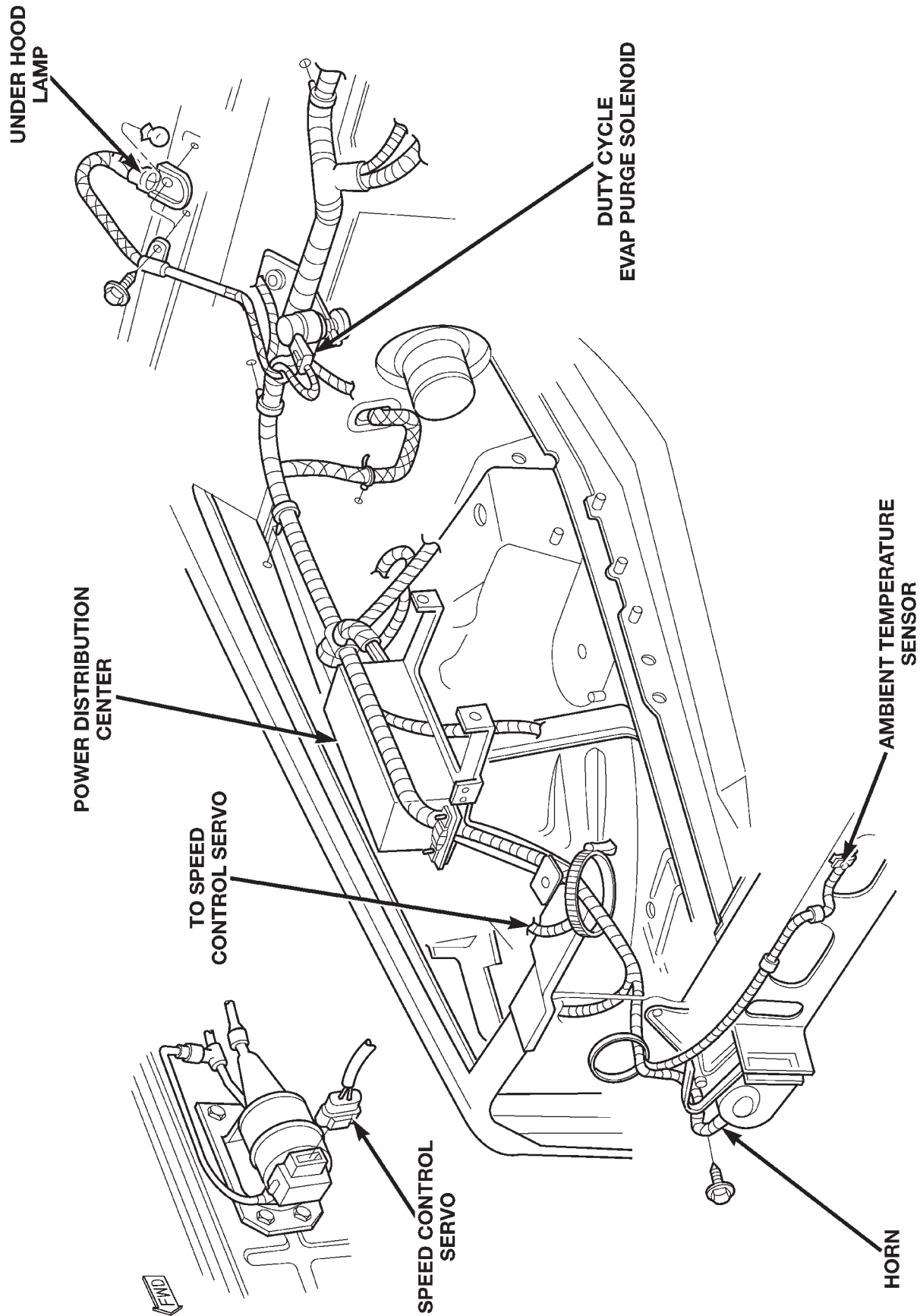


Fig. 4 Right Engine Compartment 2.5L Engine LHD

DESCRIPTION AND OPERATION (Continued)

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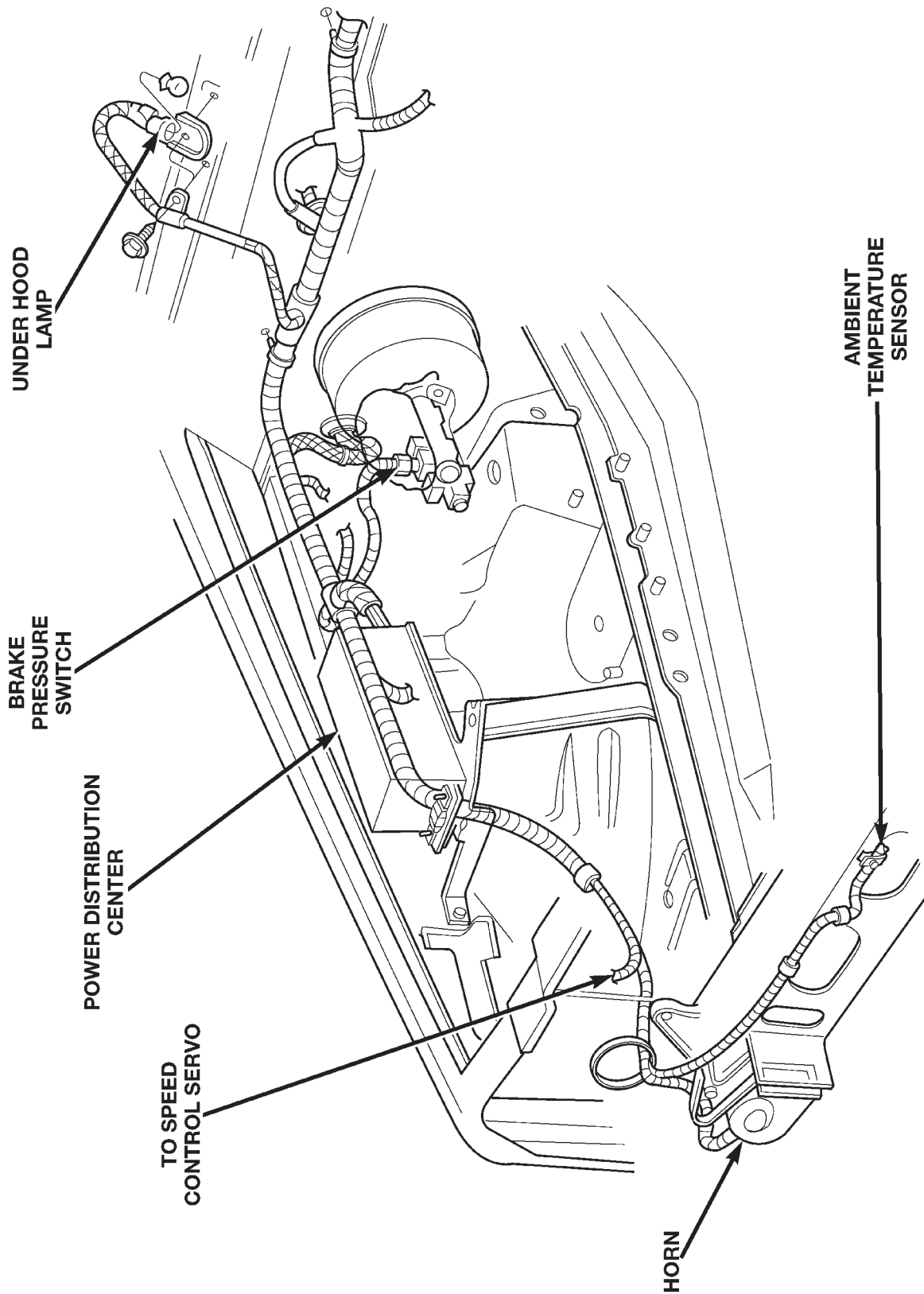


Fig. 5 Right Engine Compartment 2.5L Engine RHD

DESCRIPTION AND OPERATION (Continued)

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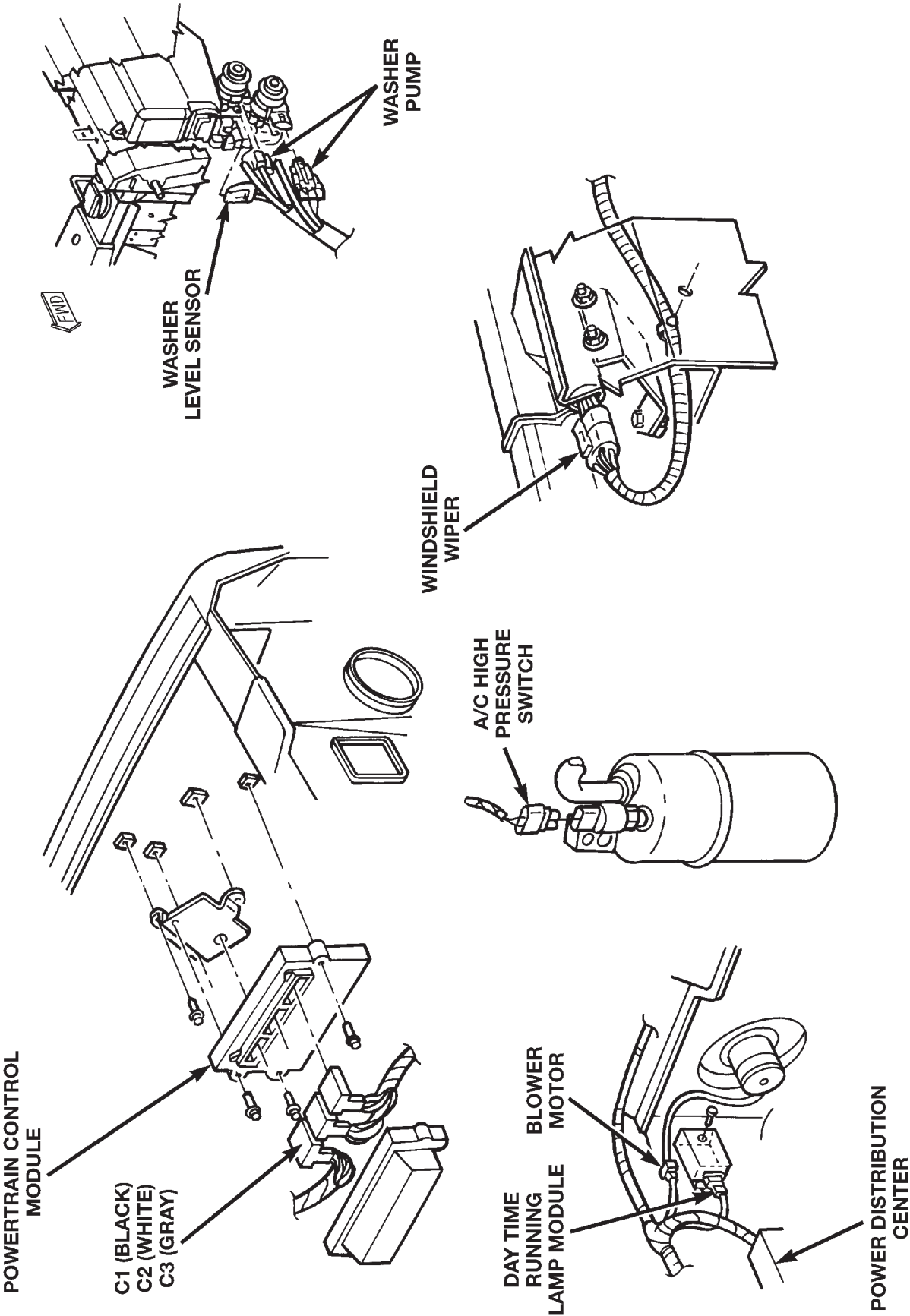
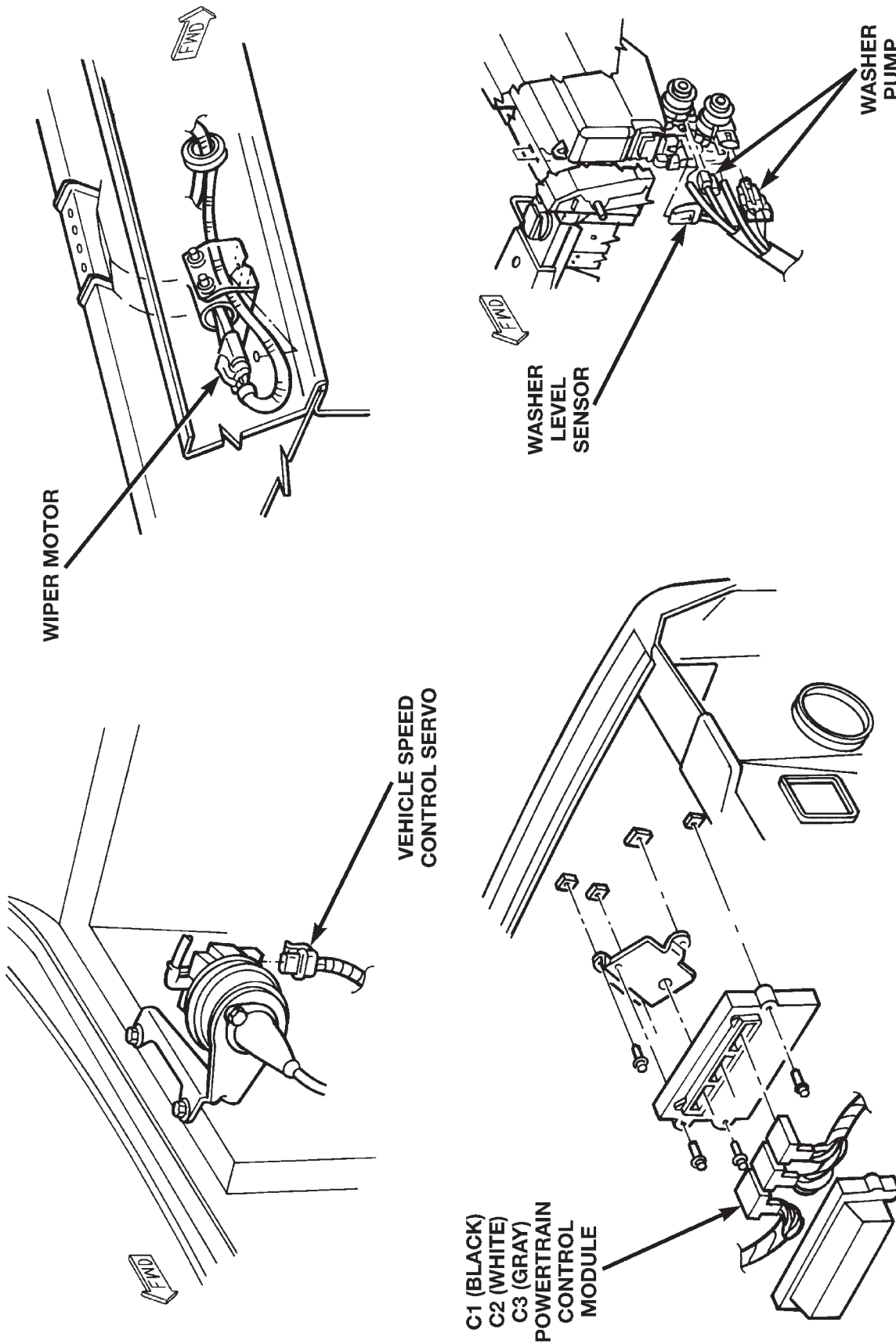


Fig. 6 Engine Compartment Components LHD

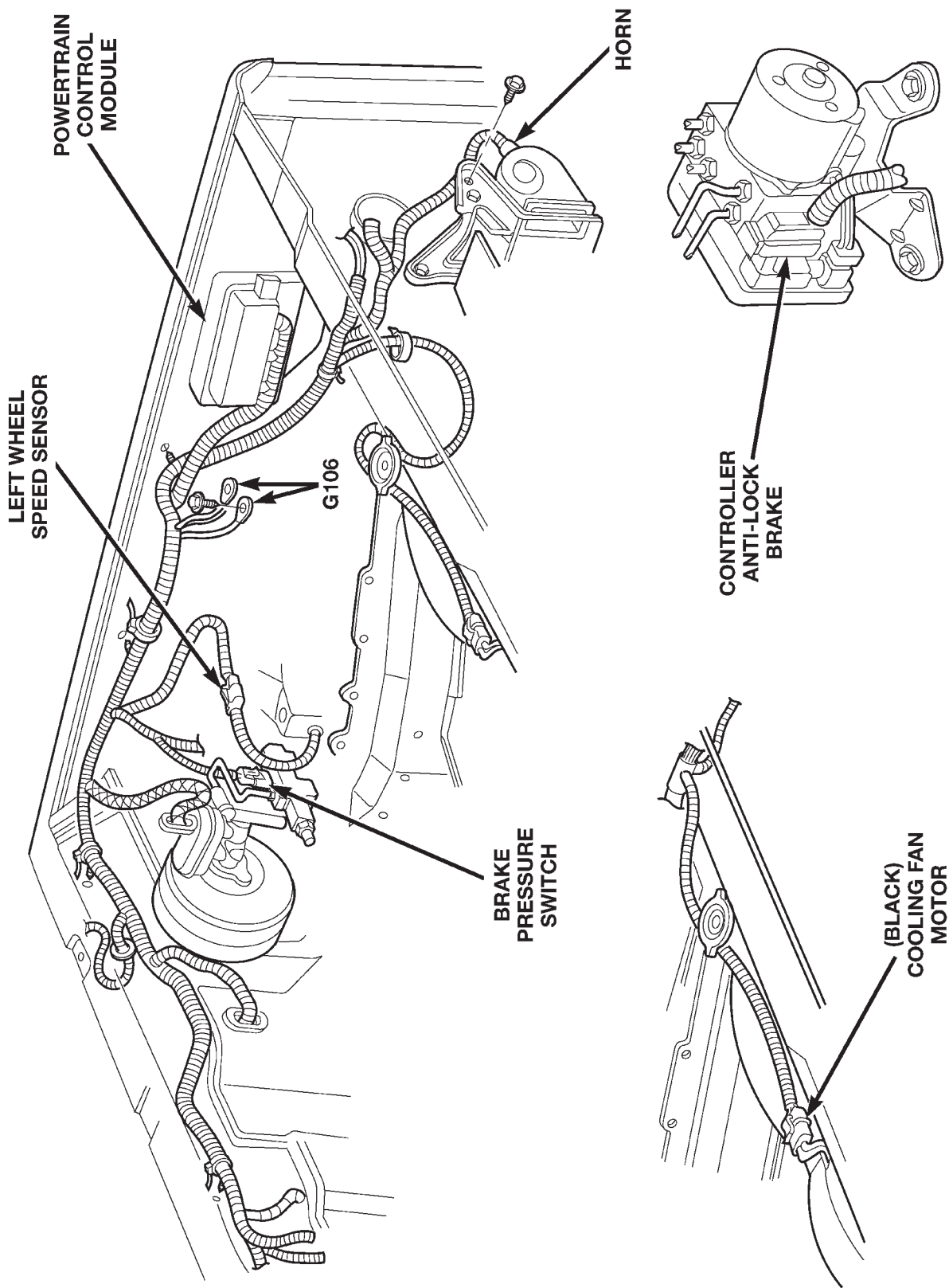
DESCRIPTION AND OPERATION (Continued)



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Fig. 7 Engine Compartment Components RHD

DESCRIPTION AND OPERATION (Continued)



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Fig. 8 Left Engine Compartment 4.0L Engine LHD

DESCRIPTION AND OPERATION (Continued)

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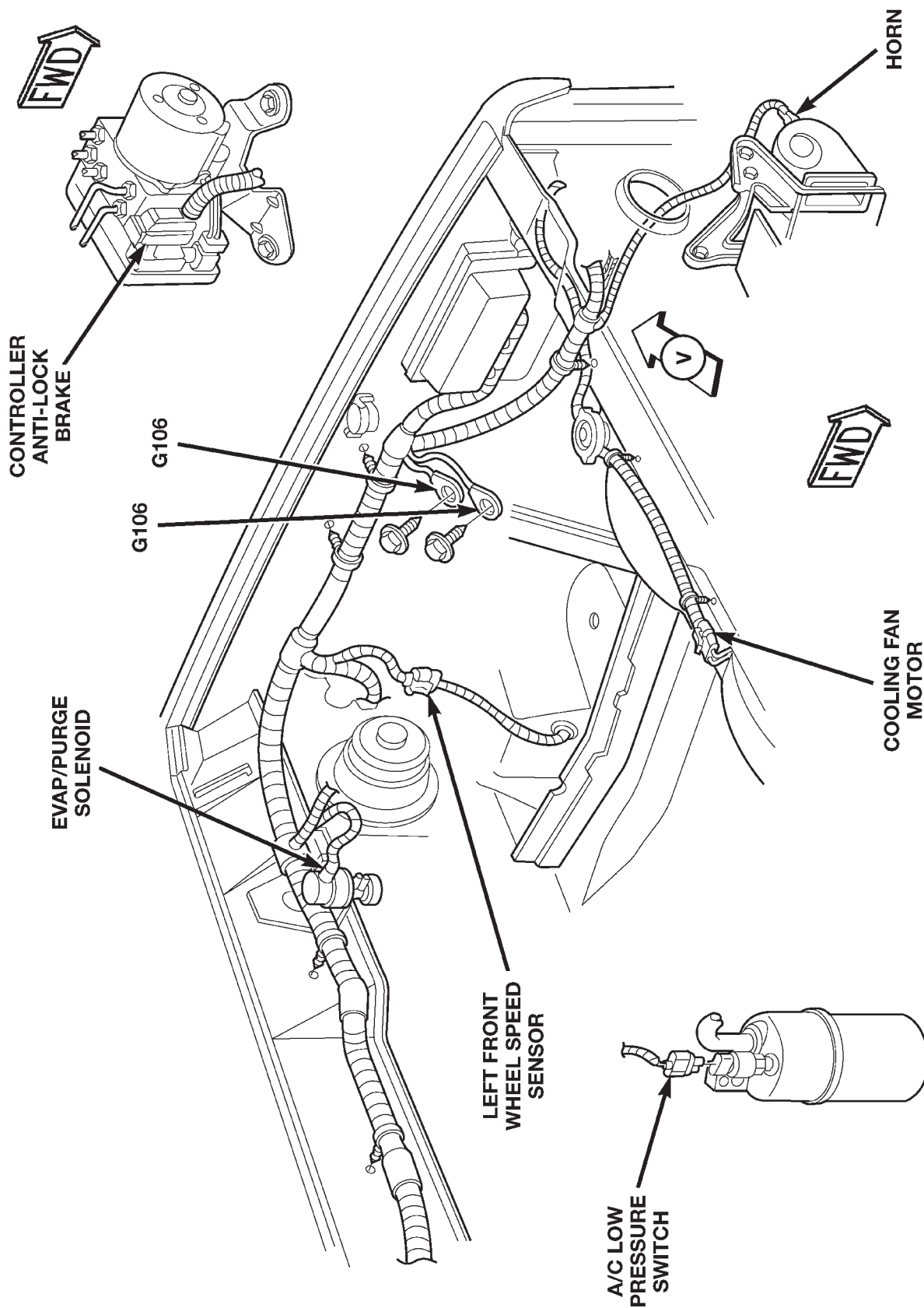


Fig. 9 Left Engine Compartment 4.0L Engine RHD

DESCRIPTION AND OPERATION (Continued)

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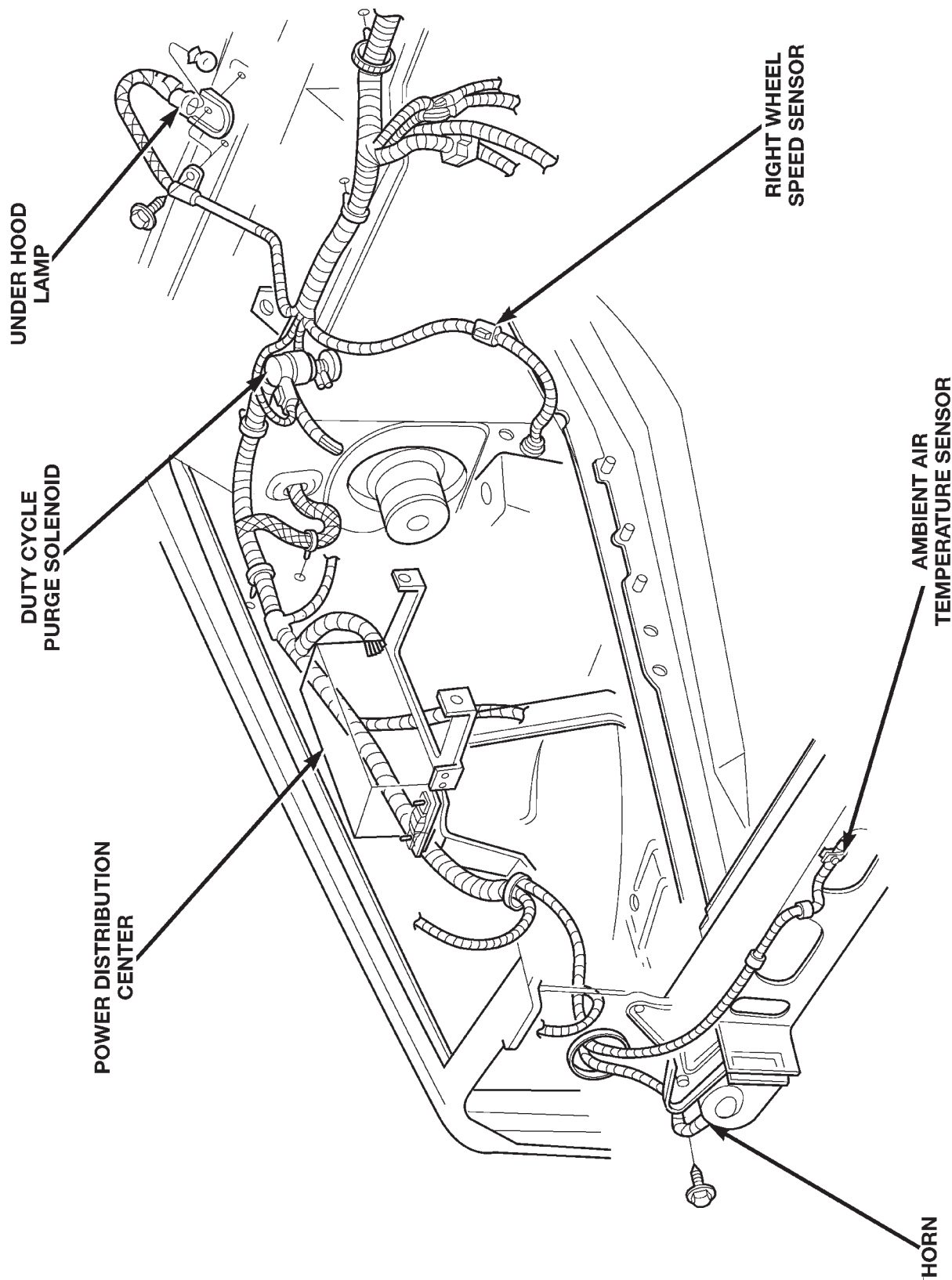


Fig. 10 Right Engine Compartment 4.0L Engine LHD

DESCRIPTION AND OPERATION (Continued)

