



Electrical Library

CONTENTS

INTRODUCTION	1
FUSE DETAILS	1
CIRCUIT OPERATION	
ENGINE IMMOBILIZATION (CODING)	1
STARTING AND CHARGING	2
GENERIC ENGINE MANAGEMENT SYSTEM (GEMS)	4
SEAT BELT WARNING	12
AIR CONDITIONING	13
HEATER BLOWER.....	16
HEATED REAR WINDOW	17
WIPERS AND WASHERS	19
EXTERIOR LAMPS - Brake and Reverse Lamps