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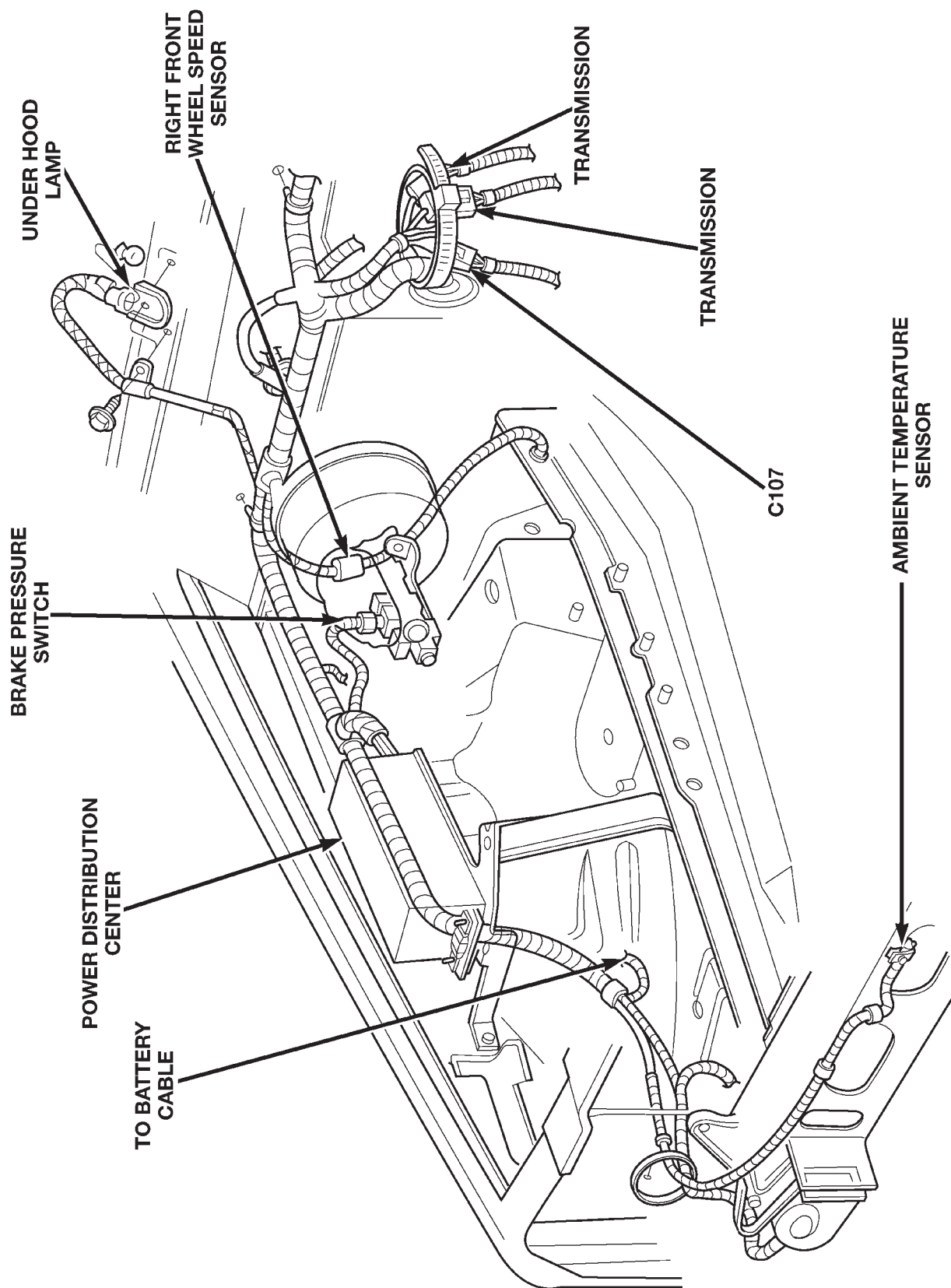


Fig. 11 Right Engine Compartment 4.0L Engine RHD

DESCRIPTION AND OPERATION (Continued)

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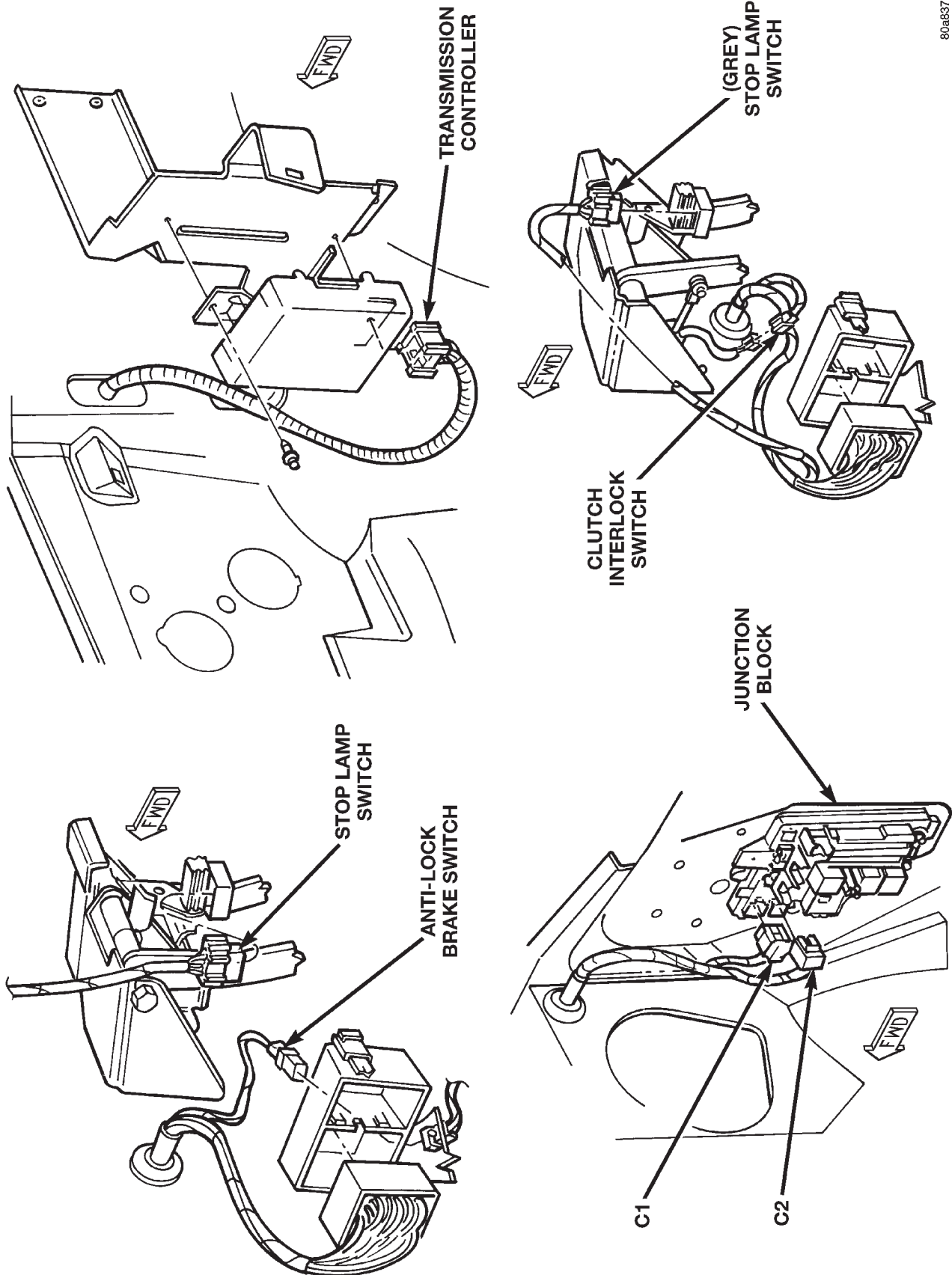
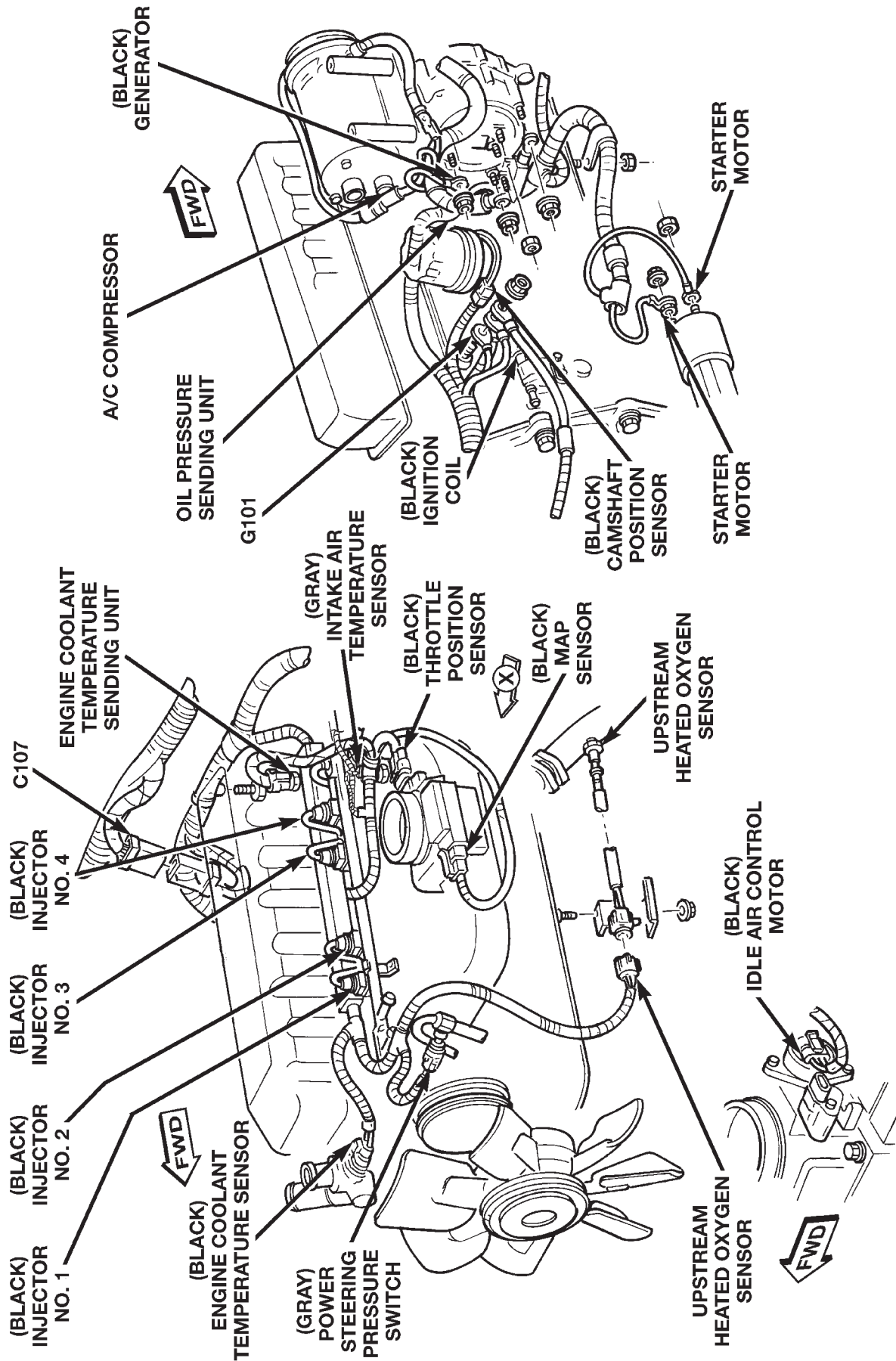


Fig. 12 Under Dash Components

DESCRIPTION AND OPERATION (Continued)

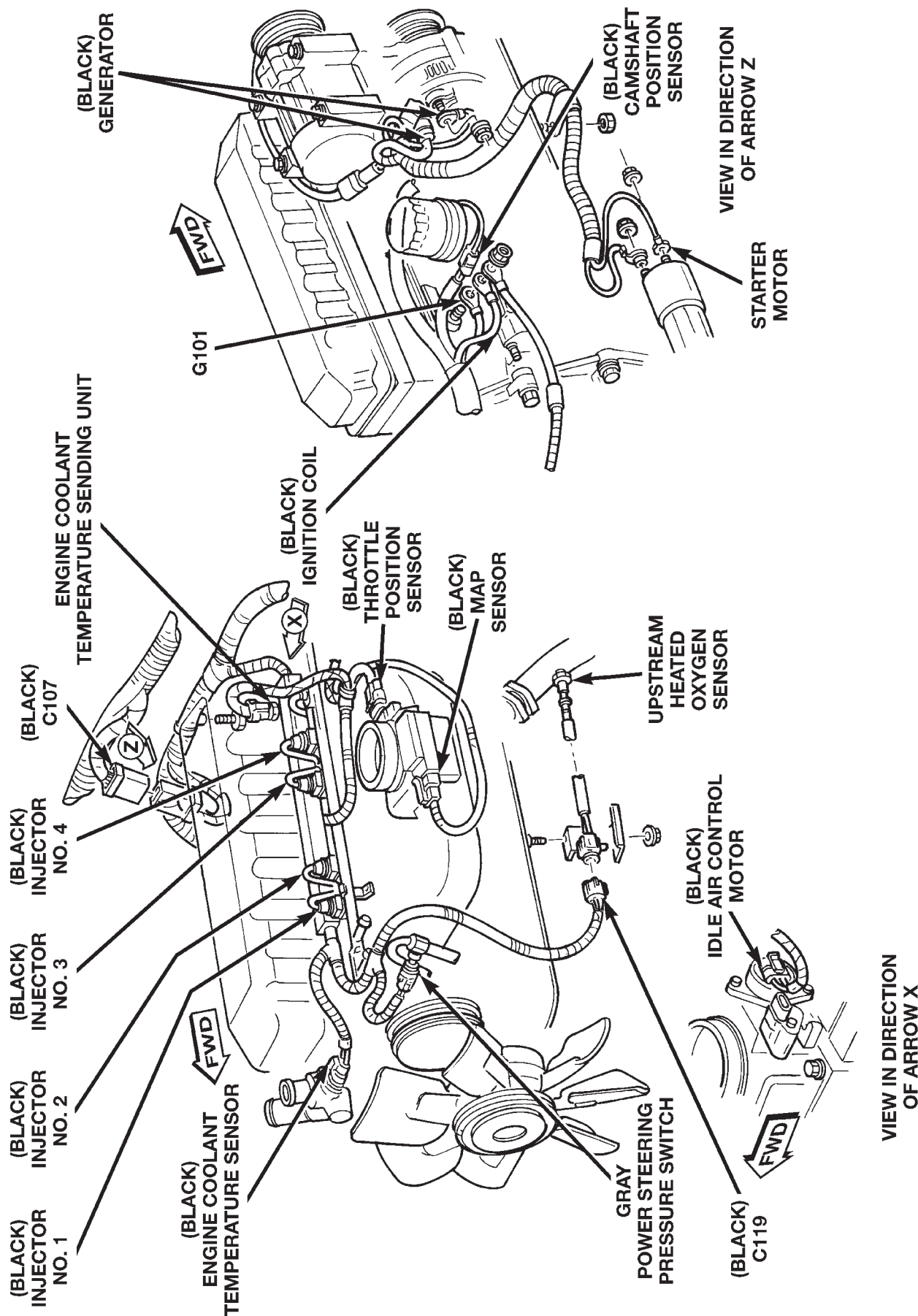


VIEW IN DIRECTION
OF ARROW X

Fig. 13 Engine Connectors 2.5L Engine LHD

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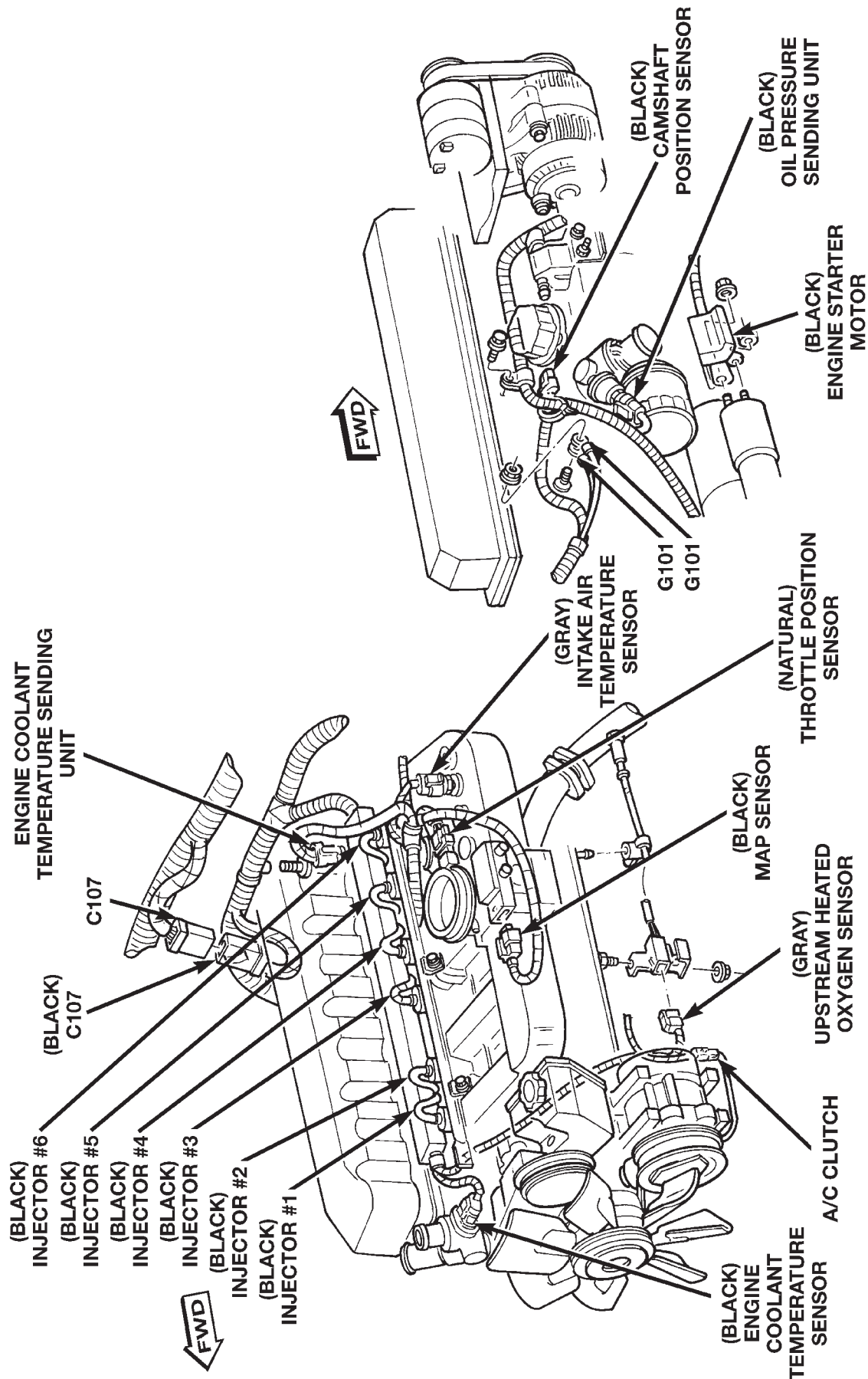
DESCRIPTION AND OPERATION (Continued)



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Fig. 14 Engine Connectors 2.5L Engine RHD

DESCRIPTION AND OPERATION (Continued)



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Fig. 15 Engine Connectors 4.0L Engine

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Fig. 16 Engine and Battery 4.0L Engine

DESCRIPTION AND OPERATION (Continued)

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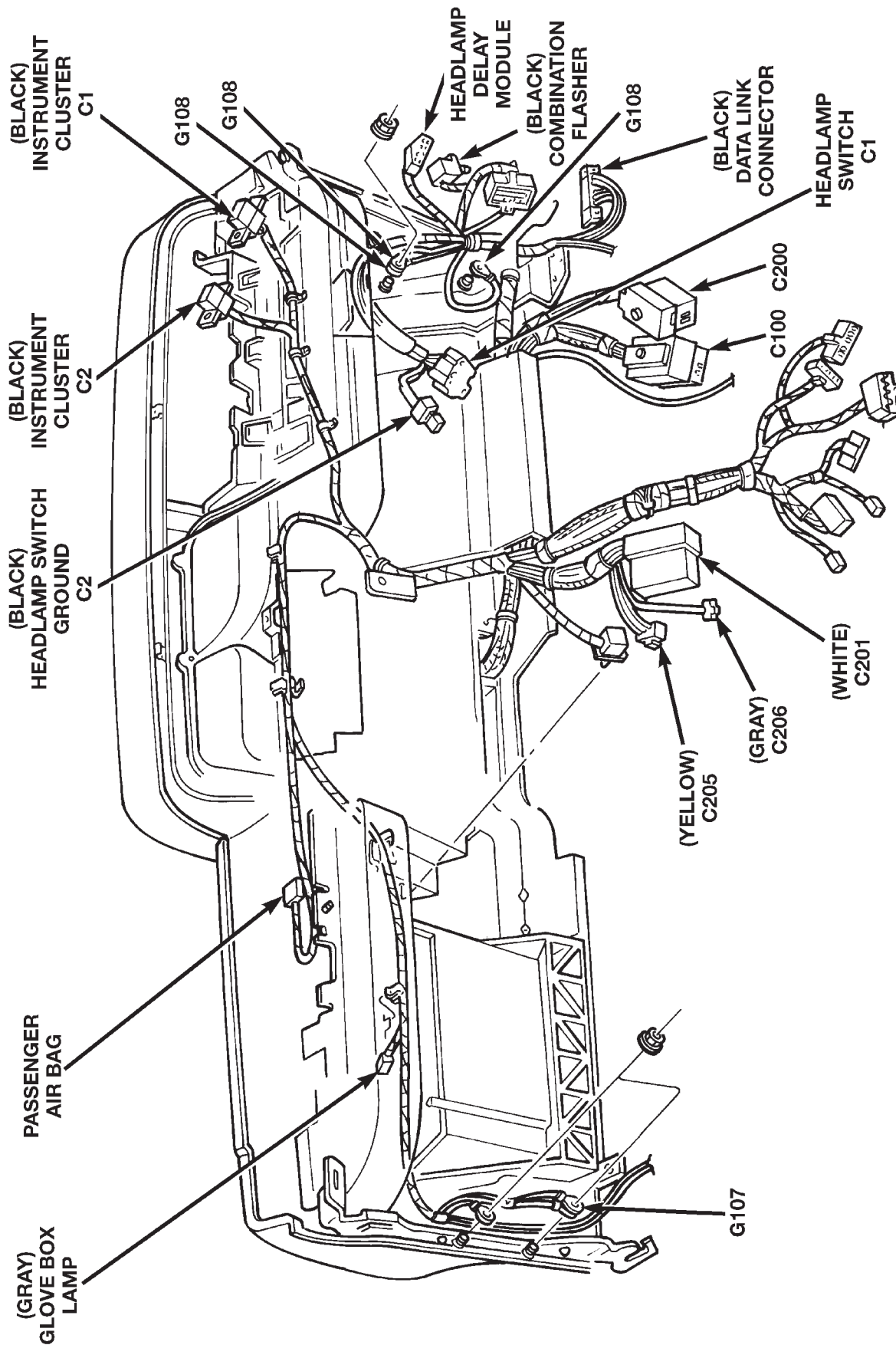


Fig. 17 Instrument Panel Connectors LHD

DESCRIPTION AND OPERATION (Continued)

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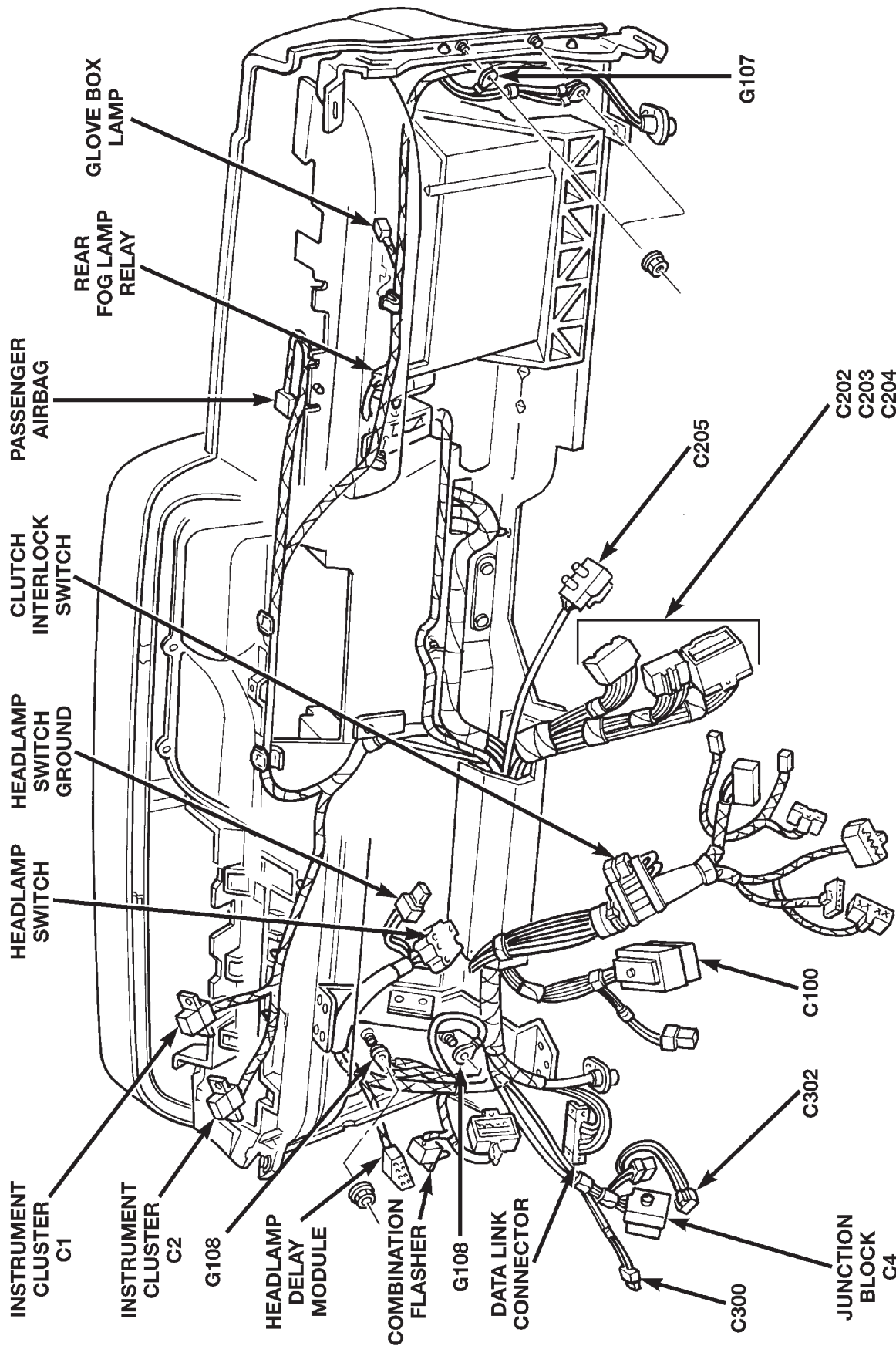


Fig. 18 Instrument Panel Connectors RHD

DESCRIPTION AND OPERATION (Continued)

80a837ab

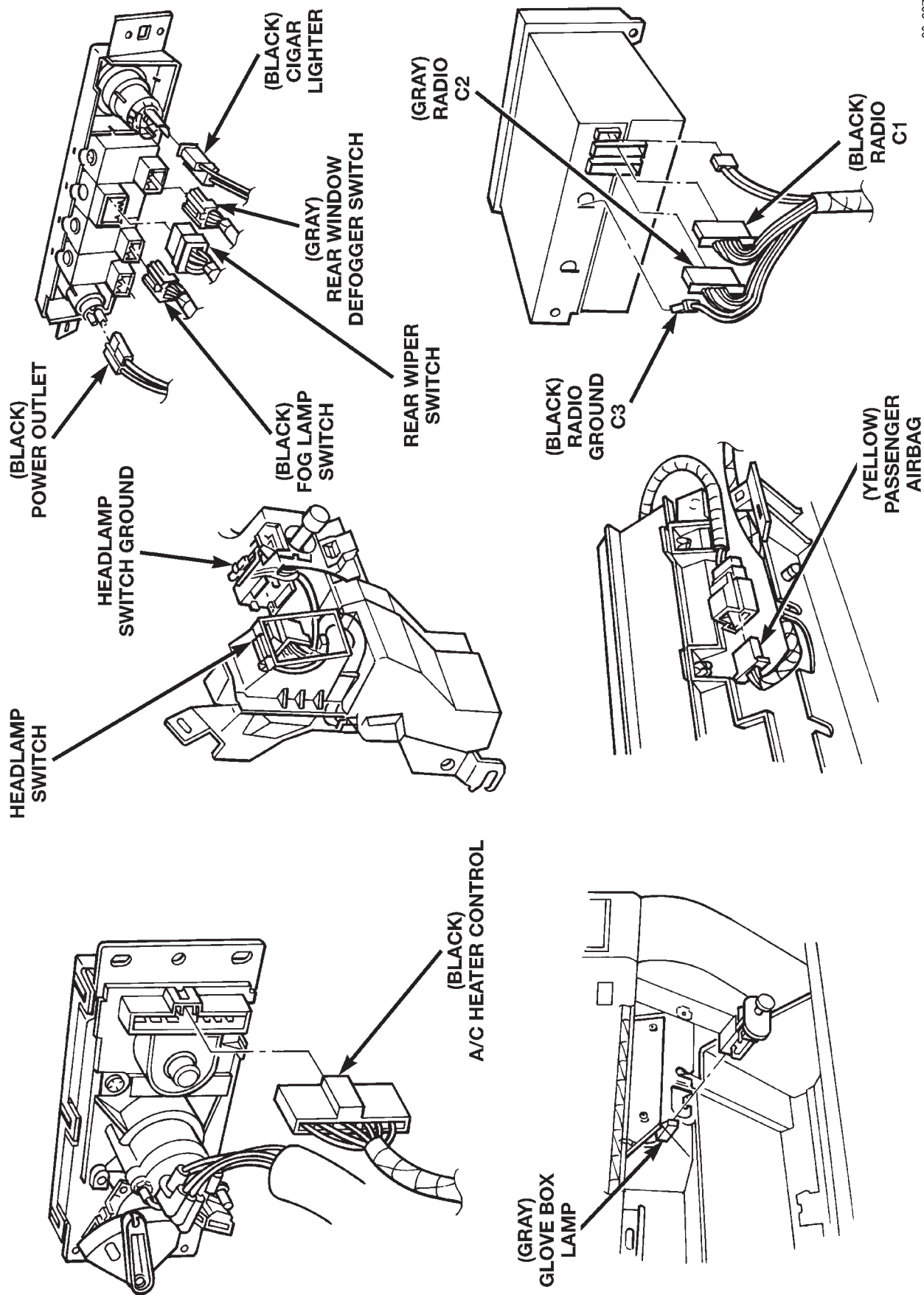
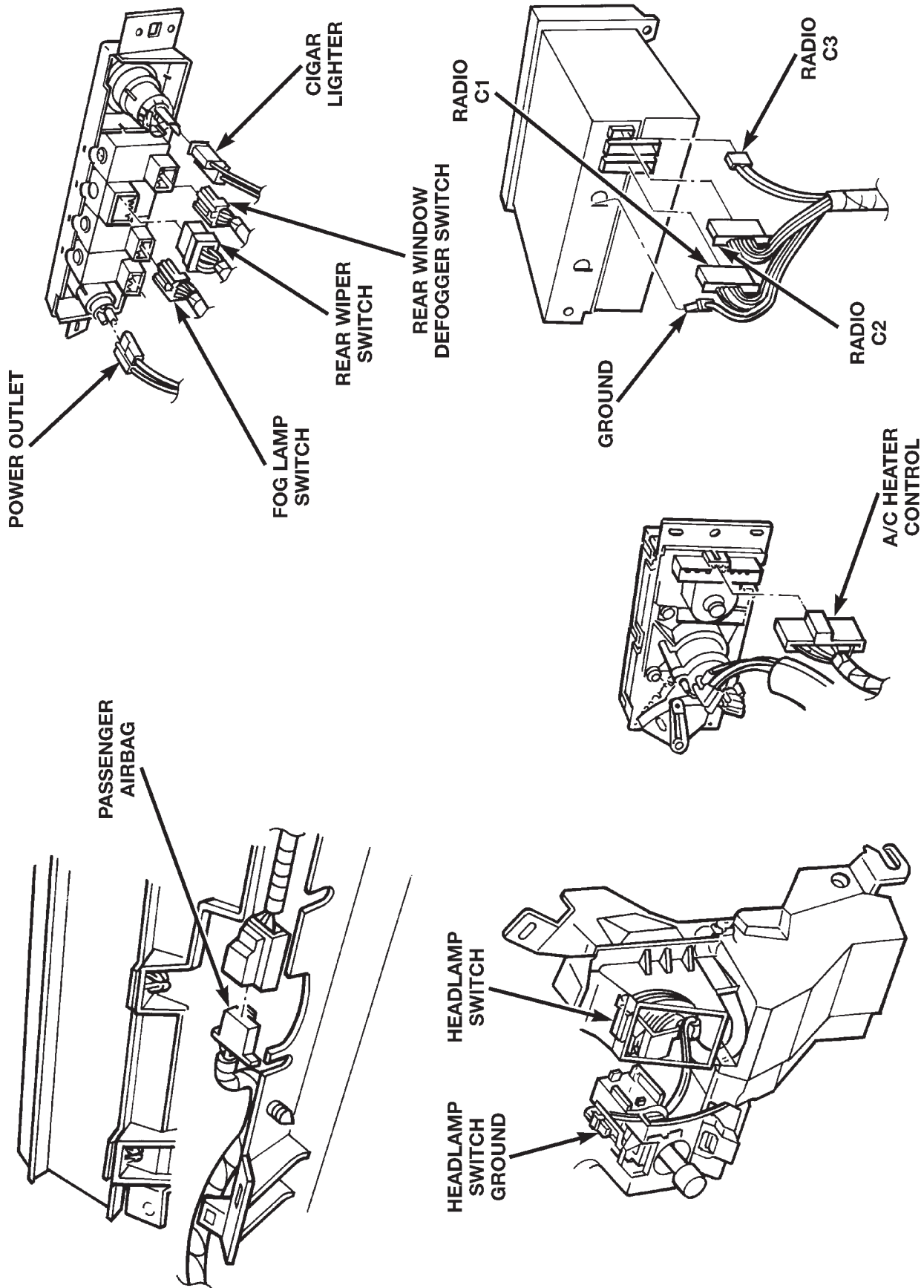


Fig. 19 Instrument Panel Components LHD

DESCRIPTION AND OPERATION (Continued)



80abrf68

Fig. 20 Instrument Panel Components RHD

DESCRIPTION AND OPERATION (Continued)

80a837ac

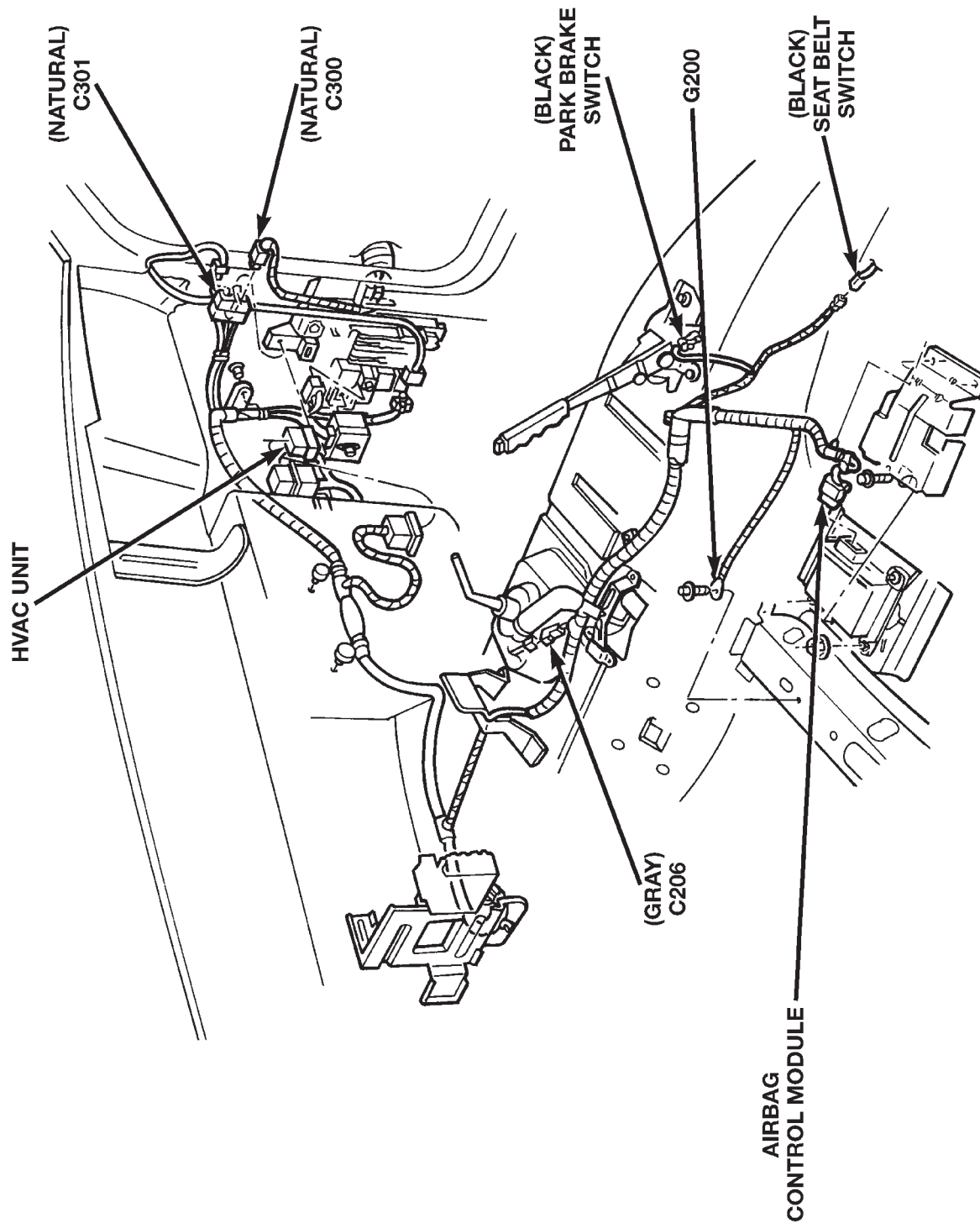


Fig. 21 Center Console LHD

DESCRIPTION AND OPERATION (Continued)

80abfc69

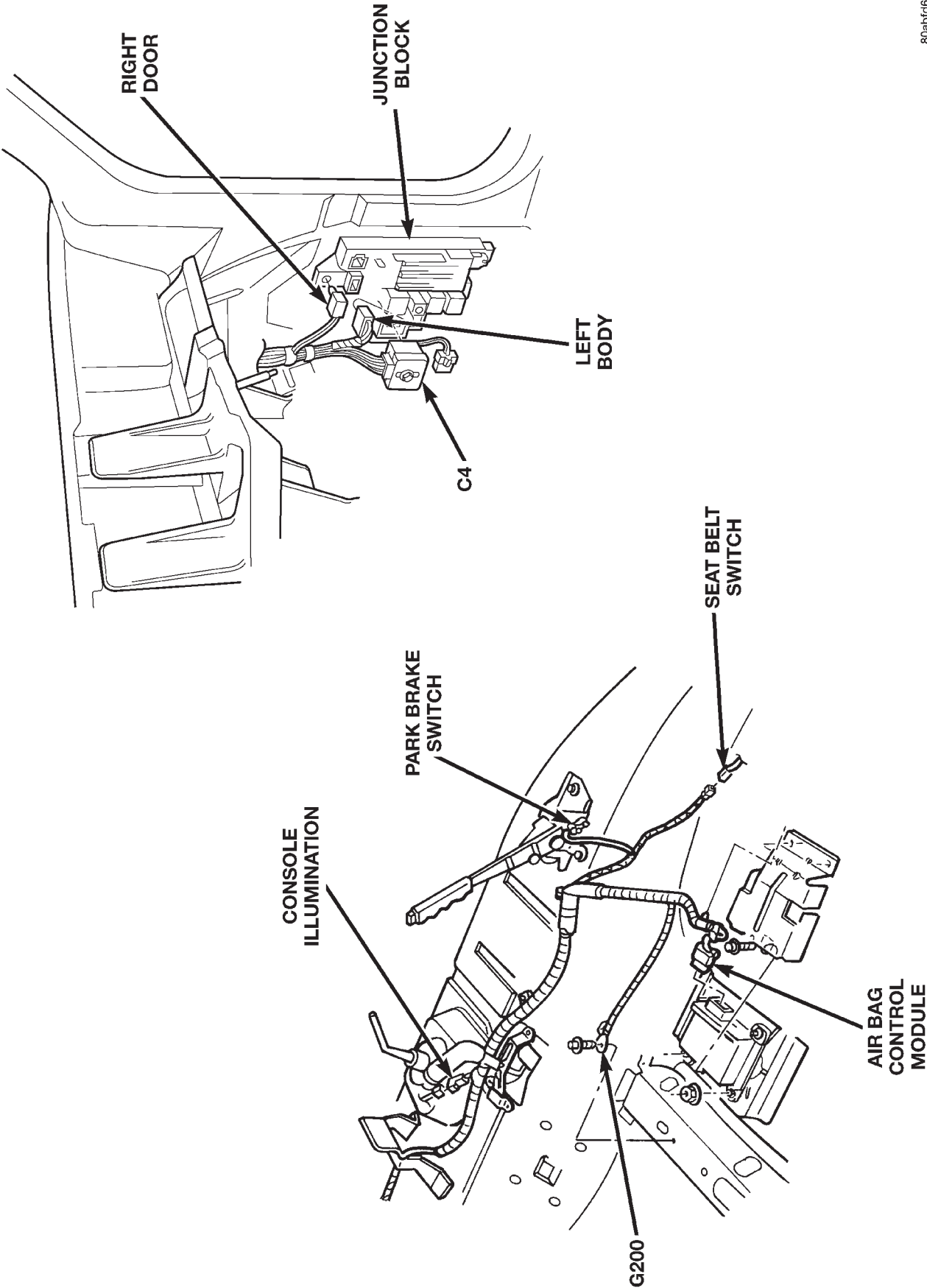
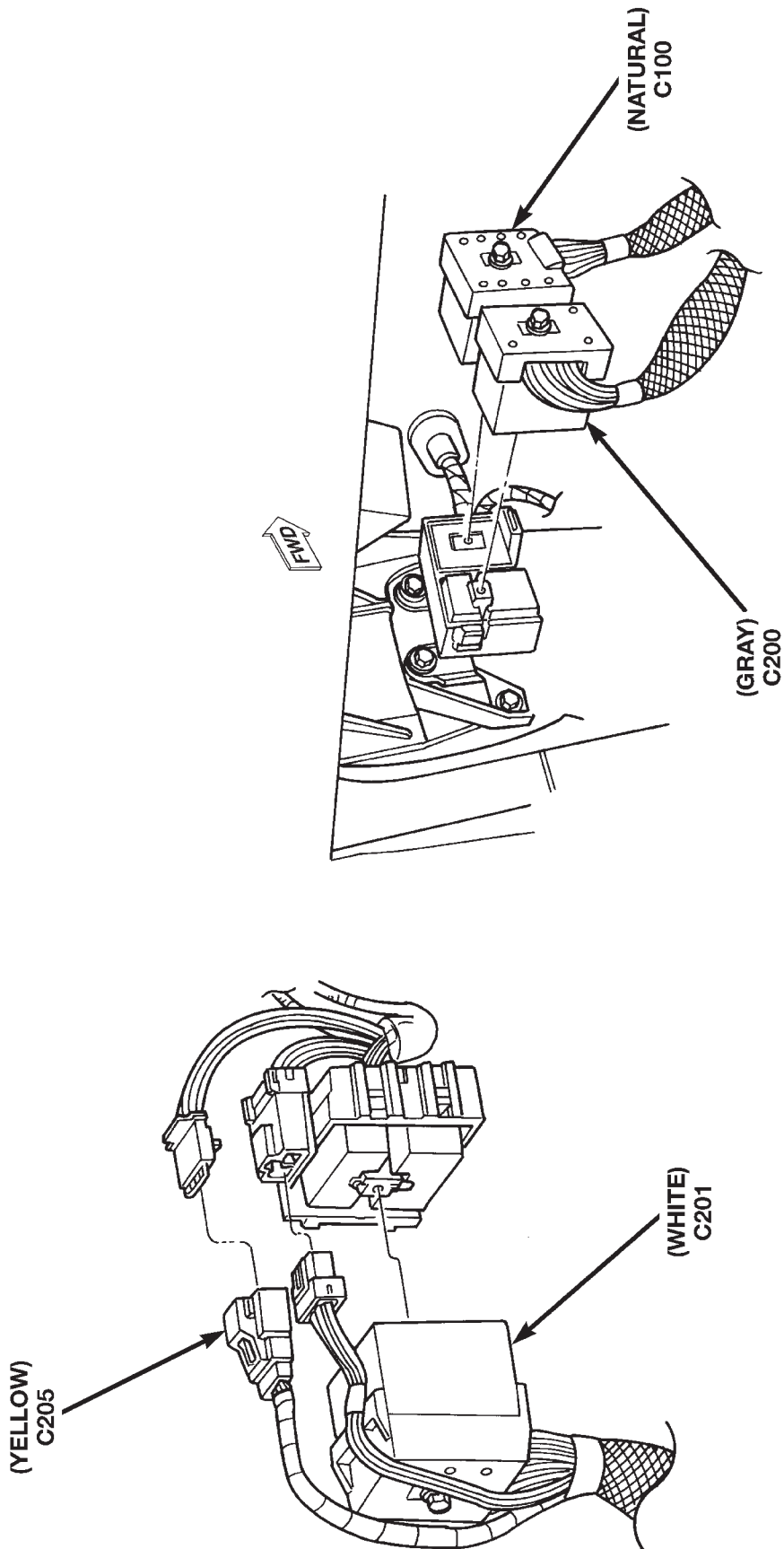


Fig. 22 Center Console RHD

DESCRIPTION AND OPERATION (Continued)



80a837ad

Fig. 23 Instrument Panel to Body Connectors LHD

DESCRIPTION AND OPERATION (Continued)

80a837ae

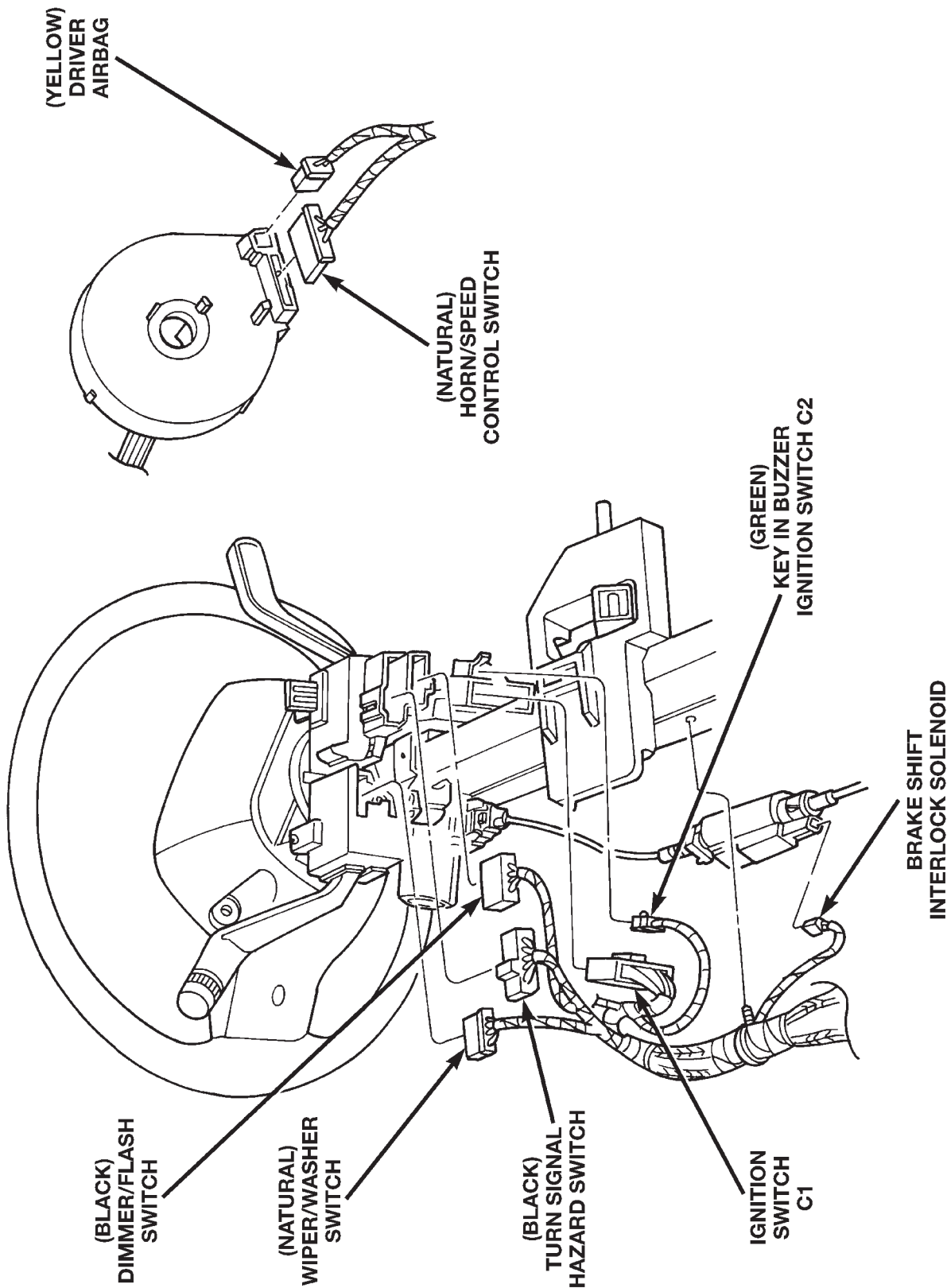


Fig. 24 Steering Column

DESCRIPTION AND OPERATION (Continued)

80a837af

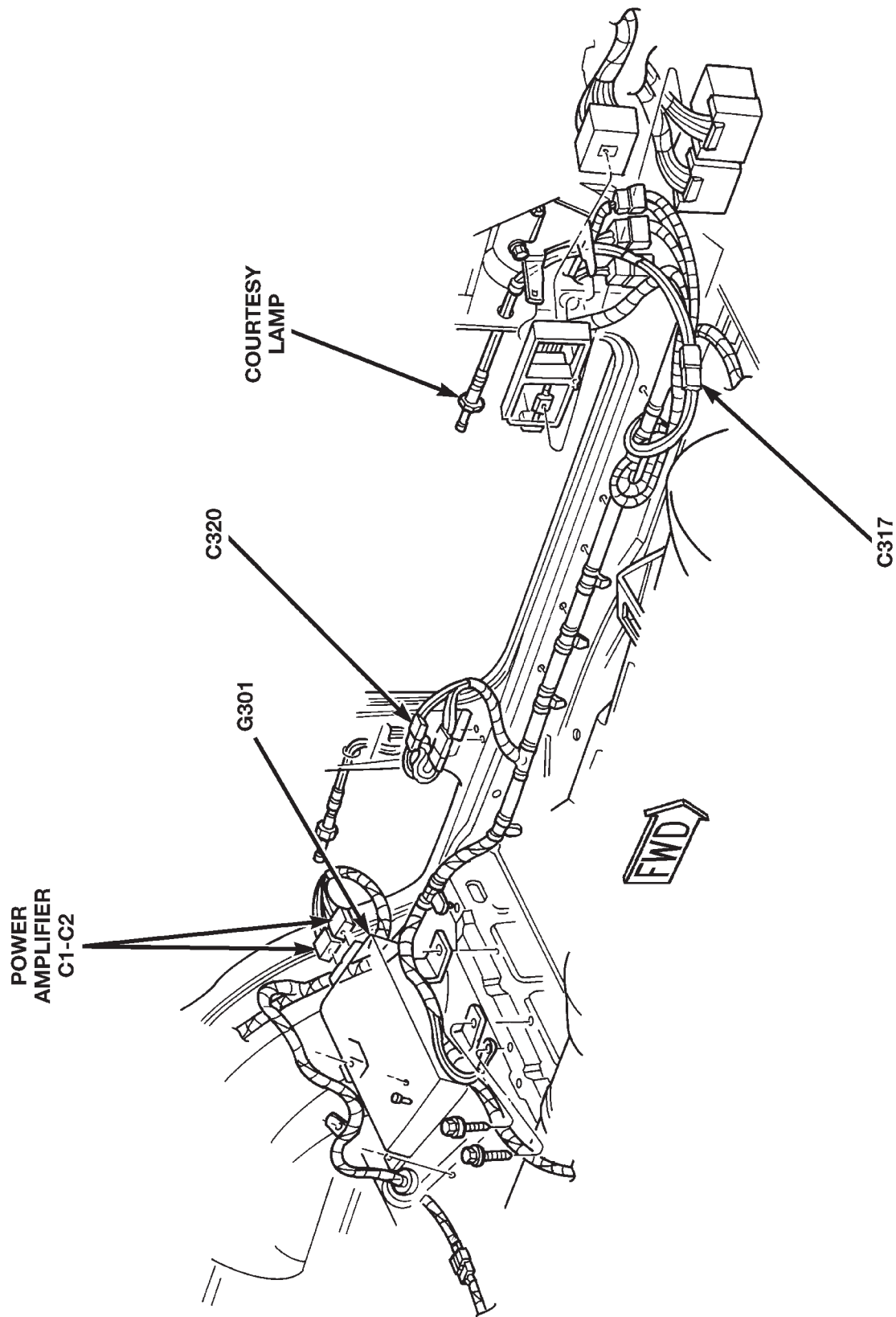
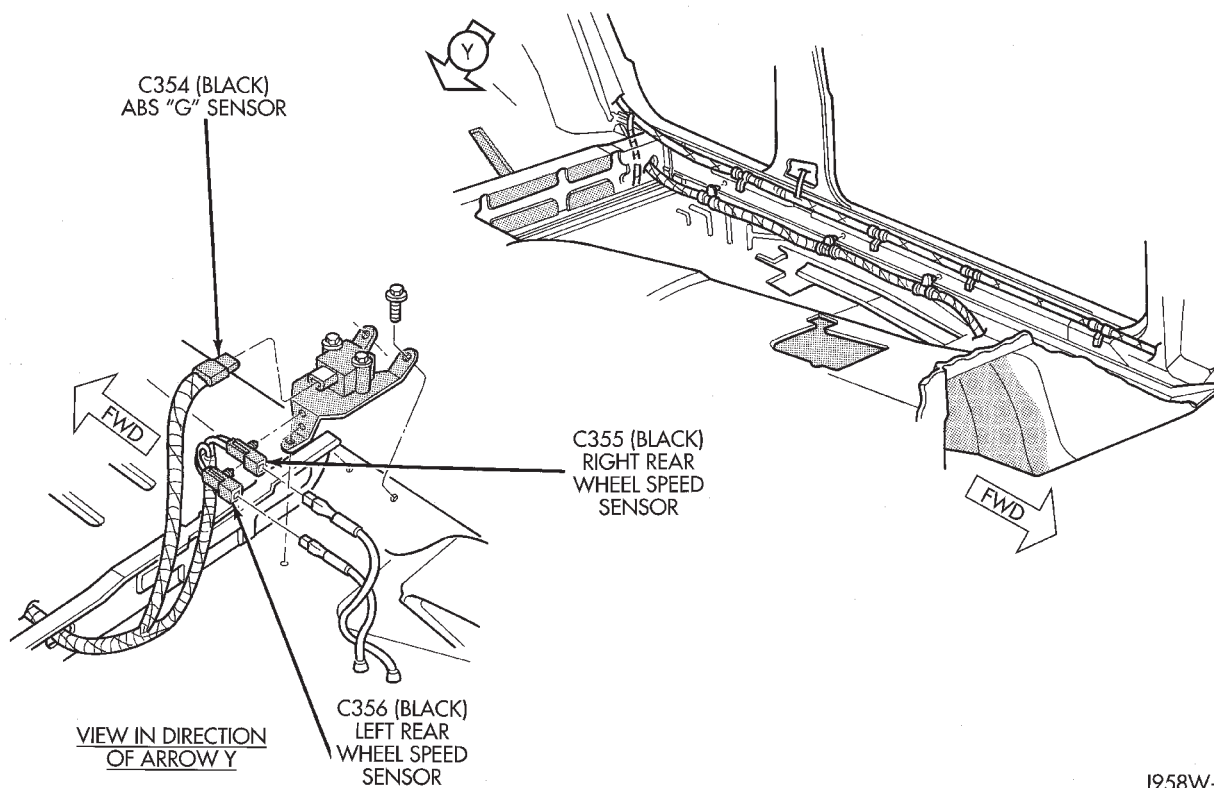


Fig. 25 Left Side Body

DESCRIPTION AND OPERATION (Continued)



J958W-160

Fig. 26 ABS G-Sensor

DESCRIPTION AND OPERATION (Continued)

80a83750

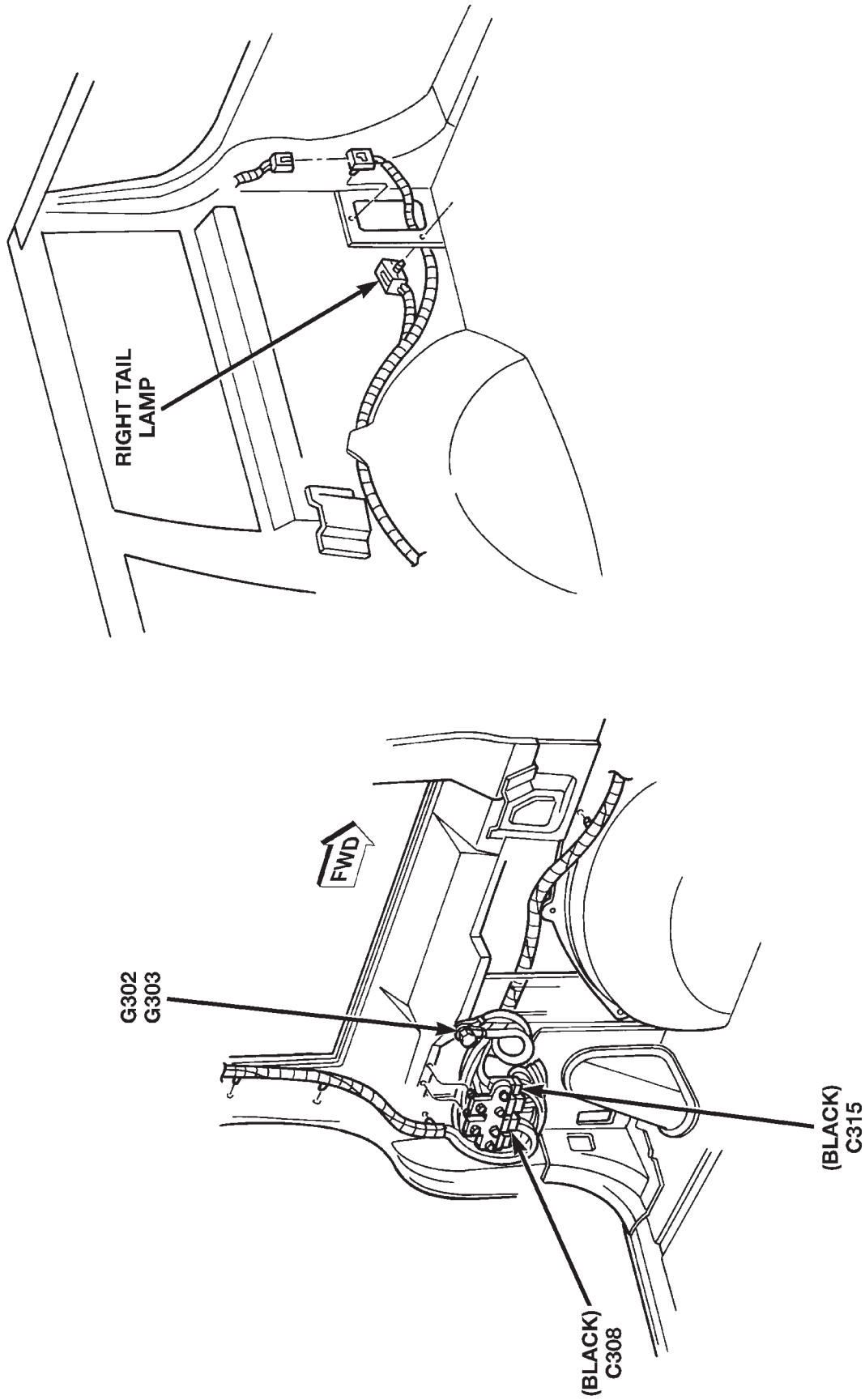


Fig. 27 Rear Lamps

DESCRIPTION AND OPERATION (Continued)

80a837b1

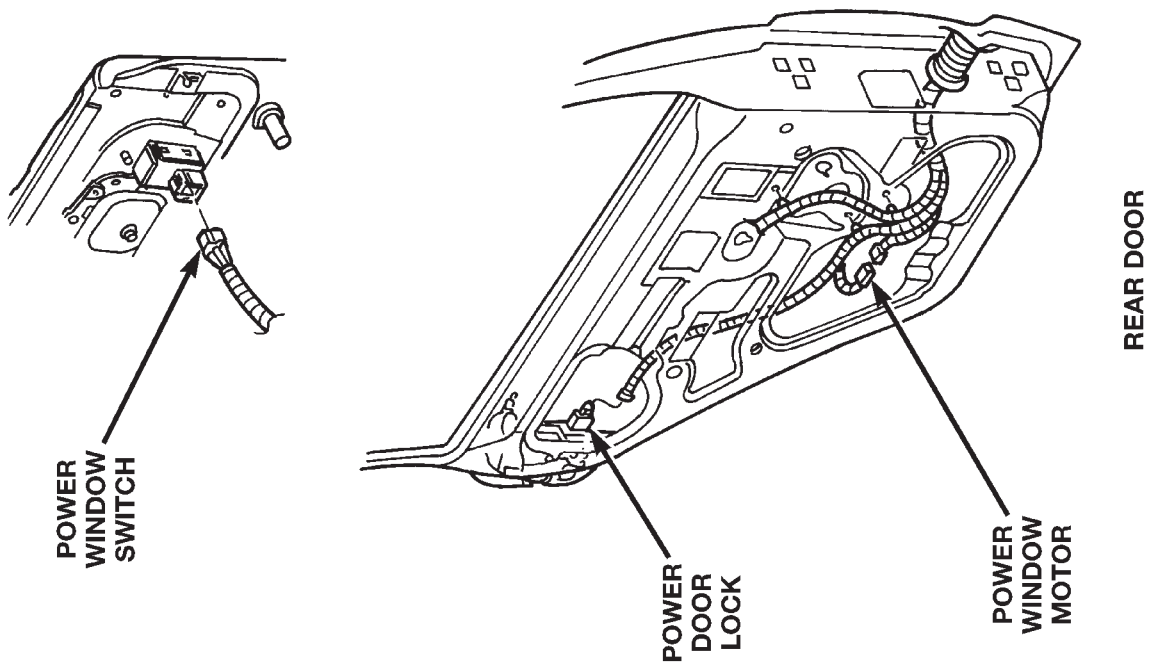
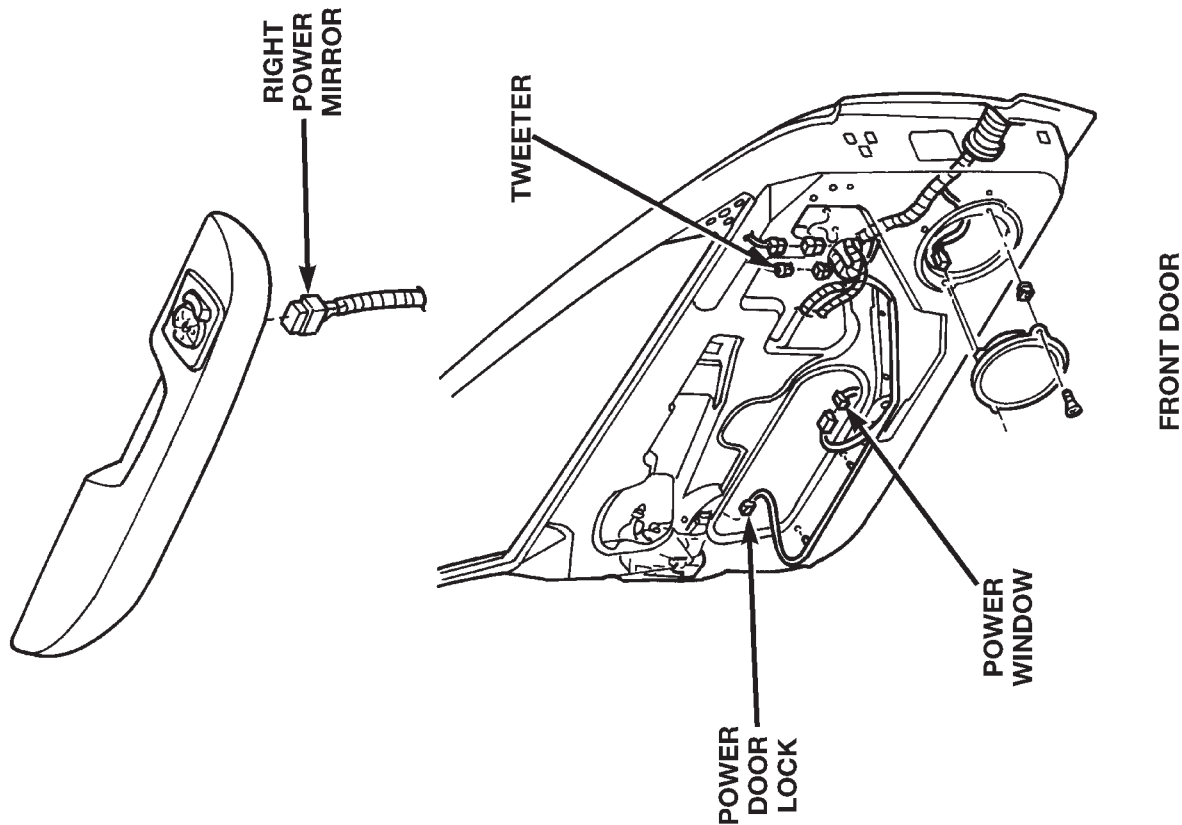


Fig. 28 Front and Rear Doors

DESCRIPTION AND OPERATION (Continued)

80a837b2

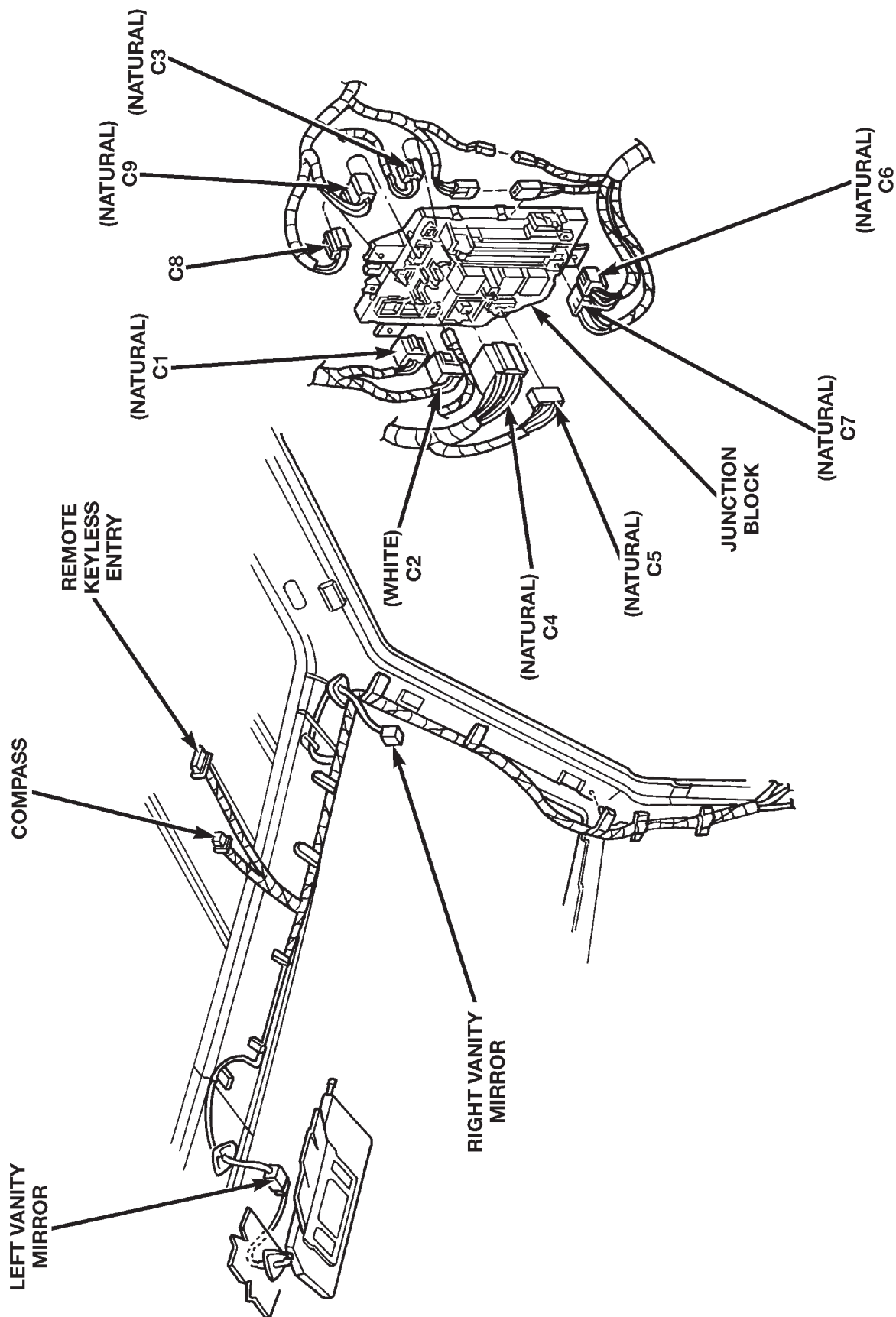
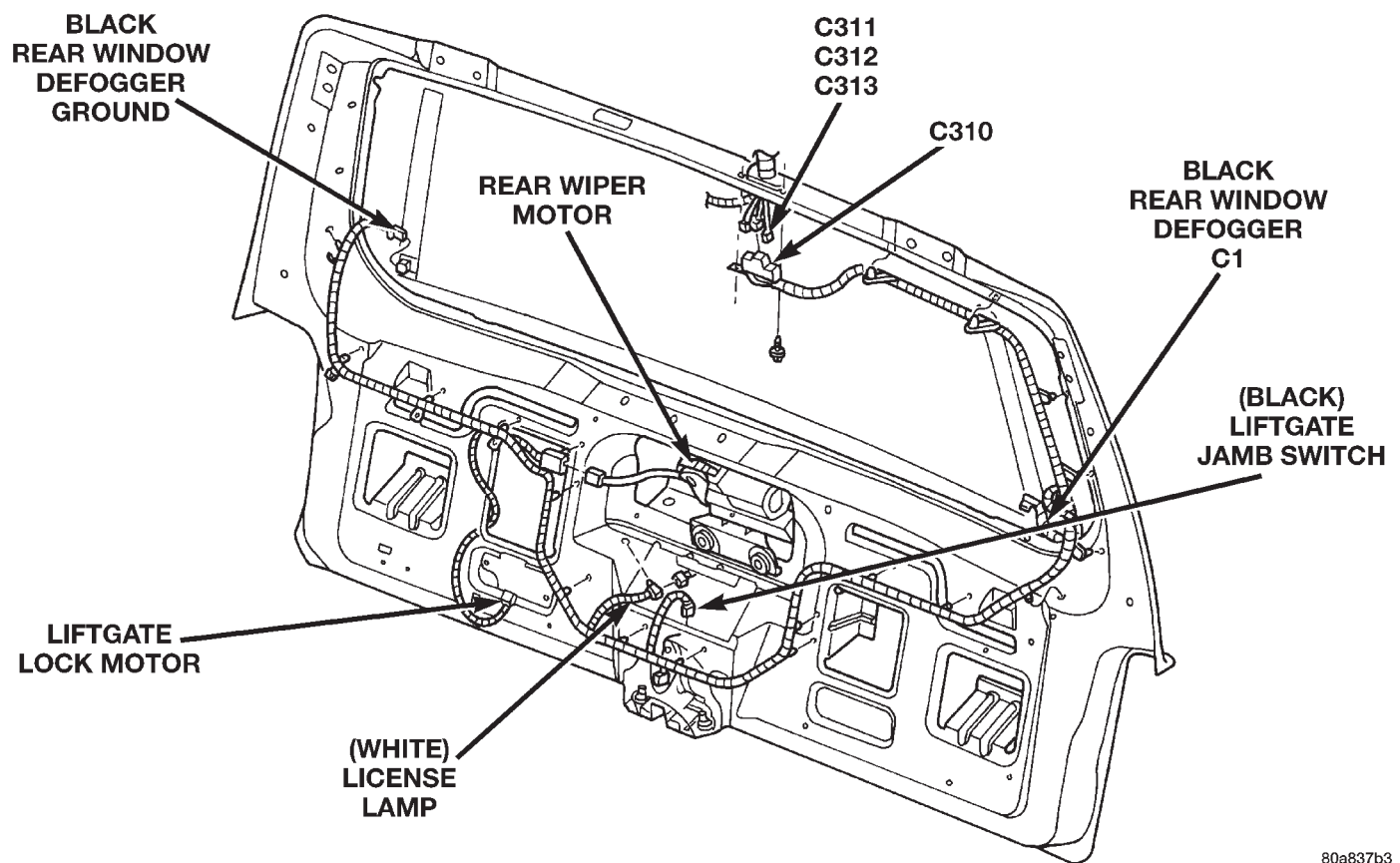


Fig. 29 Overhead and Junction Block

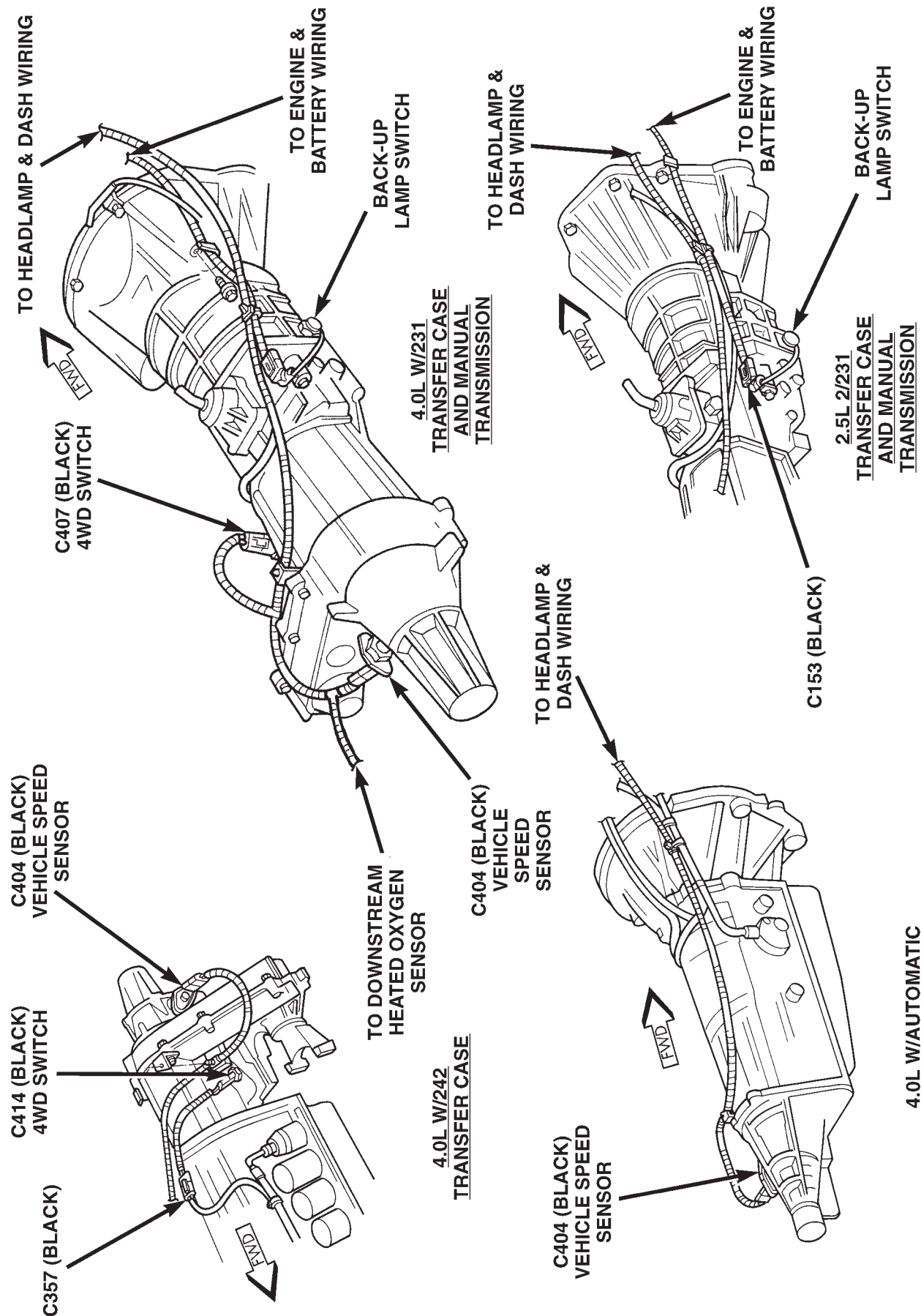
DESCRIPTION AND OPERATION (Continued)



80a837b3

Fig. 30 Liftgate

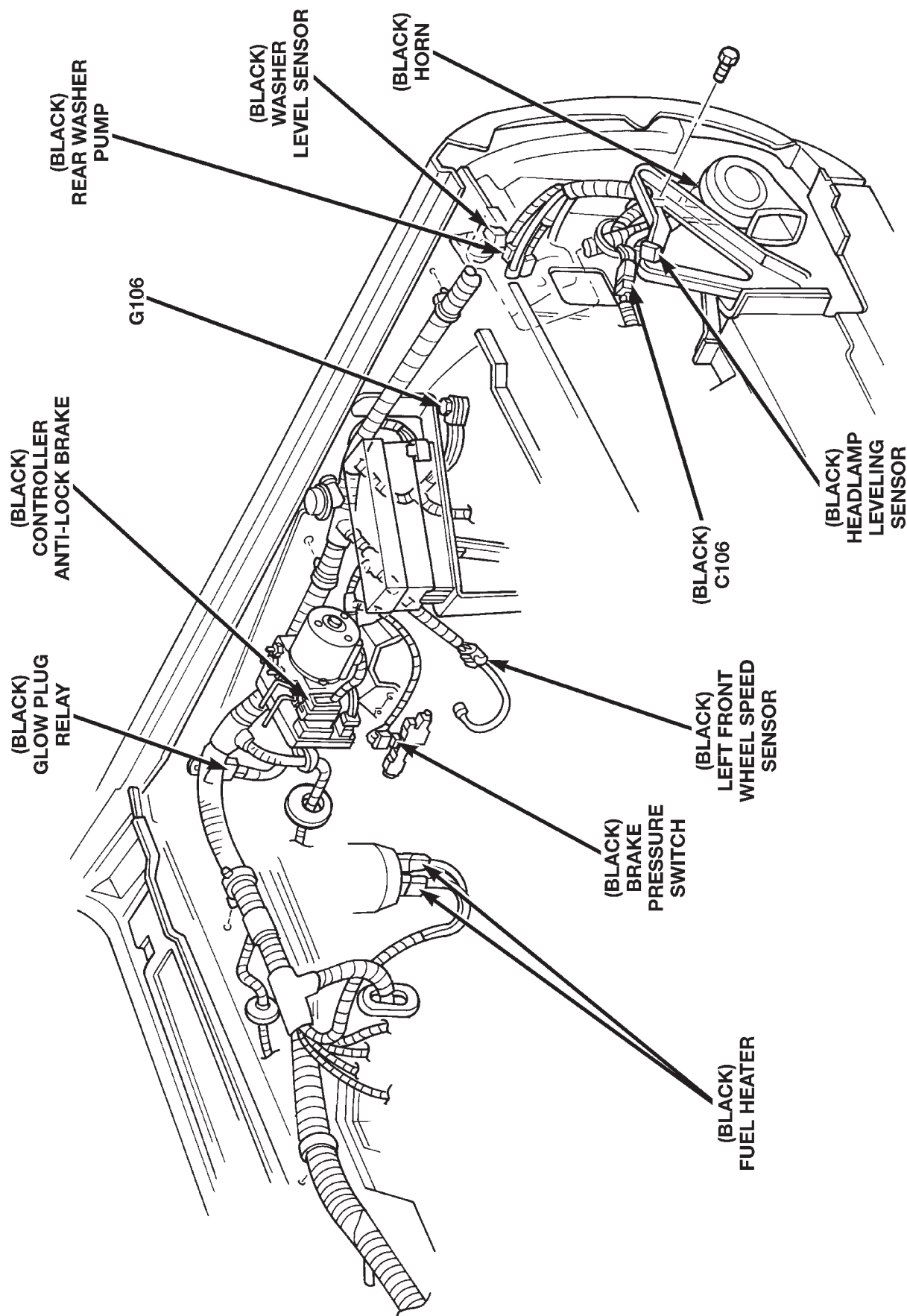
DESCRIPTION AND OPERATION (Continued)



8C3158bc

Fig. 31 Transmission Wiring Connectors

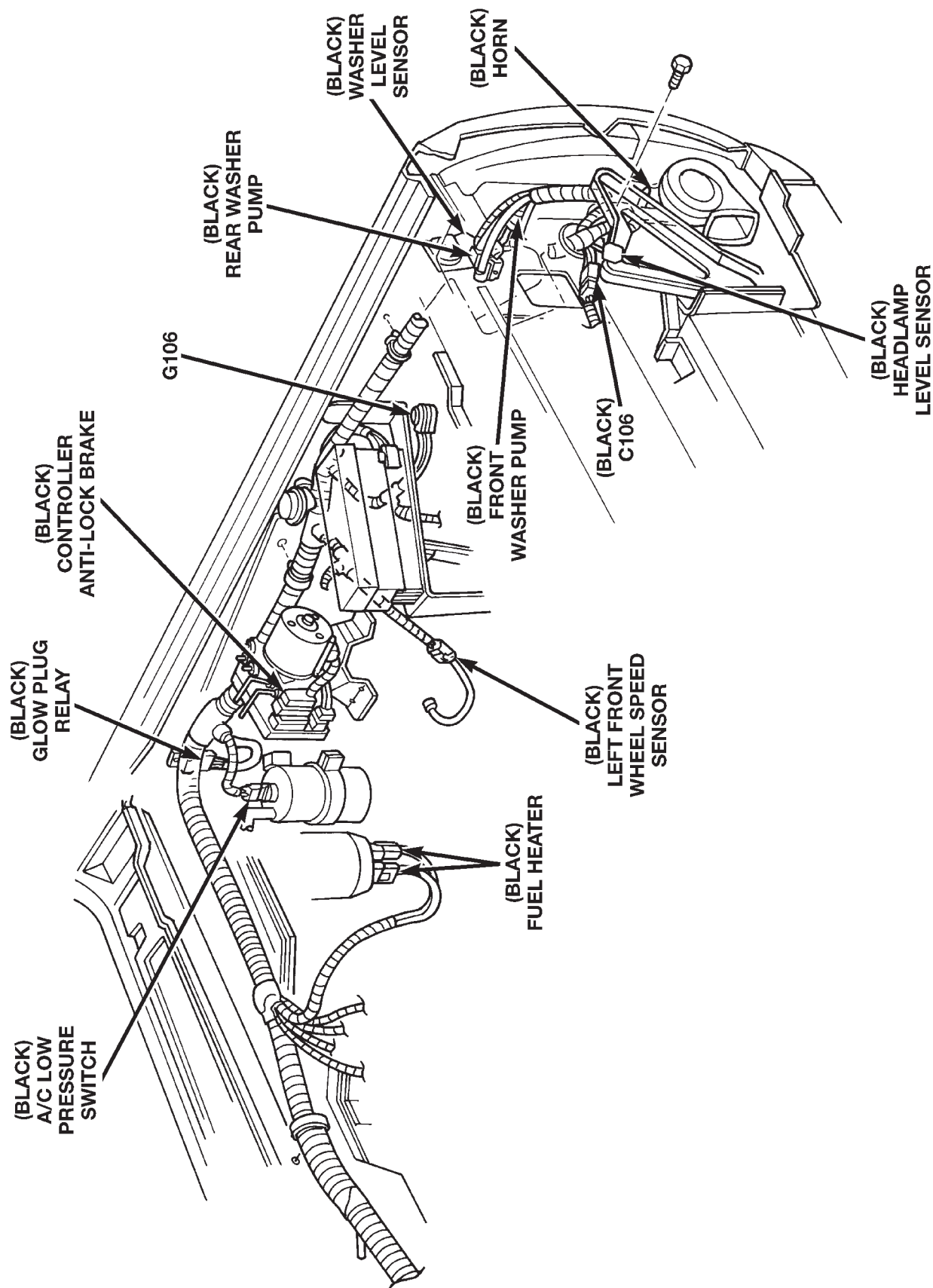
DESCRIPTION AND OPERATION (Continued)



80abfd71

Fig. 32 Left Engine Compartment Diesel Engine LHD

DESCRIPTION AND OPERATION (Continued)



80abfd72

Fig. 33 Left Engine Compartment Diesel Engine RHD

DESCRIPTION AND OPERATION (Continued)

80abfd73

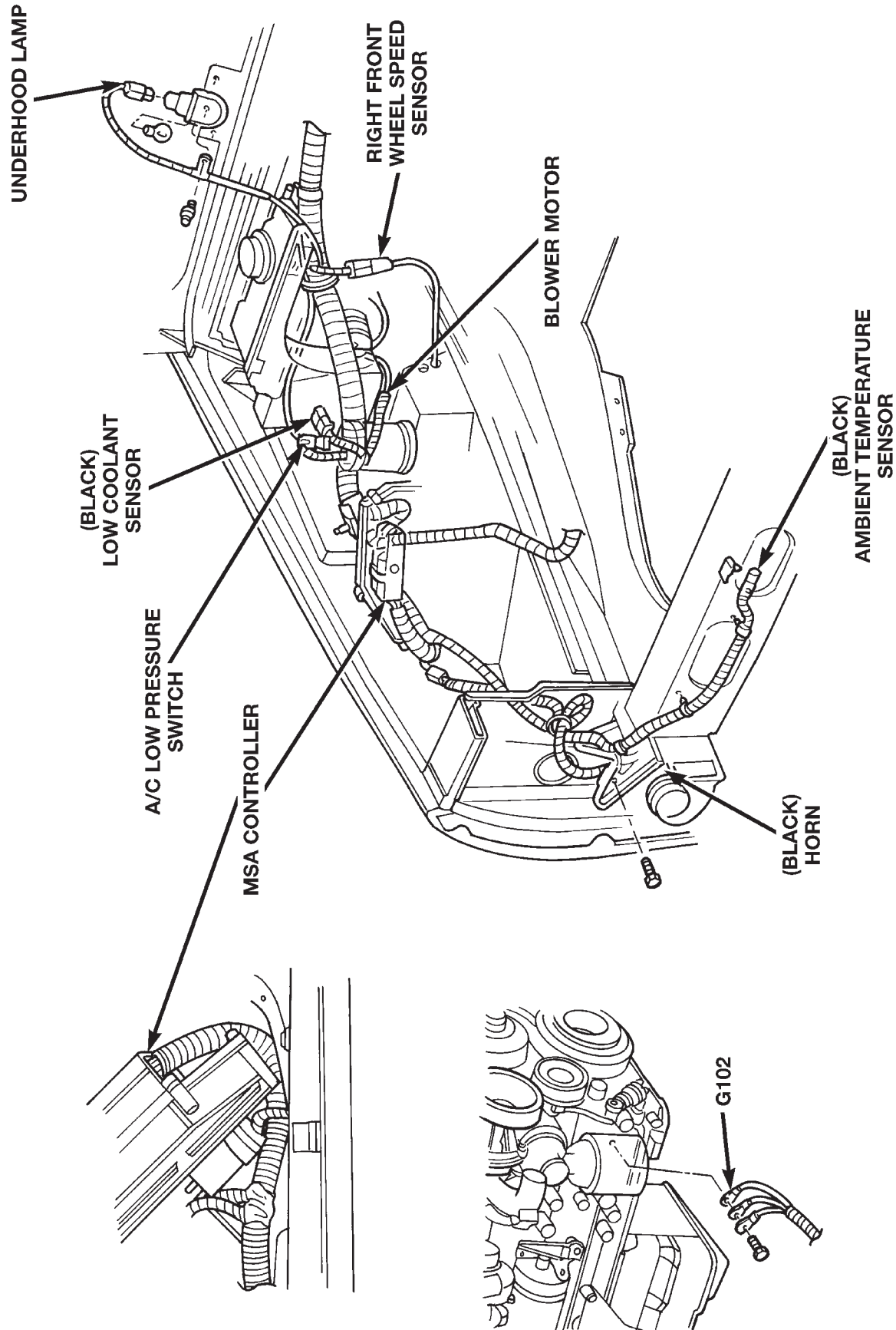


Fig. 34 Right Engine Compartment Diesel Engine LHD

DESCRIPTION AND OPERATION (Continued)

80abfd74

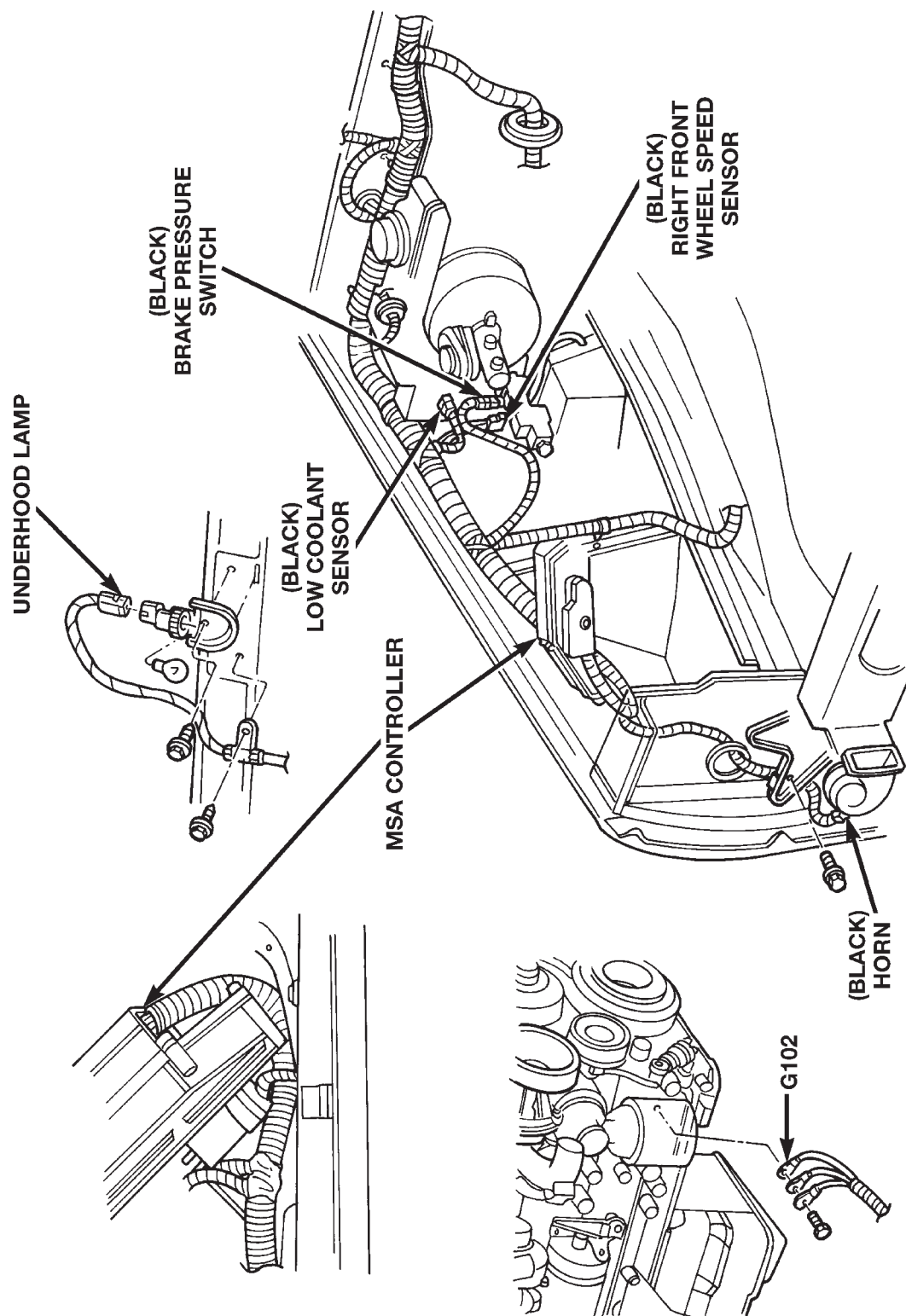
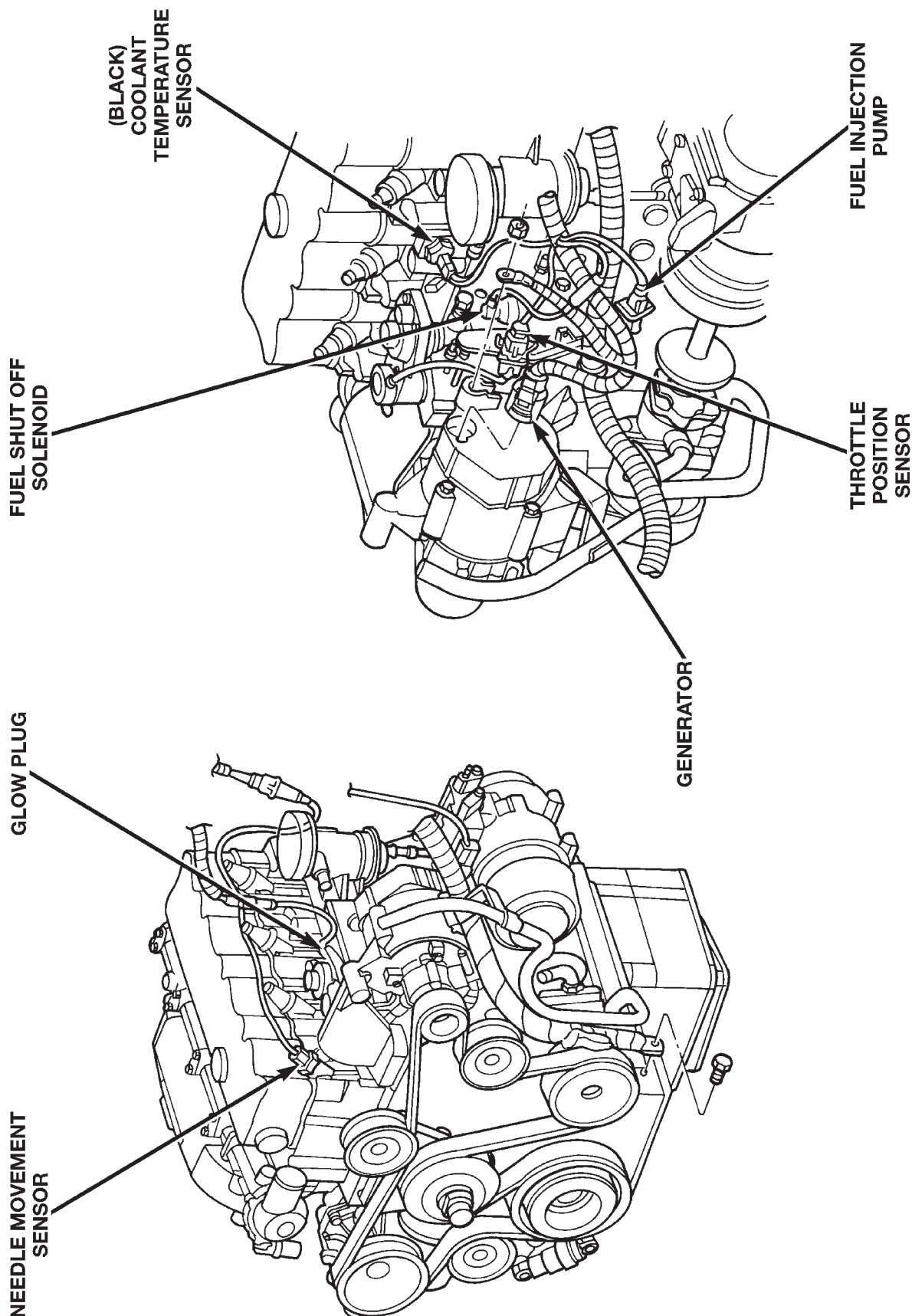


Fig. 35 Right Engine Compartment Diesel Engine RHD

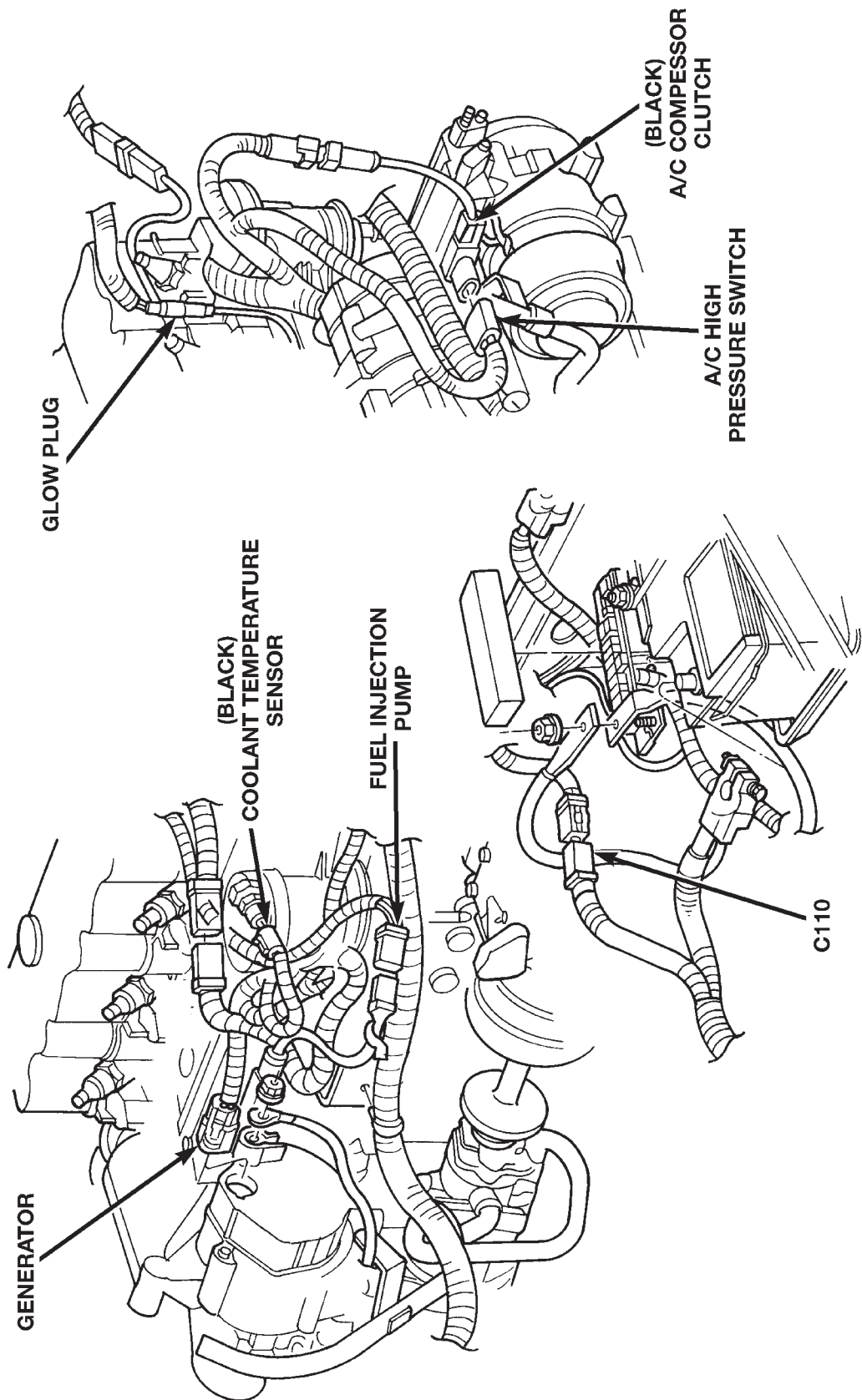
DESCRIPTION AND OPERATION (Continued)



80abfd75

Fig. 36 Engine Connectors Diesel Engine

DESCRIPTION AND OPERATION (Continued)



80abfd76

Fig. 37 Engine and Battery Diesel Engine

DESCRIPTION AND OPERATION (Continued)

80abfd77

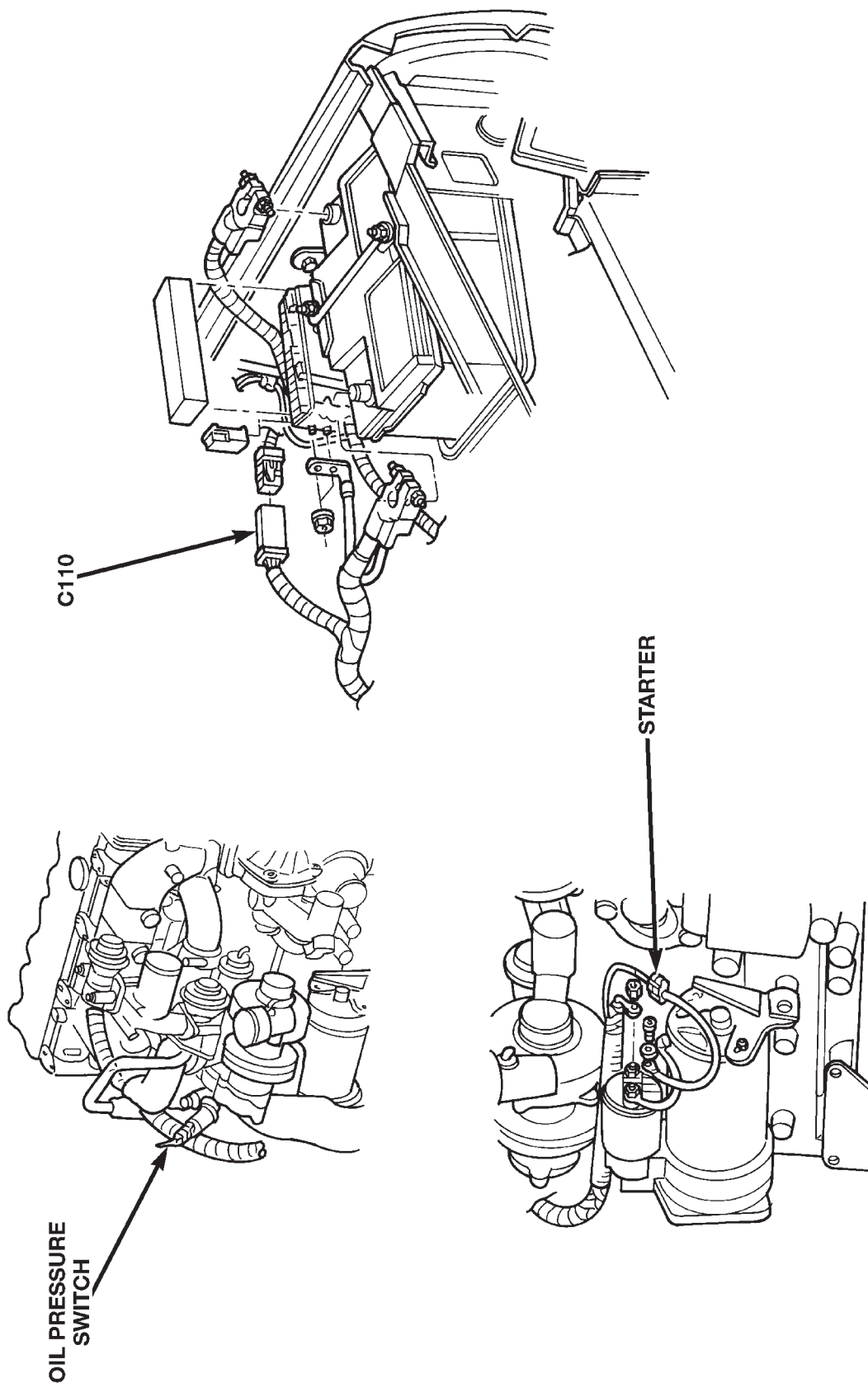


Fig. 38 Starter and Battery Diesel Engine

DESCRIPTION AND OPERATION (Continued)

80abrd78

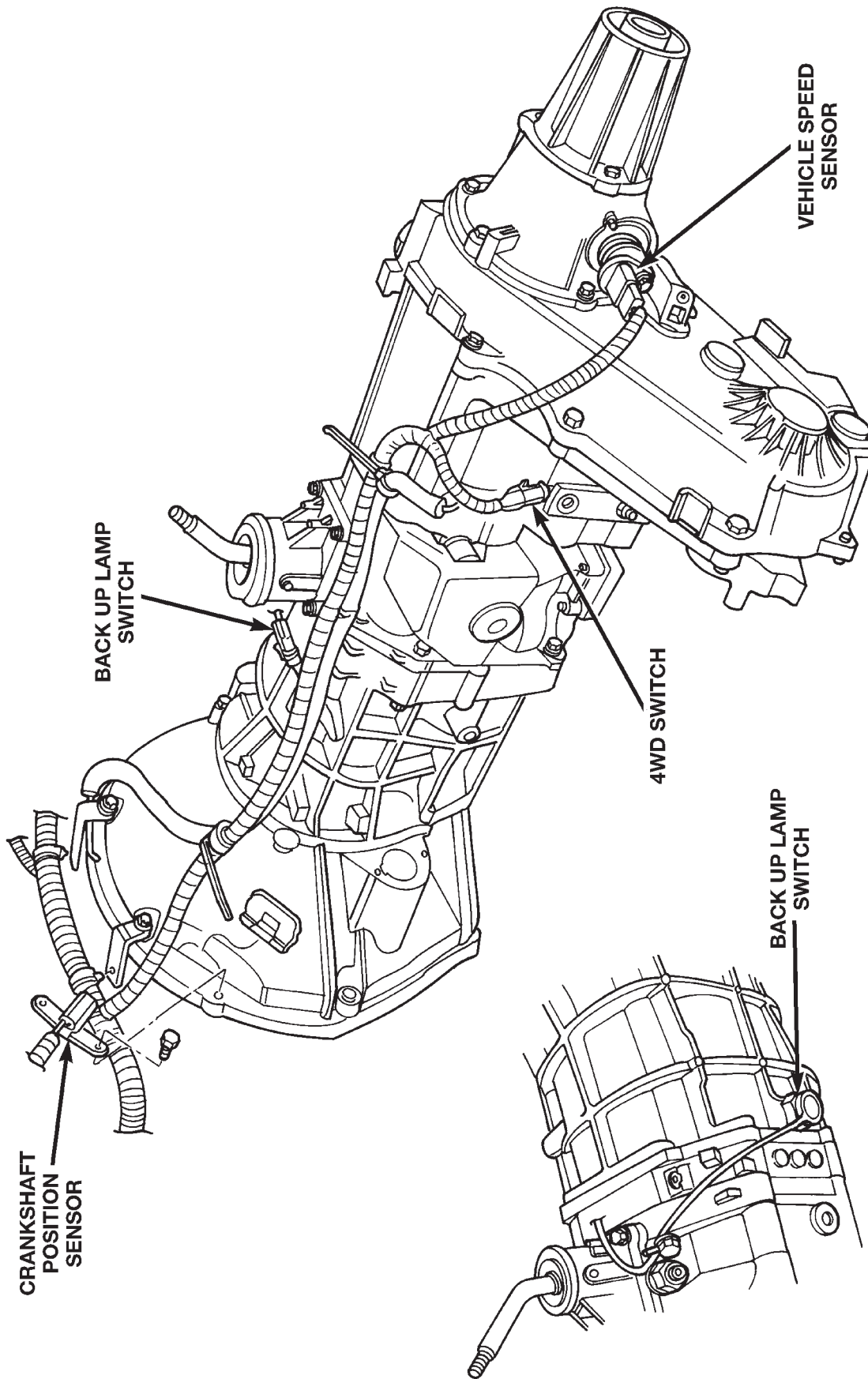


Fig. 39 Transmission Connectors Diesel Engine

8W-95 SPLICE LOCATIONS

DESCRIPTION AND OPERATION

INTRODUCTION

This section provides illustrations identifying the general location of the splices in this vehicle. A splice index is provided. Use the wiring diagrams in each

section for splice number identification. Refer to the index for proper splice number.

SPLICE LOCATIONS

For splices that are not shown in the figures in this section a N/S is placed in the Fig. column.

Splice Number	Location	Fig.
S100	Near Right Headlamp	9
S101	Near Right Headlamp	9
S102	Between Headlamps	9
S103	Near Left Headlamp	9
S104	Near Left Headlamp	9
S105	Near Left Headlamp	9
S106	Near Left Headlamp	9
S107	Rear of Engine	10, 11, 12
S108	Rear of Engine	10, 11, 12
S109	Near Fuel Injector Harness	10, 11, 12
S110	Near Fuel Injector Harness	10, 11, 12
S111	Near Fuel Injector Harness	10, 11, 12
S112	Near Fuel Injector Harness	10
S113	Near Fuel Injector Harness	10, 11, 12
S114	Near Fuel Injector Harness	10, 11, 12
S115	Near MAP Sensor	11, 12
S116	Near Back-Up Switch	11, 12
S118	Near Generator	10
S119	Near Battery	N/S
S130	Near Power Distribution Center	3, 4, 7, 8, 17, 18
S131	Near Purge Solenoid	3, 4, 7, 8, 18, 19, 20
S132	Near Purge Solenoid	3, 4, 7, 8, 18
S133	Left Rear of Engine Compartment	1, 2, 6, 7, 17, 20
S134	Left Rear of Engine Compartment	2, 3
S135	Rear of Engine Compartment	3, 4, 7, 8
S136	Rear of Engine Compartment	2, 3, 6, 7
S137	Rear of Engine Compartment	1, 2, 5, 6, 7, 17, 18

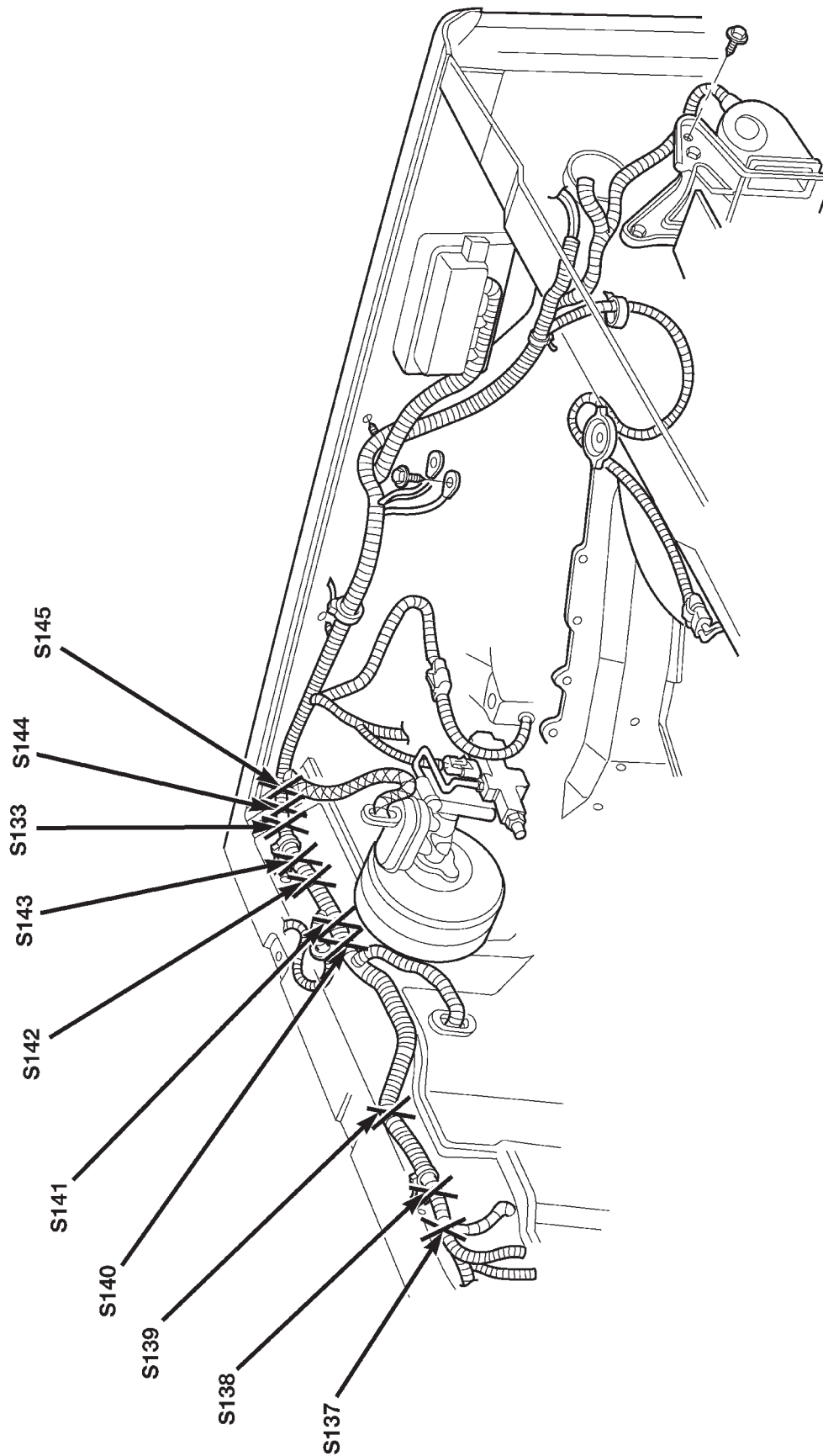
Splice Number	Location	Fig.
S138	Rear of Engine Compartment	1, 2, 5, 6, 7, 17, 18
S139	Left Rear of Engine Compartment	1, 2, 6, 17, 18
S140	Left Rear of Engine Compartment	1, 2, 6
S141	Left Rear of Engine Compartment	1, 2, 17
S142	Left Rear of Engine Compartment	1, 4
S143	Left Rear of Engine Compartment	1, 4, 5, 8
S144	Left Rear of Engine Compartment	1, 2, 6
S145	Left Rear of Engine Compartment	1, 2, 6
S146	Near MSA Controller (Diesel)	19, 20
S147	Left Rear of Engine Compartment	17, 18
S148	Left Rear of Engine Compartment	17, 18
S149	Left Rear of Engine Compartment	17, 18
S150	Left Rear of Engine Compartment	17, 18
S151	Left Fender Side Shield	17, 18
S152	Left Fender Side Shield	18
S156	Rear of Engine Compartment	17
S157	Left Rear of Engine Compartment	17
S200	Near Headlamp Switch	13, 14
S201	Near Data Link Connector	13, 14
S202	Lower Left Instrument Panel	13
S203	Near Brake switchl	13
S204	Near Brake Switch	13, 14

DESCRIPTION AND OPERATION (Continued)

Splice Number	Location	Fig.
S205	Lower Instrument Panel	13, 14
S206	In Lower Instrument Panel Trough	13, 14
S207	In Lower Instrument Panel Trough	13, 14
S208	In Lower Instrument Panel Trough	13, 14
S209	In Lower Instrument Panel Trough	13, 14
S210	In Lower Instrument Panel Trough	13, 14
S211	In Lower Instrument Panel Trough	13, 14
S212	Near Brake Shift Interlock	13, 14
S213	Near Brake Shift Interlock	13, 14
S214	Between Glove Box Lamp and Trough	13, 14
S215	Near Center Console	13, 14
S216	Near Instrument Cluster	13, 14
S217	Lower Instrument Panel	13
S218	Lower Instrument Panel	14
S219	Lower Instrument Panel	14
S221	Near Clock Spring	N/S
S222	Near Clock Spring	N/S
S300	Left Side Body Harness	16
S301	Near Power Amplifier	16
S302	Near Power Amplifier	16
S303	Near Power Amplifier	16
S304	Near Right Front Door Jamb Switch	N/S
S305	Between Right Tail Lamp and Power Seat	N/S
S306	Between Right Tail Lamp and Power Seat	N/S
S307	Between Right Tail Lamp and Power Seat	N/S
S308	Between Left Tail Lamp and Left Rear Door	N/S
S309	Between Left Tail Lamp and Left Rear Door	N/S
S310	Near Right Rear Door Jamb Switch	N/S
S311	Near Left Tail Lamp	N/S

Splice Number	Location	Fig.
S312	Near Power Seat	N/S
S313	Near Console Illumination	N/S
S314	Instrument Panel to Body Harness	15
S315	Instrument Panel to Body Harness	15
S316	Near Right Power Window	N/S
S317	Near Right Power Window	N/S
S318	Right Front Door	N/S
S319	Right Front Door	N/S
S320	Right Front Door	N/S
S321	Right Front Door	N/S
S322	Near Left Power Mirror	N/S
S323	Near Left Door Tweeter	N/S
S324	Near Left Door Tweeter	N/S
S325	Near Left Door Tweeter	N/S
S326	Near Left Door Speaker	N/S
S327	Near Left Door Speaker	N/S
S328	Near Left Power Mirror	N/S
S329	Near Left Power Mirror	N/S
S330	Near Left Front Door Speaker	N/S
S331	Near Left Front Door Speaker	N/S
S333	Liftgate	N/S
S334	Liftgate	N/S
S335	Trailer Tow Harness	N/S
S336	Trailer Tow Harness	N/S
S337	Trailer Tow Harness	N/S
S338	Trailer Tow Harness	N/S
S339	Trailer Tow Harness	N/S
S340	Trailer Tow Harness	N/S
S341	Trailer Tow Harness	N/S
S342	Overhead Console	N/S
S343	Overhead Console	N/S
S344	Overhead Console	N/S
S345	Overhead Console	N/S
S346	Overhead Console	N/S
S347	Dome and Vanity Harness	N/S
S348	Trailer Tow Harness	N/S

DESCRIPTION AND OPERATION (Continued)



80a837b4

Fig. 1 Left Engine Compartment Splices 4.0L Engine LHD

DESCRIPTION AND OPERATION (Continued)

80abfd6a

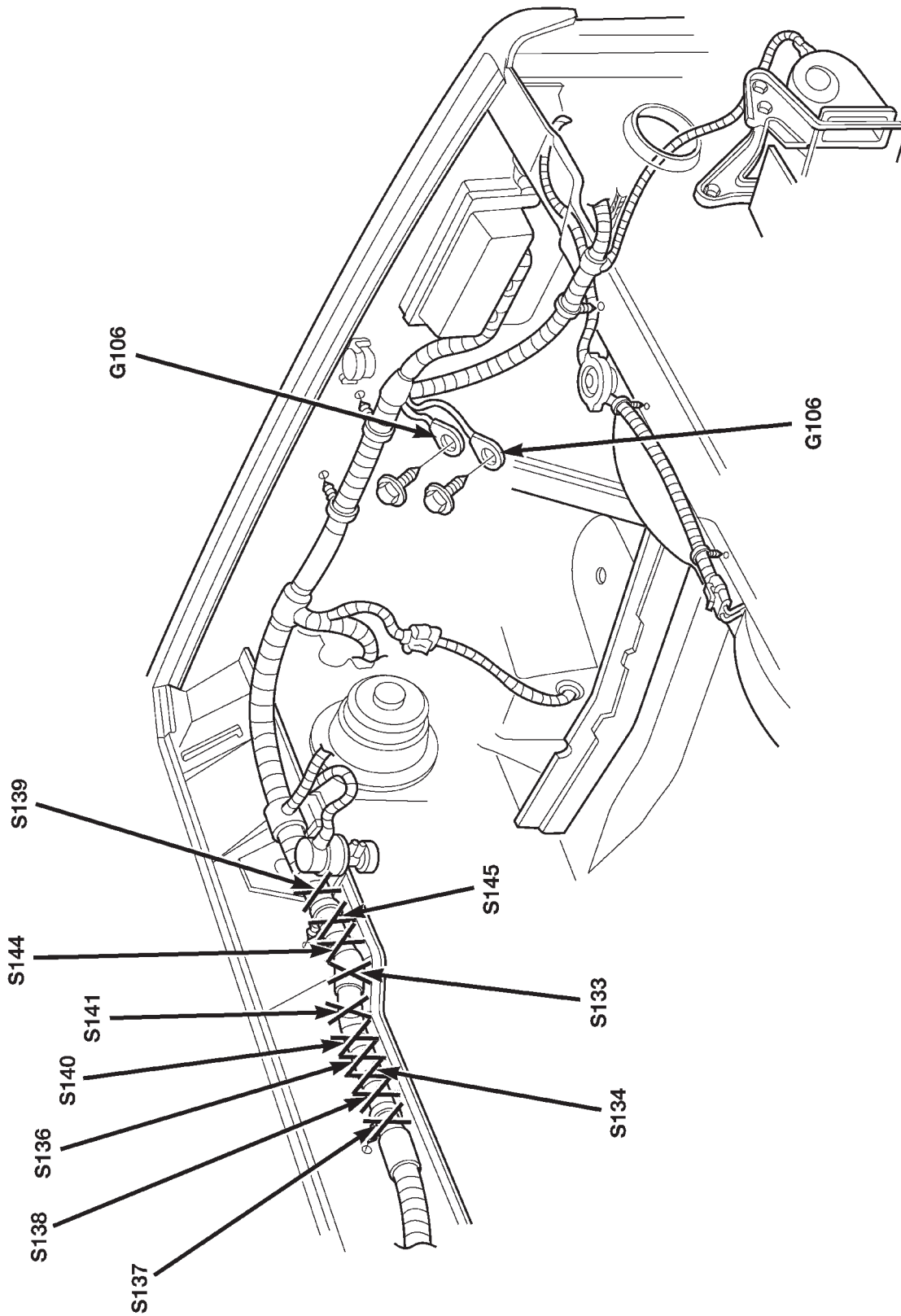


Fig. 2 Left Engine Compartment Splices 4.0L Engine RHD

DESCRIPTION AND OPERATION (Continued)

80a837b5

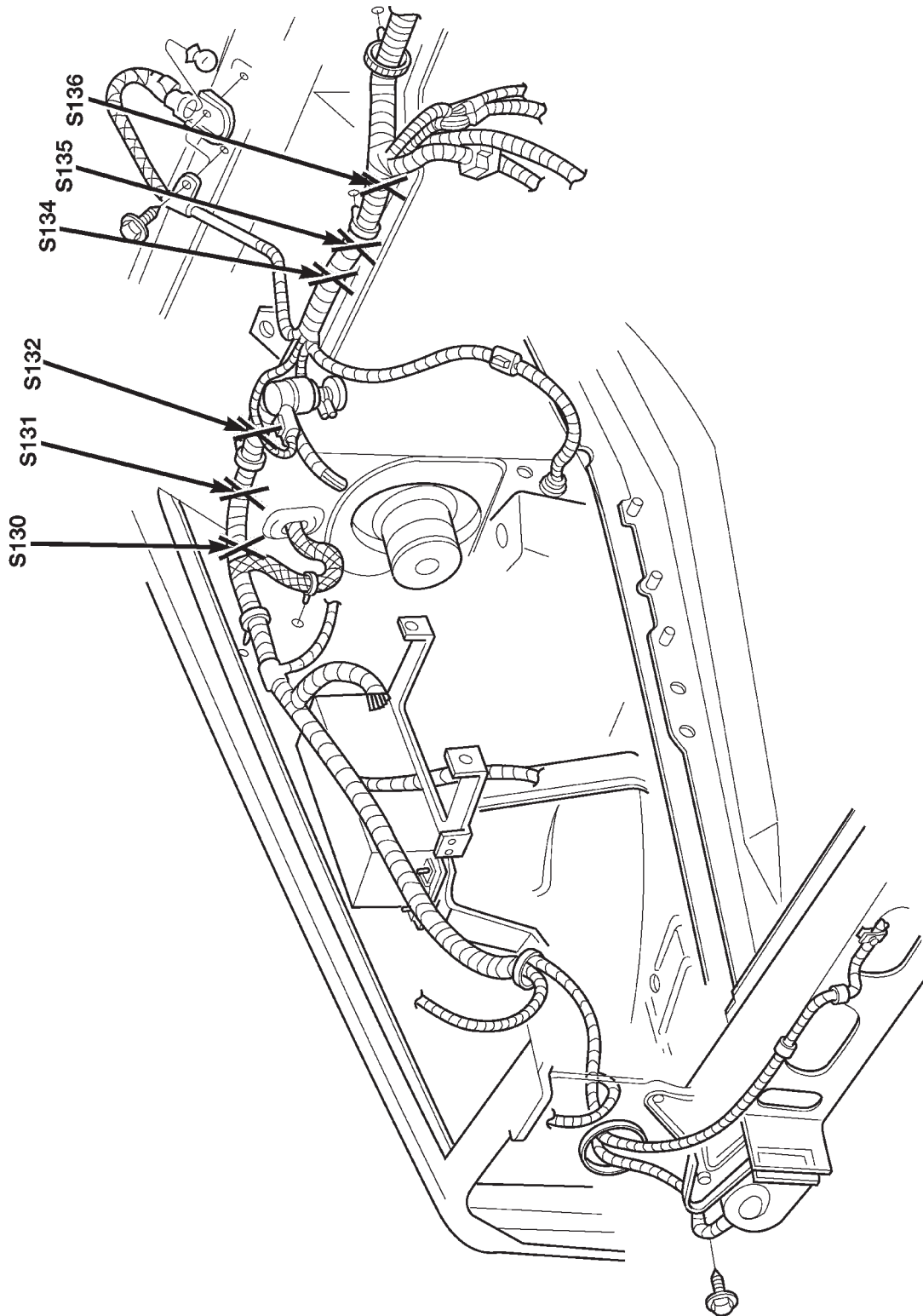
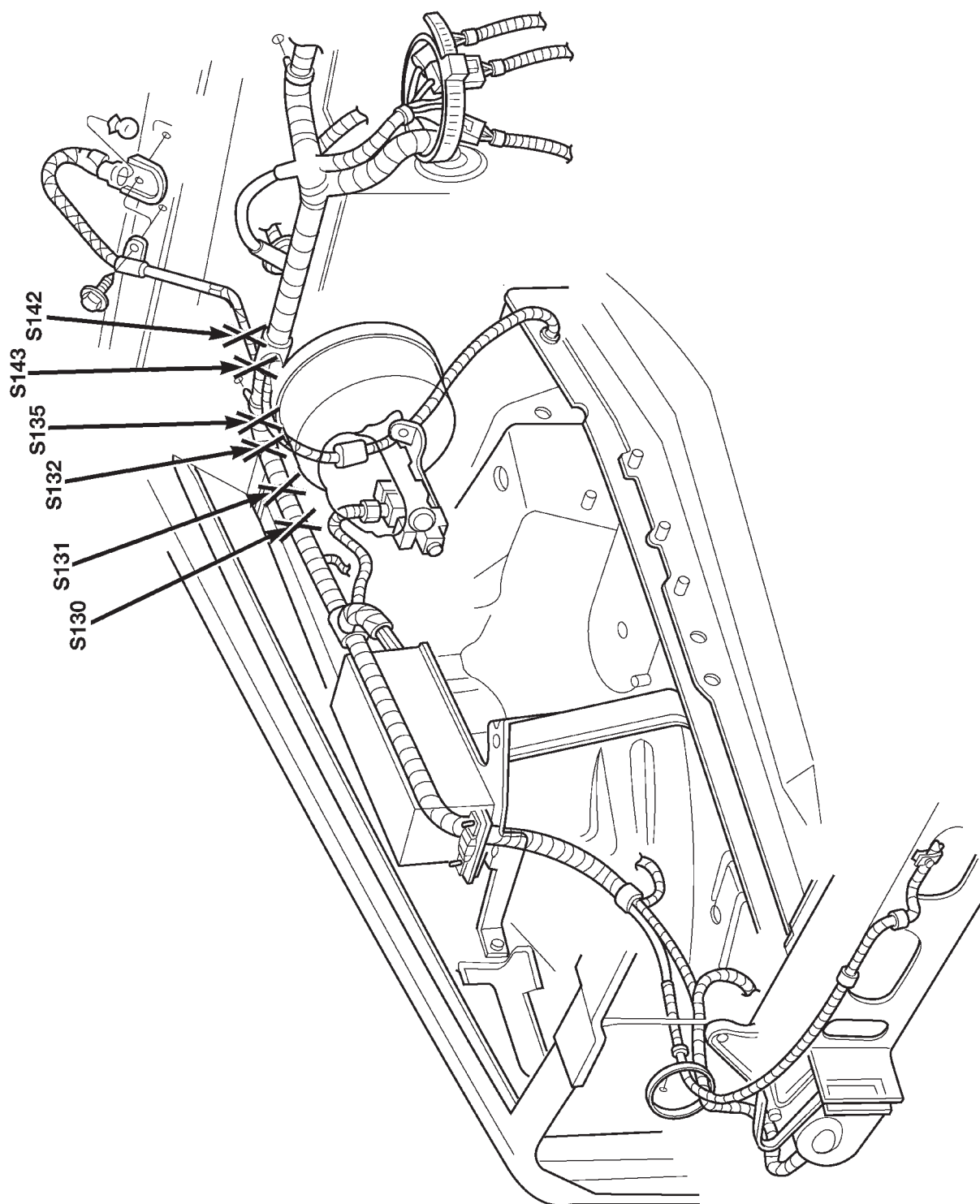


Fig. 3 Right Engine Compartment Splices 4.0L Engine LHD

DESCRIPTION AND OPERATION (Continued)

80abfd6b

*Fig. 4 Right Engine Compartment Splices 4.0L Engine RHD*

DESCRIPTION AND OPERATION (Continued)

80a837b6

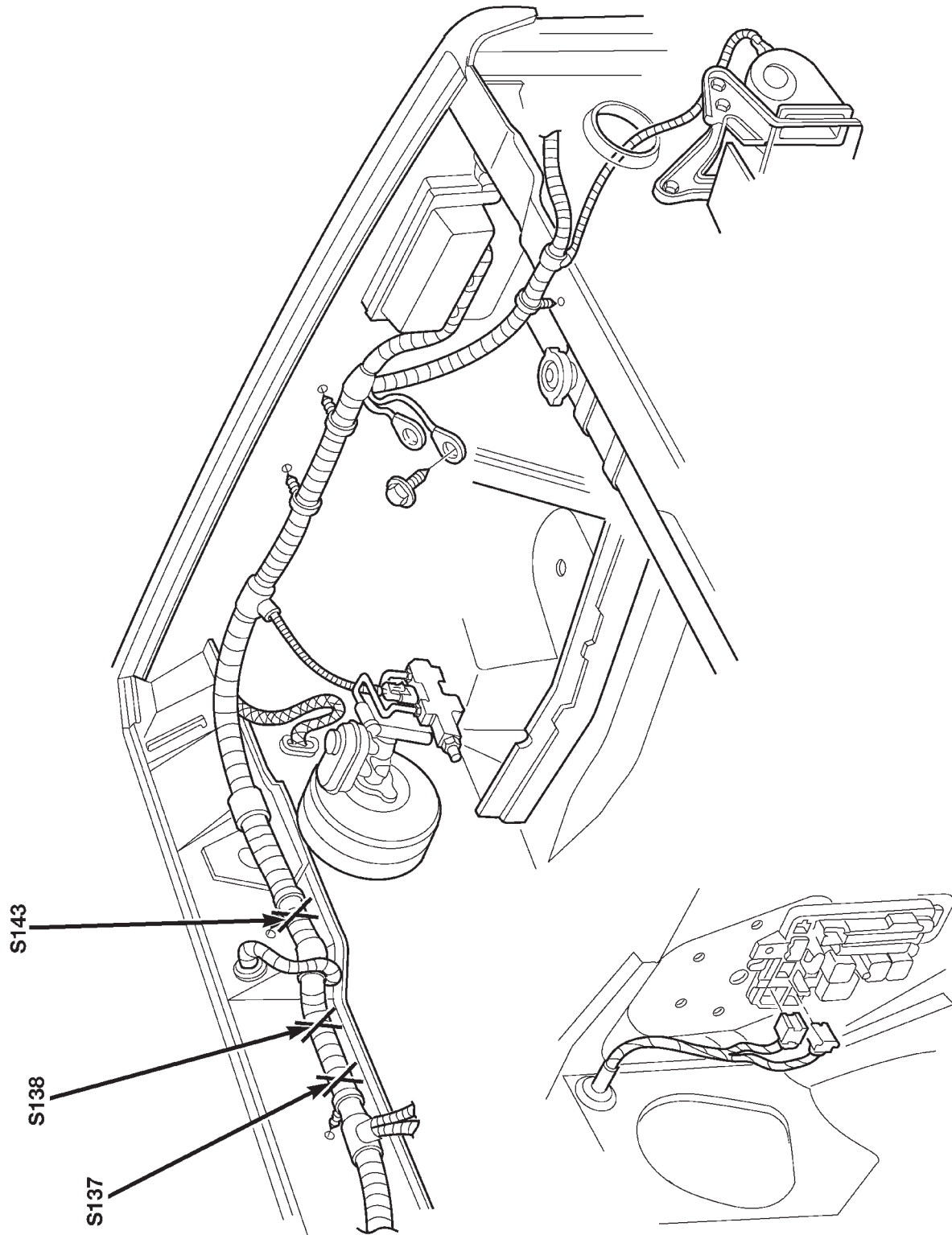


Fig. 5 Left Engine Compartment Splices 2.5L Engine LHD

DESCRIPTION AND OPERATION (Continued)

80abfd6c

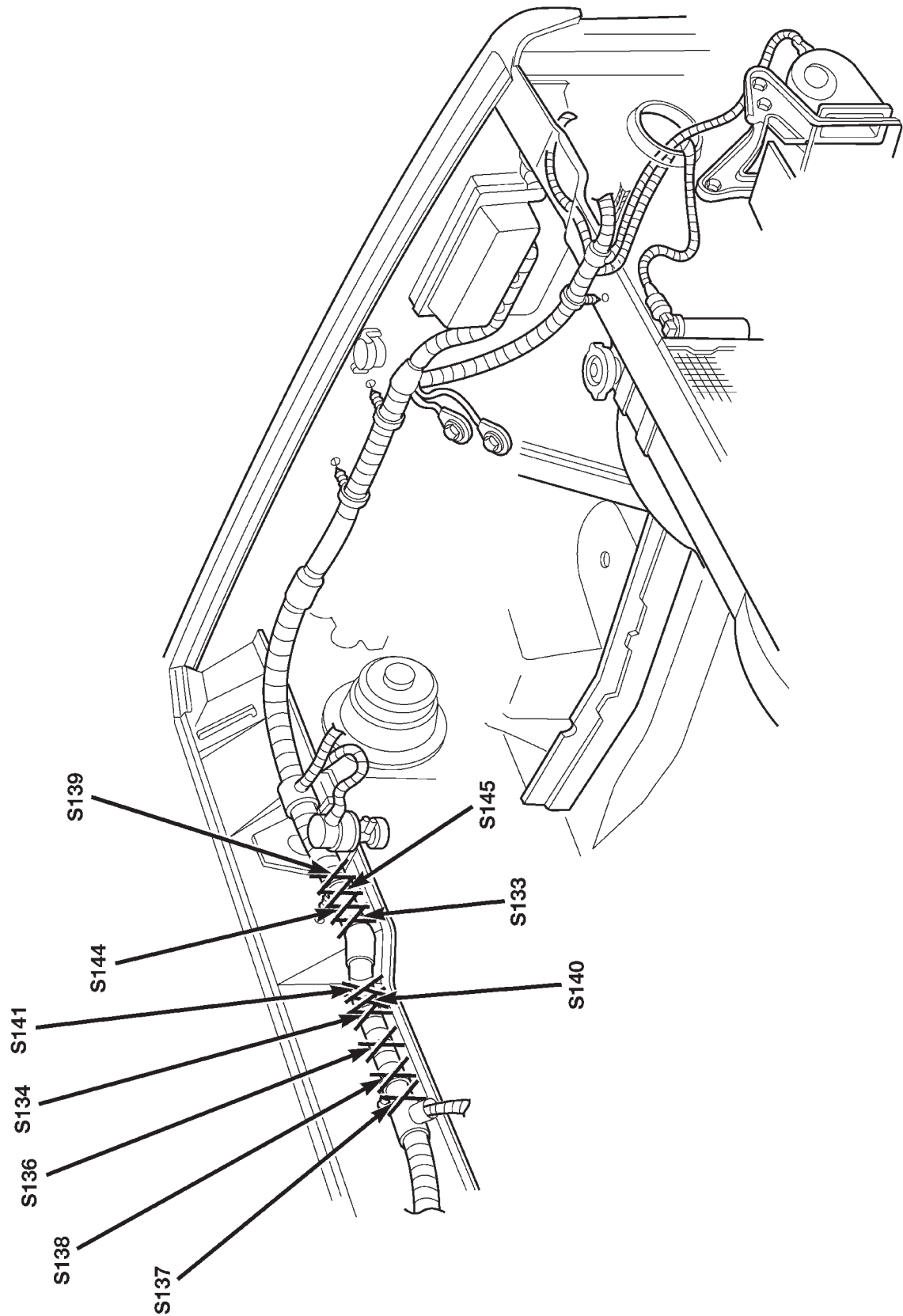


Fig. 6 Left Engine Compartment Splices 2.5L Engine RHD

DESCRIPTION AND OPERATION (Continued)

80a837b7

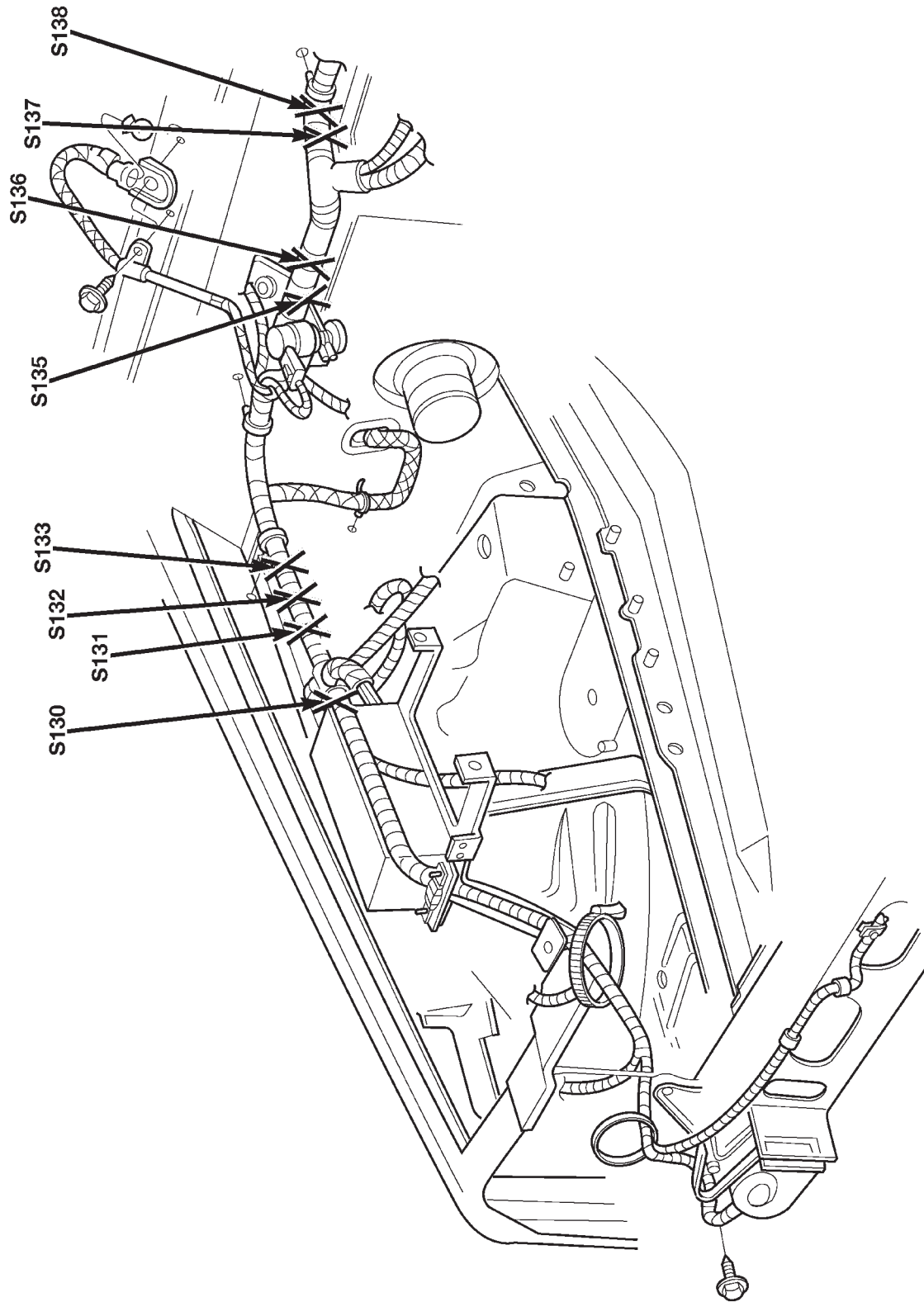


Fig. 7 Right Engine Compartment Splices 2.5L Engine LHD

DESCRIPTION AND OPERATION (Continued)

80abaf6d

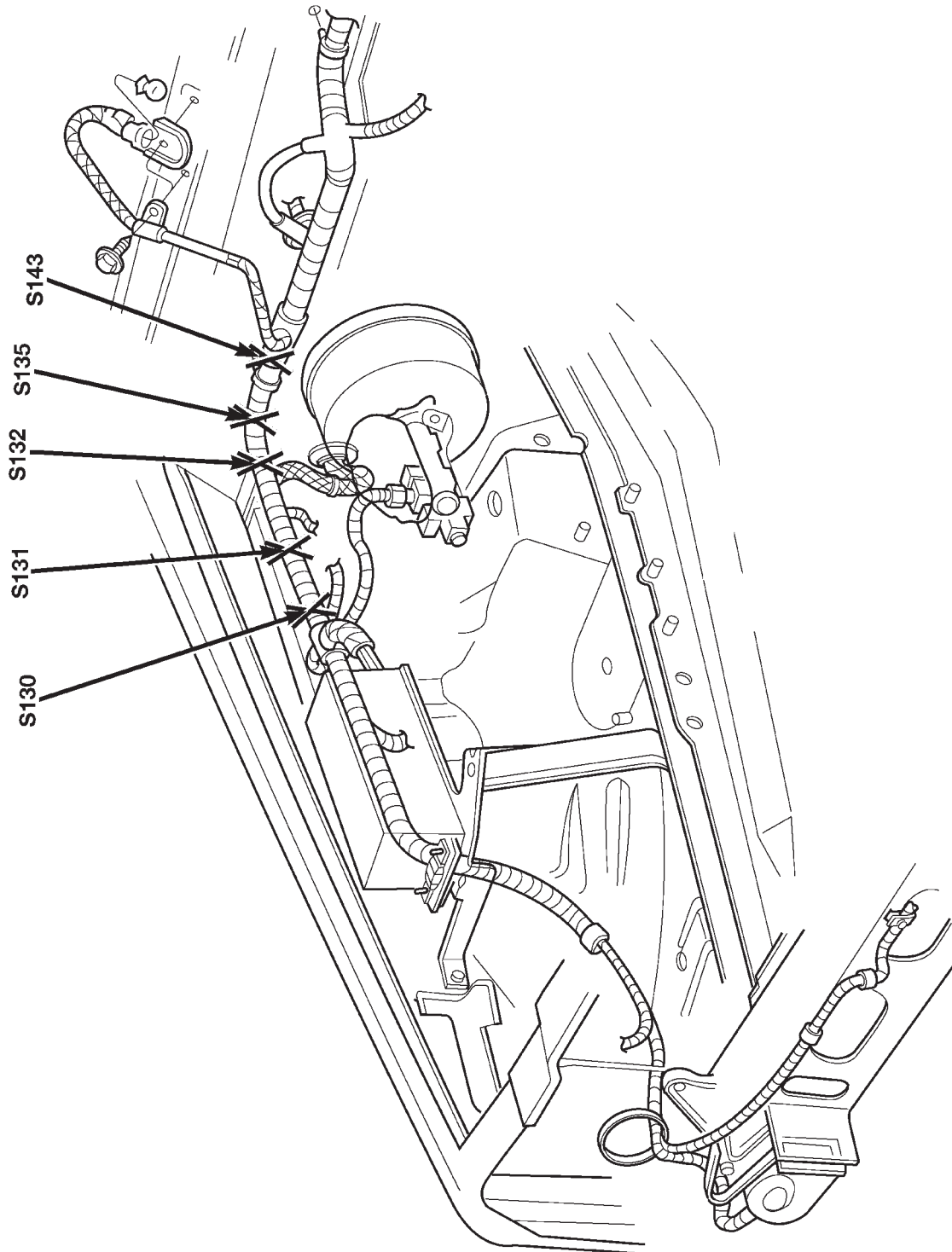


Fig. 8 Right Engine Compartment Splices 2.5L Engine RHD

DESCRIPTION AND OPERATION (Continued)

80a837b8

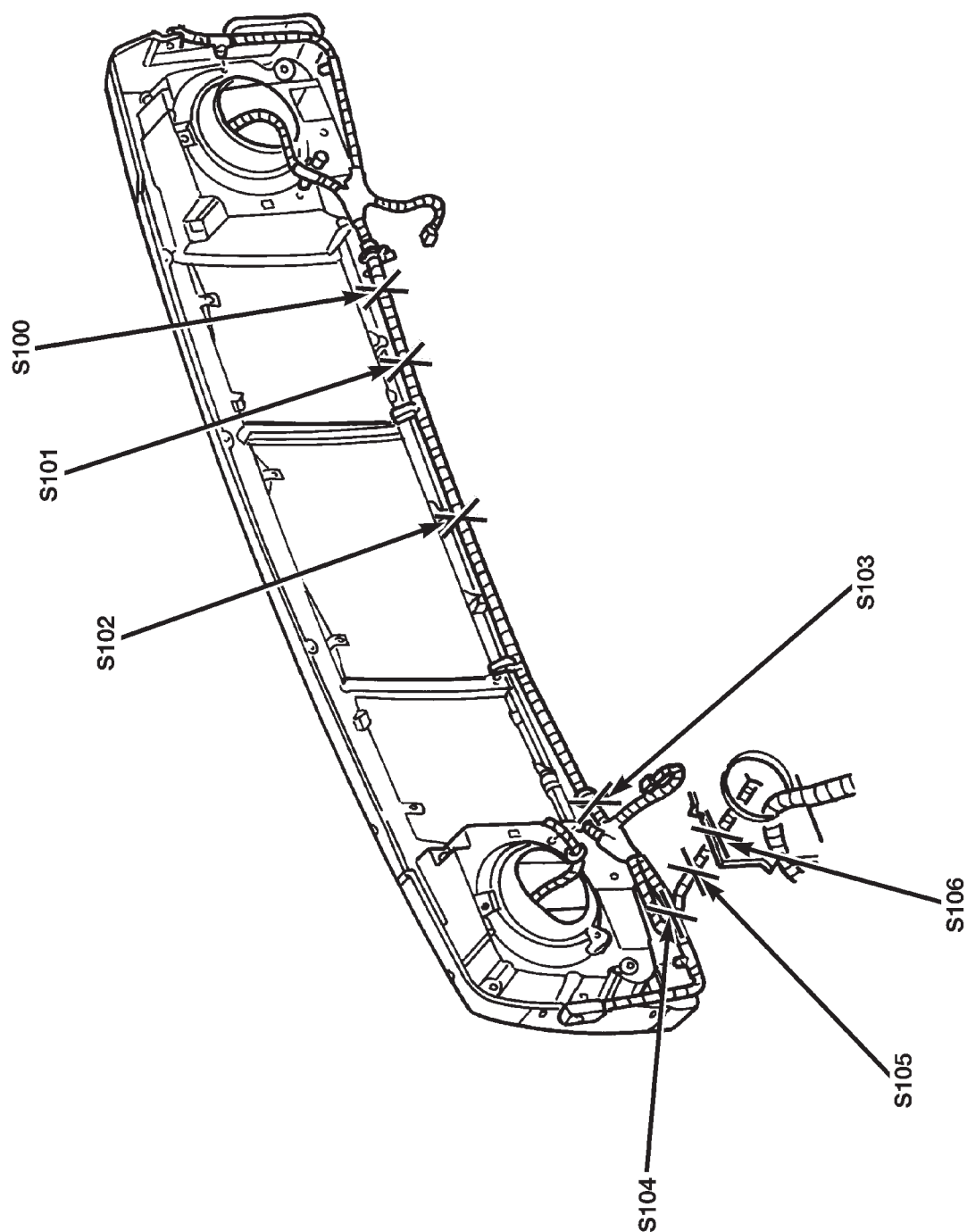


Fig. 9 Front End Lighting Splices

DESCRIPTION AND OPERATION (Continued)

80a837b9

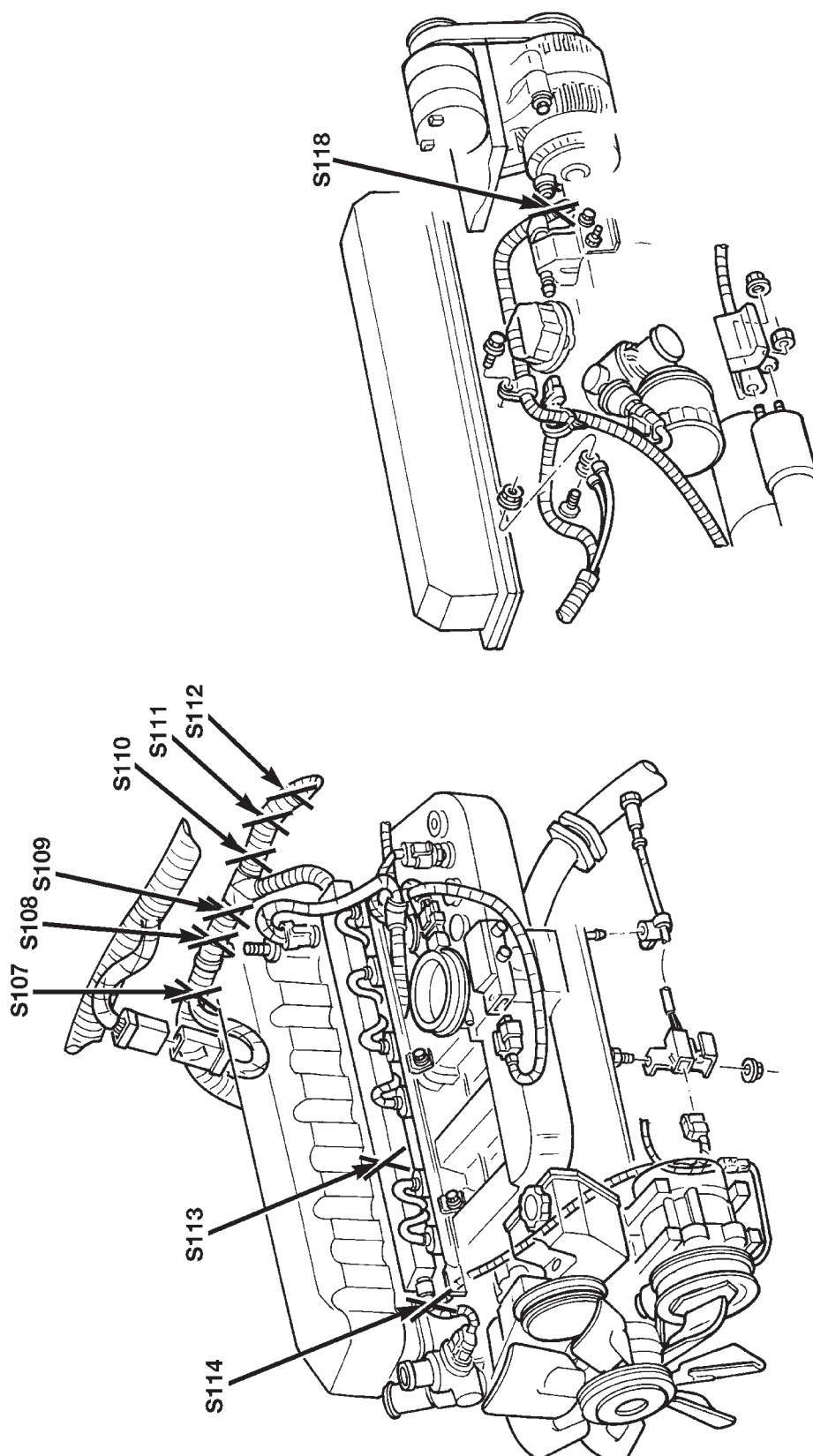


Fig. 10 Engine Wiring Splices 4.0L Engine

DESCRIPTION AND OPERATION (Continued)

80a837ba

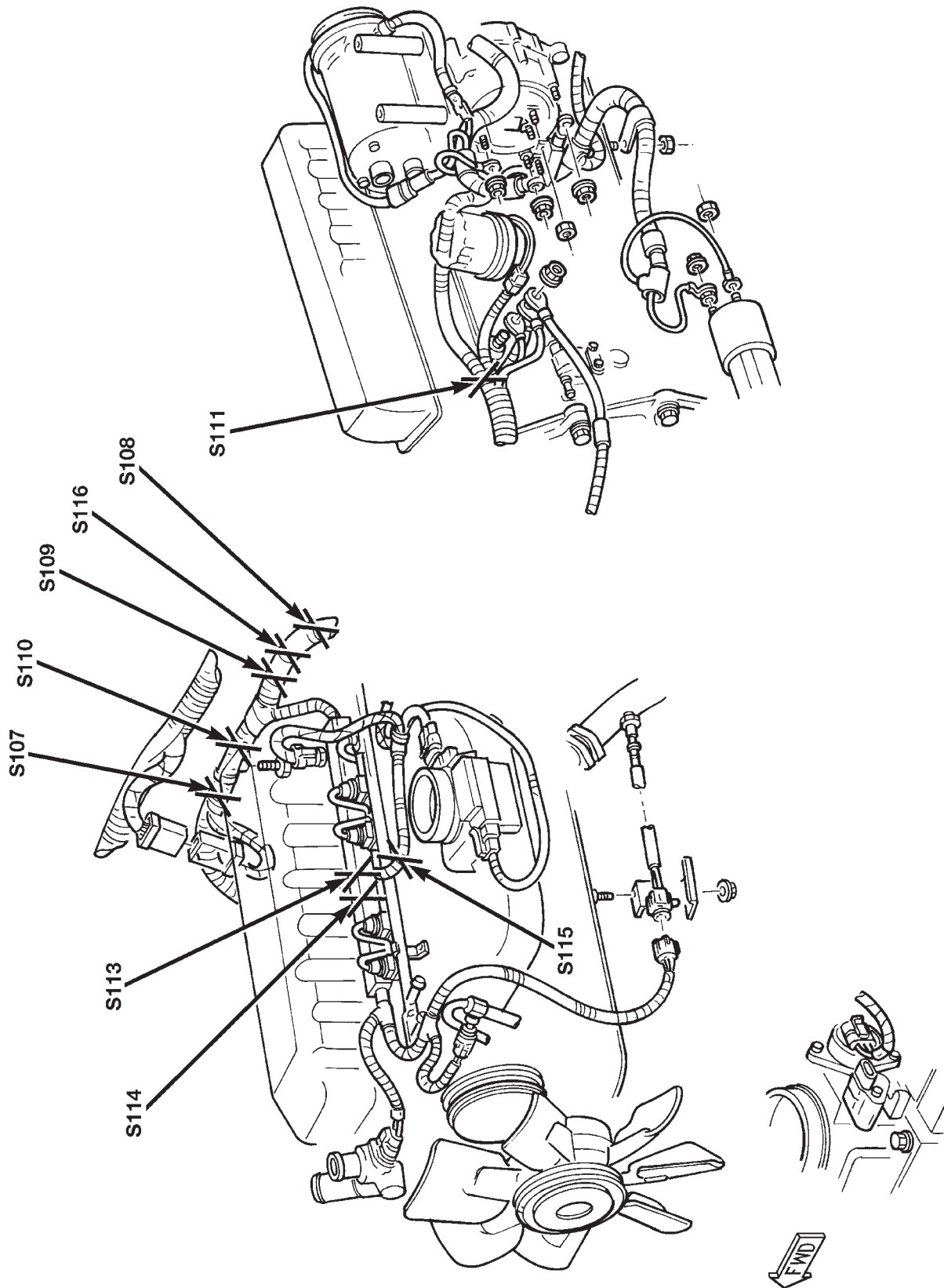
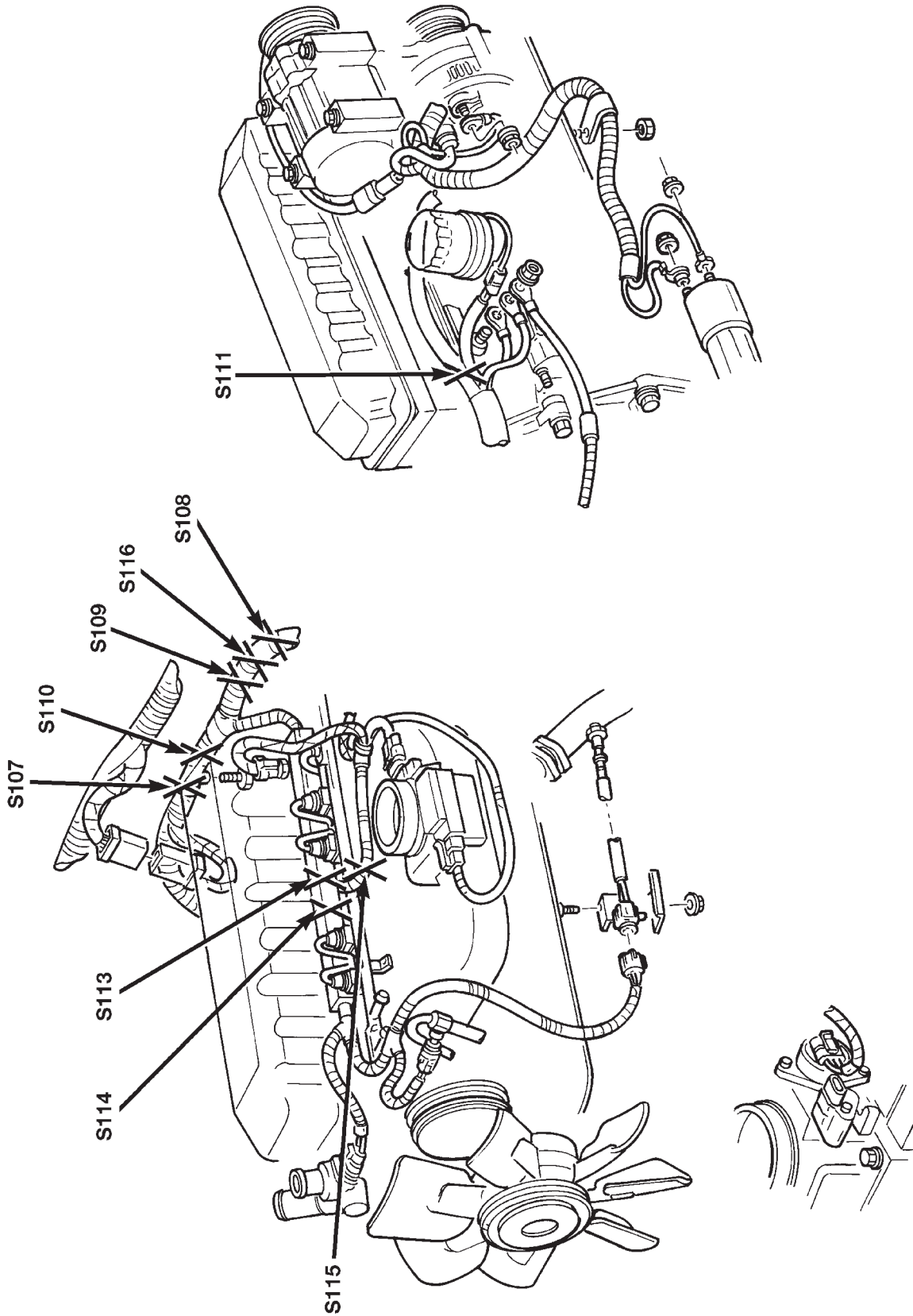


Fig. 11 Engine Wiring Splices 2.5L Engine LHD

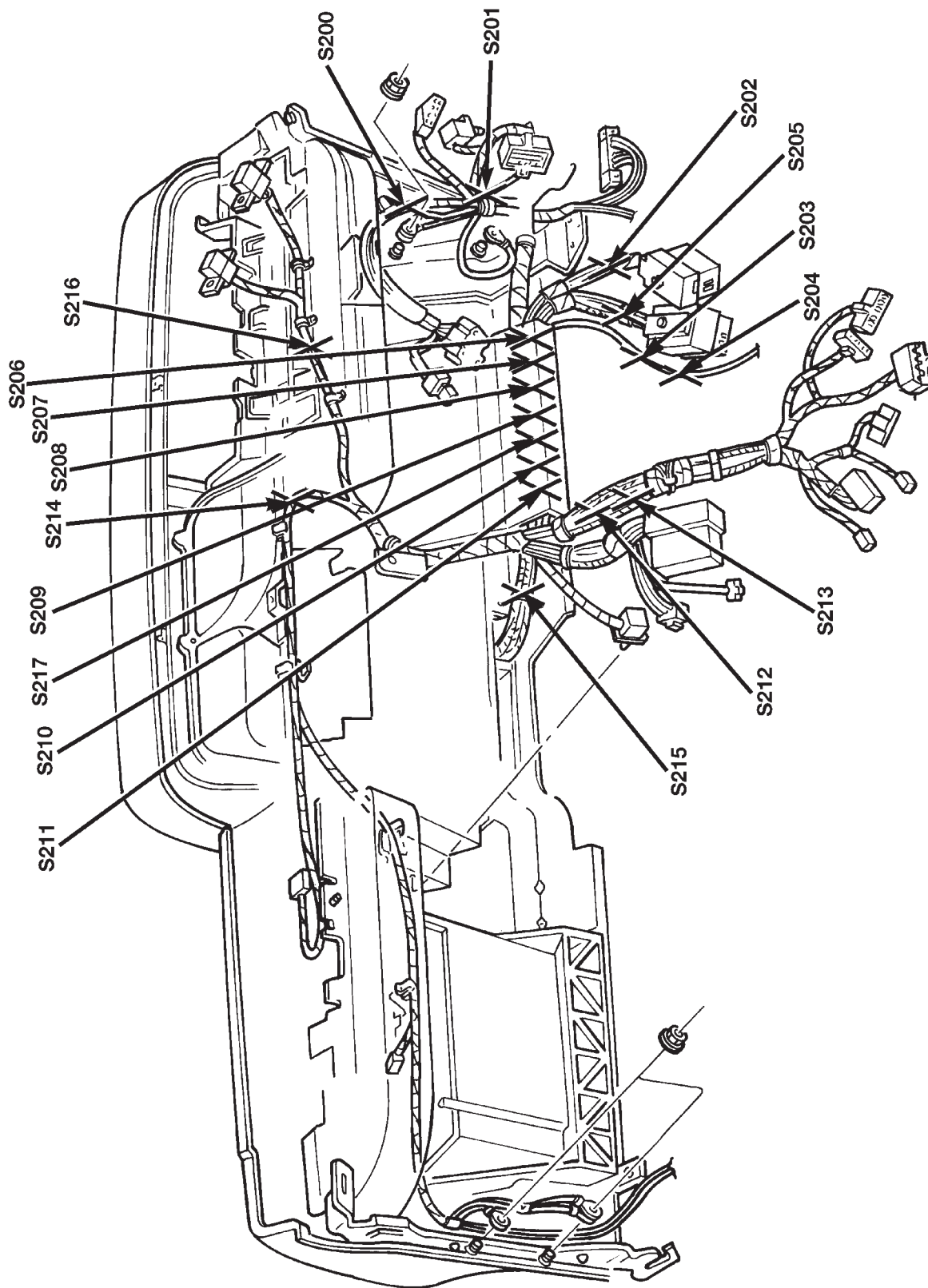
DESCRIPTION AND OPERATION (Continued)



80abfd6e

Fig. 12 Engine Wiring Splices 2.5L Engine RHD

DESCRIPTION AND OPERATION (Continued)



80a837bb

Fig. 13 Instrument Panel Wiring Splices LHD

DESCRIPTION AND OPERATION (Continued)

80abfd6f

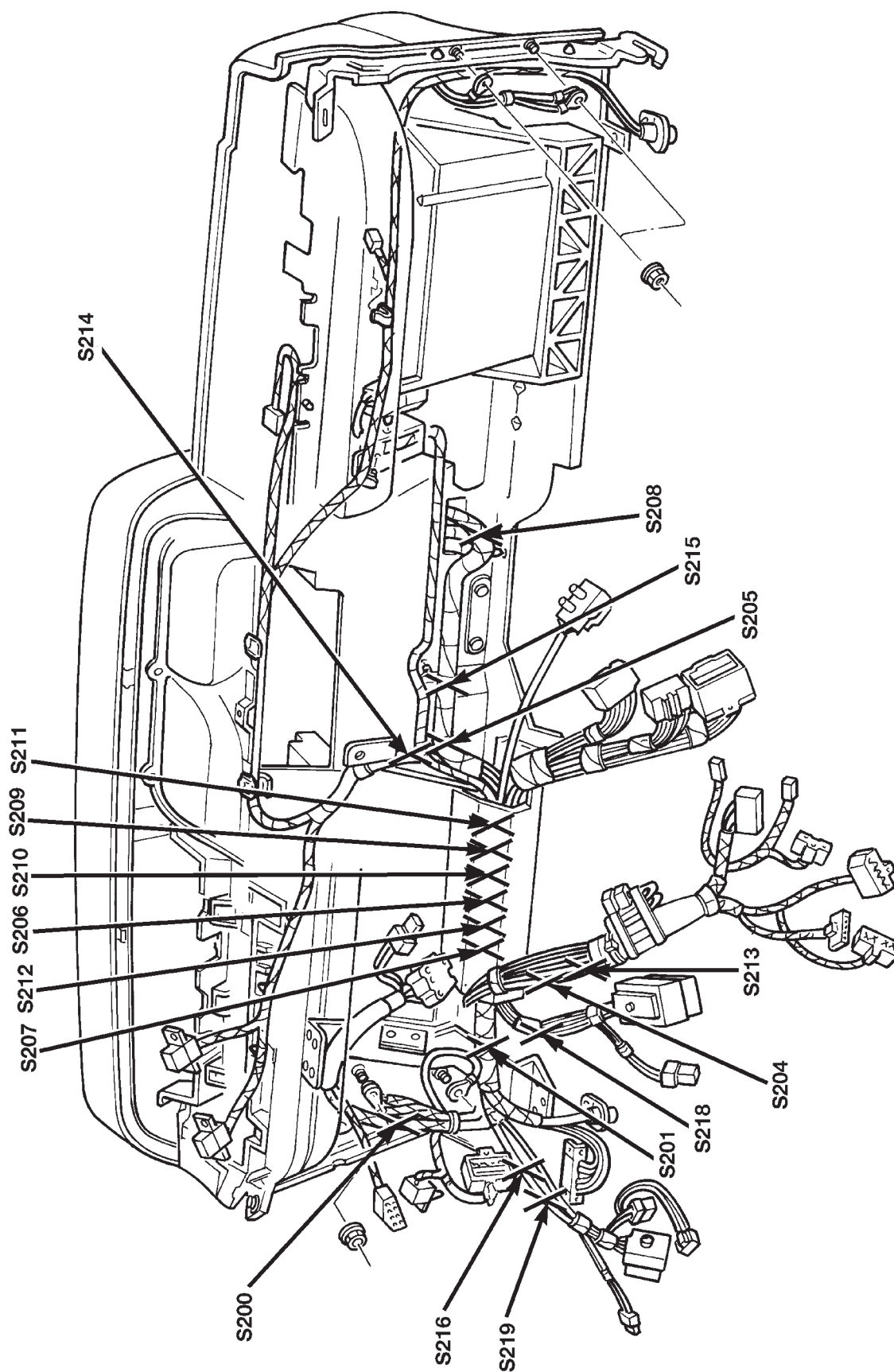


Fig. 14 Instrument Panel Wiring Splices RHD

DESCRIPTION AND OPERATION (Continued)

80a837bc

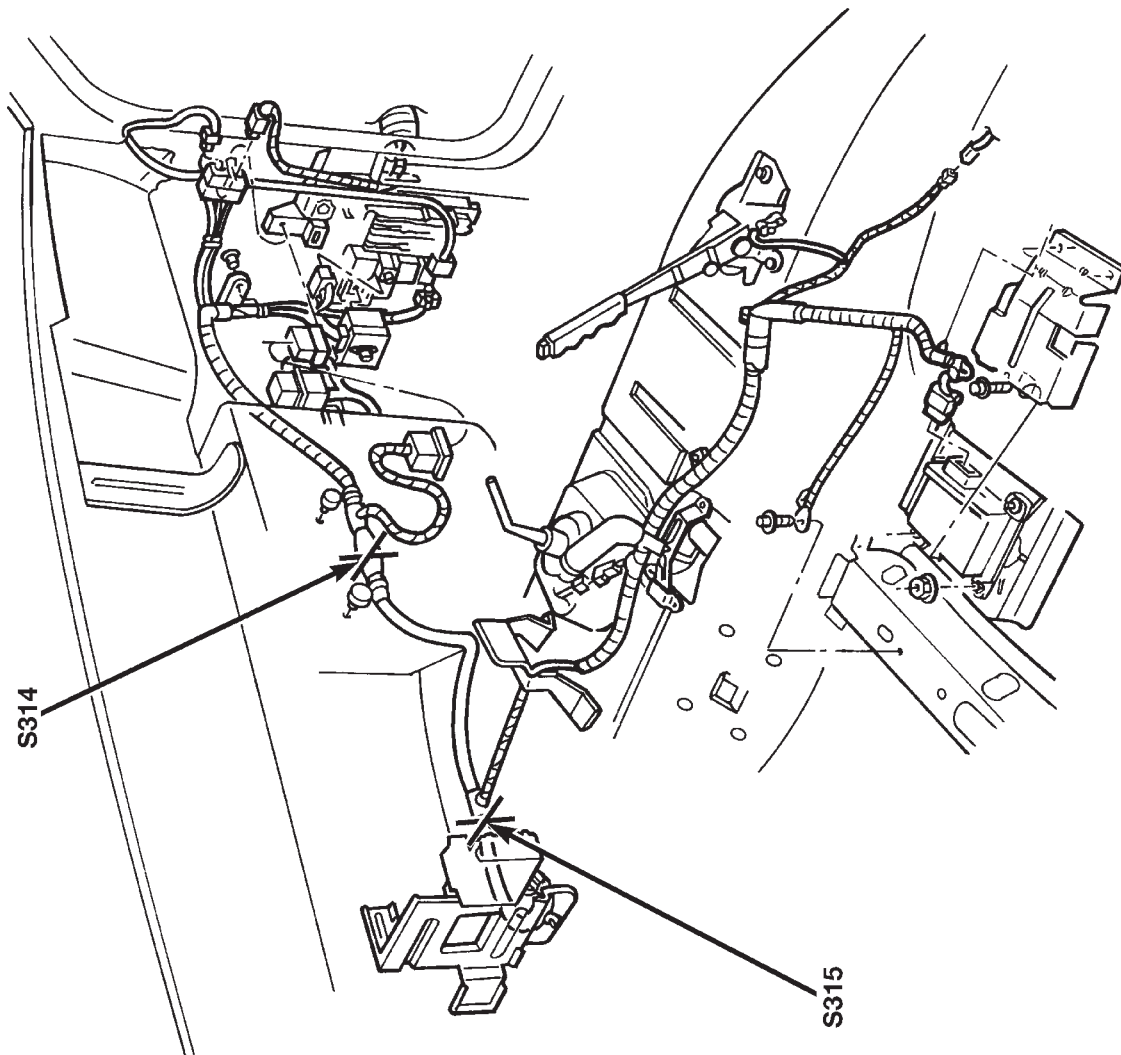
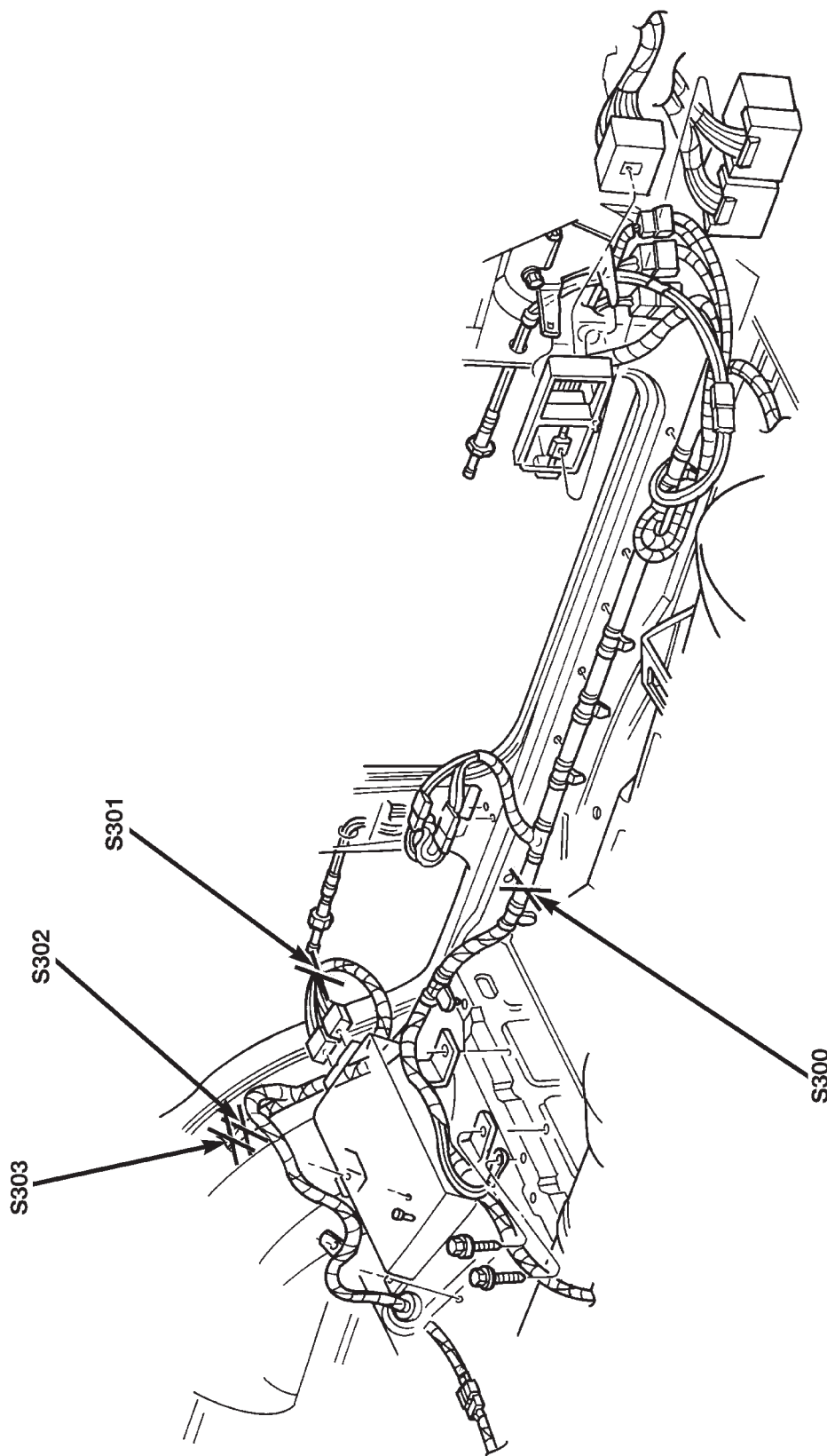


Fig. 15 Instrument Panel to Body Harness Splices

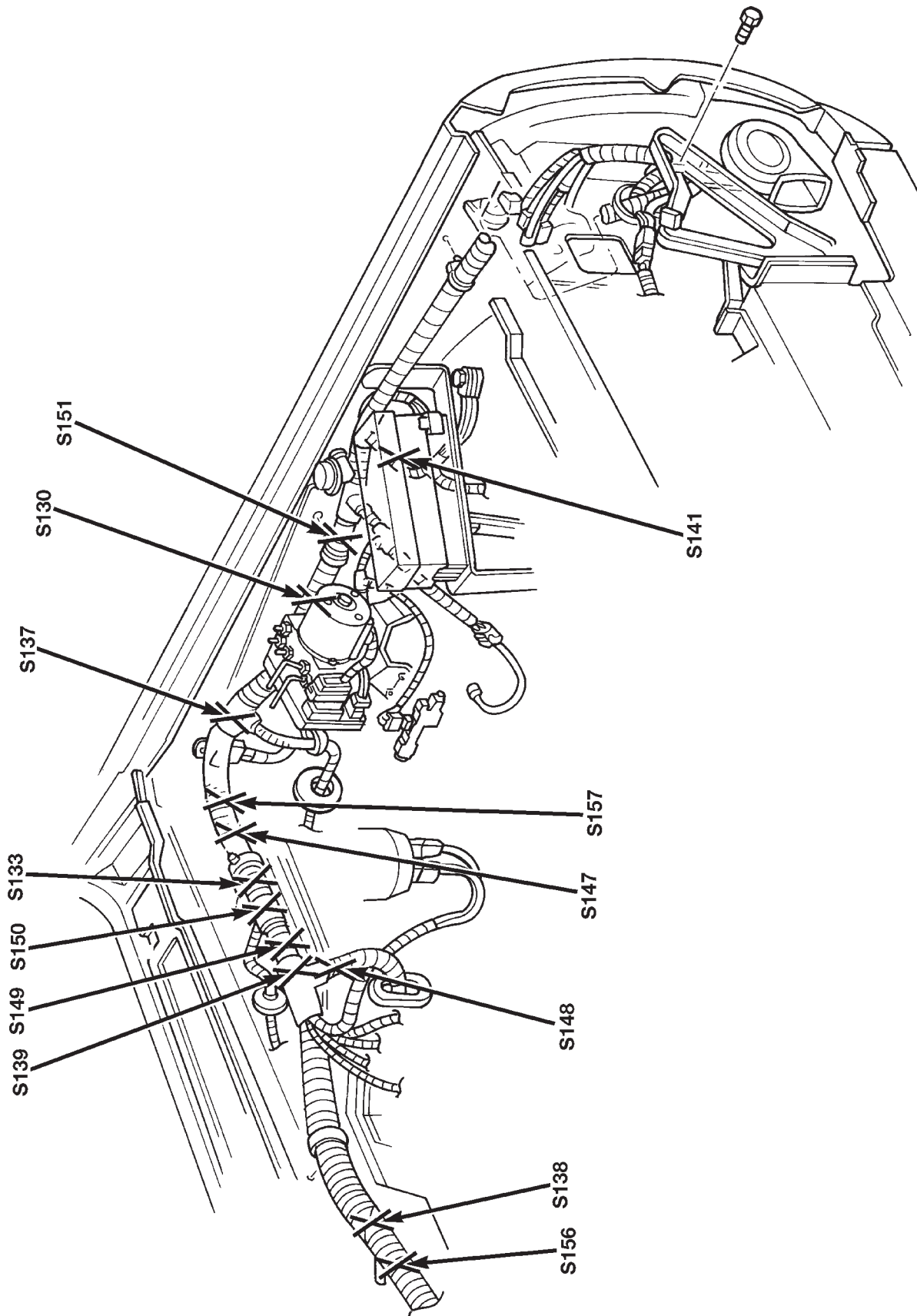
DESCRIPTION AND OPERATION (Continued)



80a837be

Fig. 16 Left Side Body Harness Splices

DESCRIPTION AND OPERATION (Continued)



80abfd79

Fig. 17 Left Engine Compartment Splices Diesel LHD

DESCRIPTION AND OPERATION (Continued)

80abfd7a

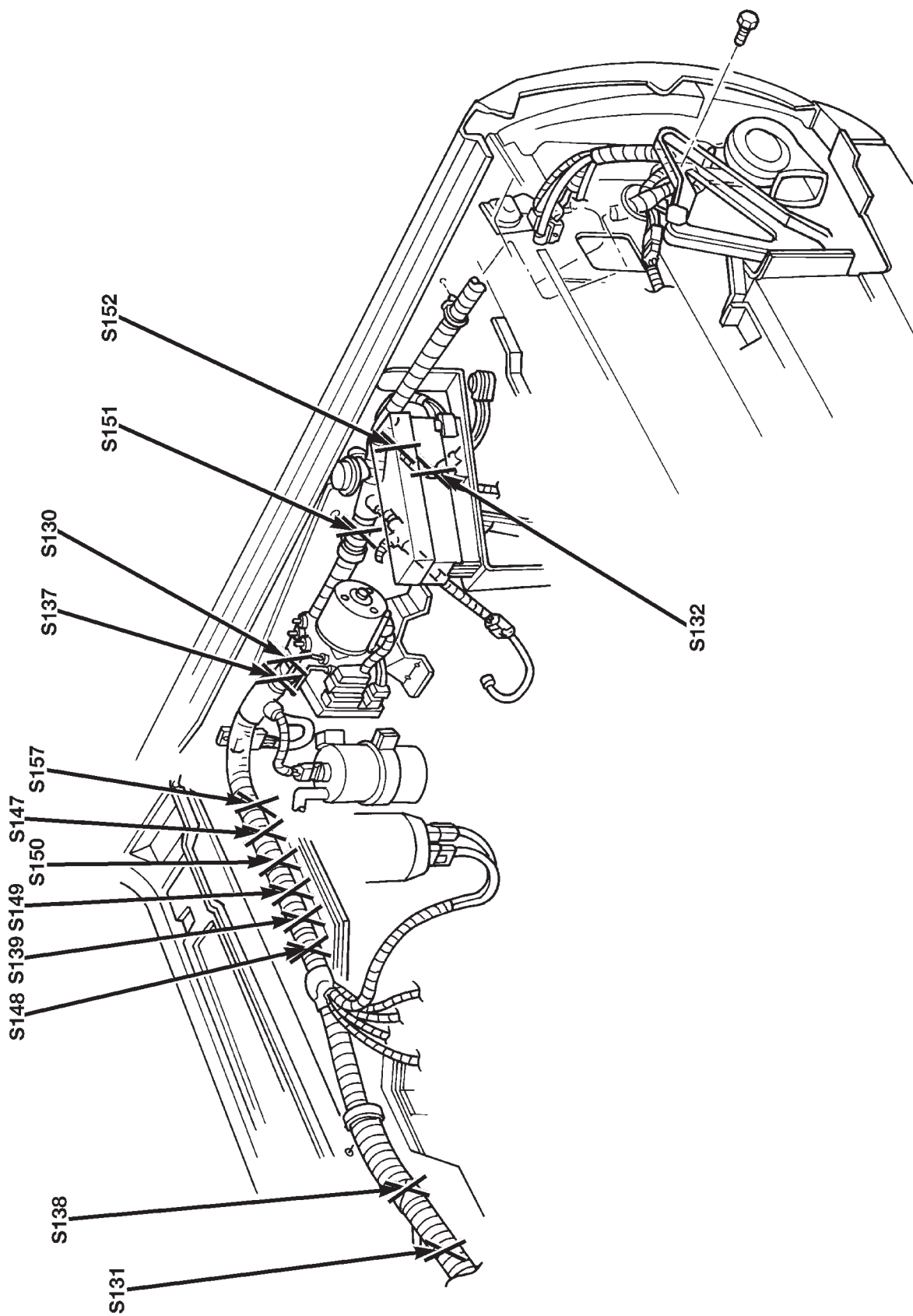


Fig. 18 Left Engine Compartment Splices Diesel RHD

DESCRIPTION AND OPERATION (Continued)

80abfd7b

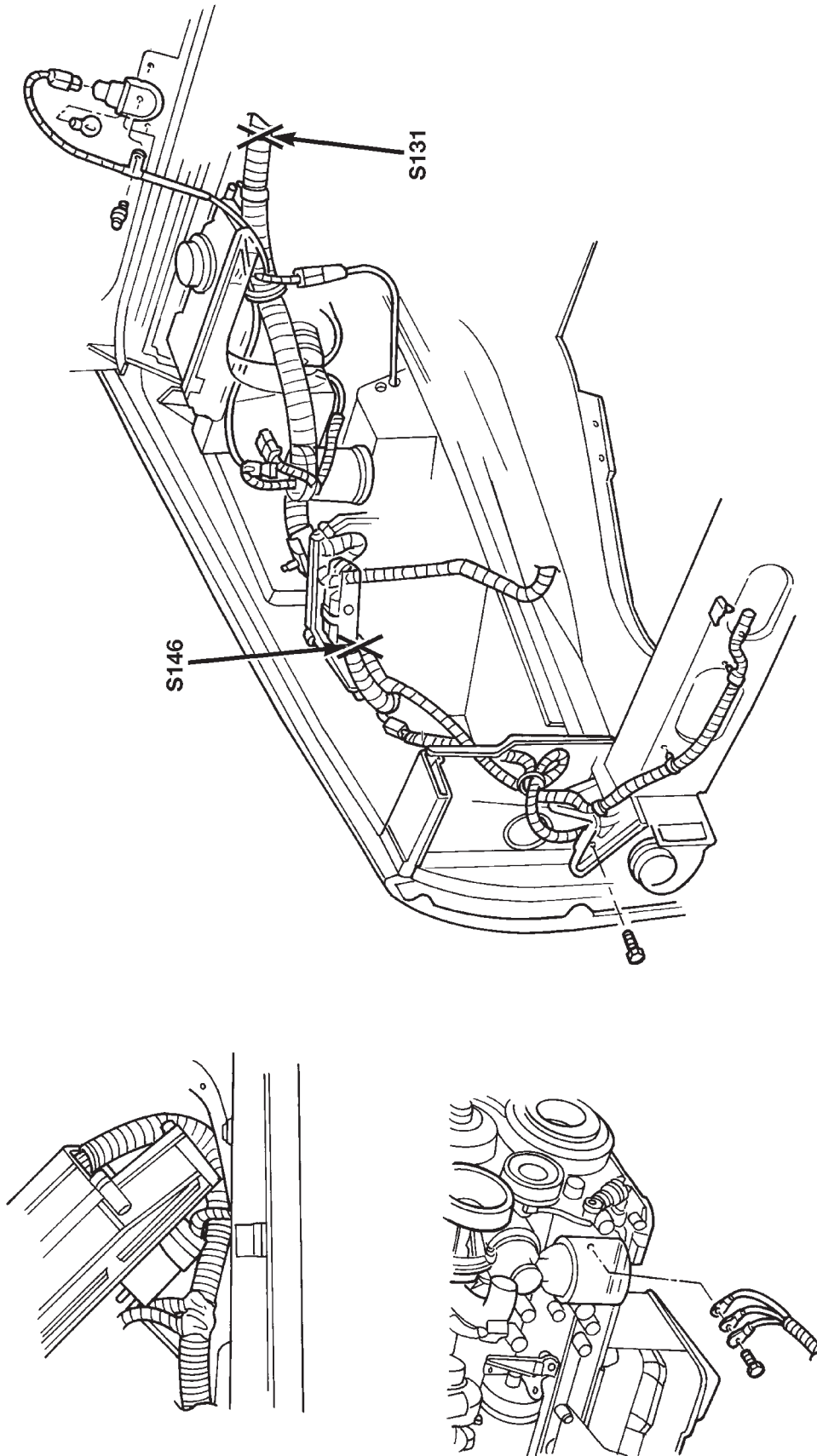


Fig. 19 Right Engine Compartment Splices Diesel LHD

DESCRIPTION AND OPERATION (Continued)

80abfd7c

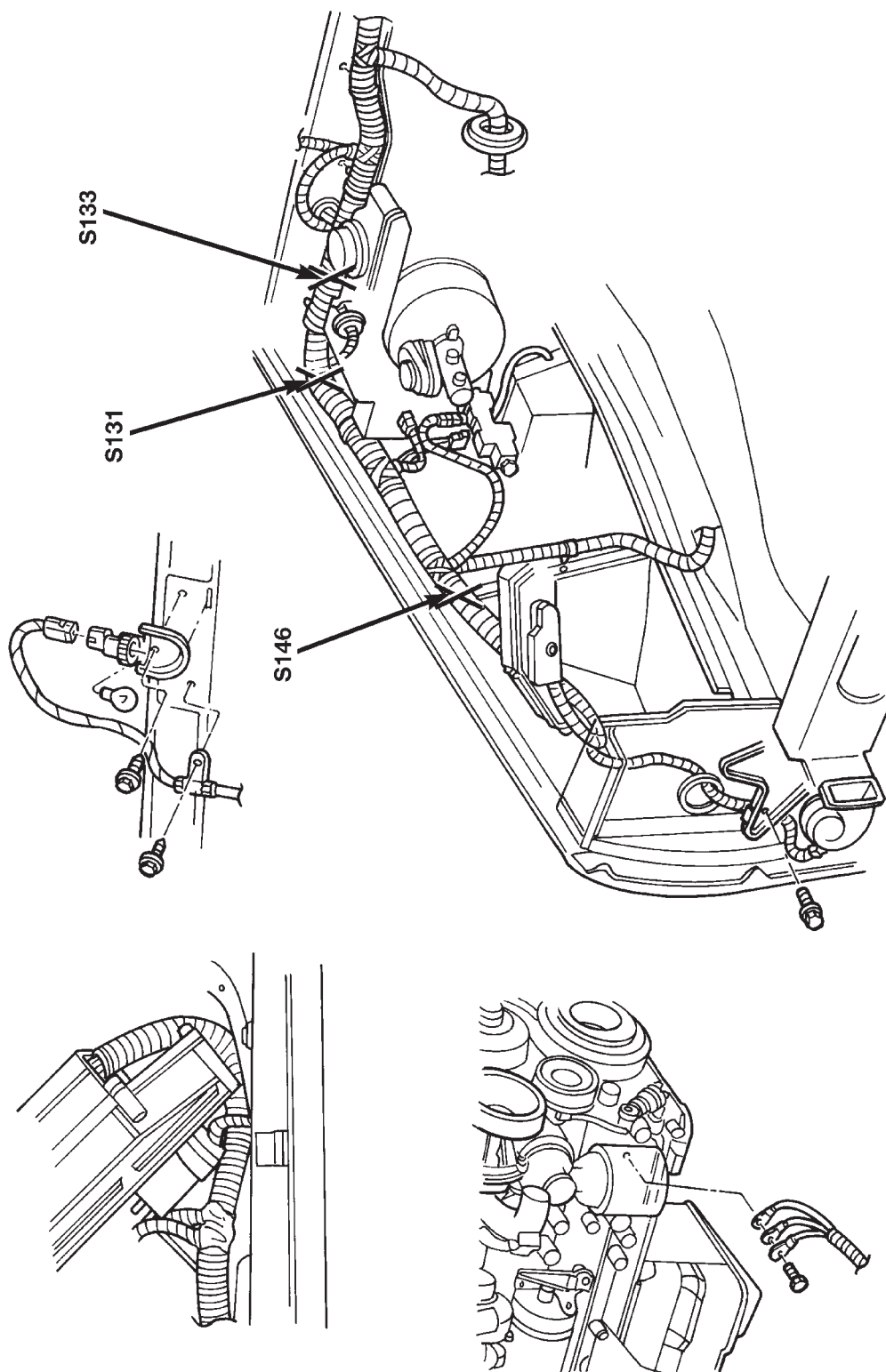


Fig. 20 Right Engine Compartment Splices Diesel RHD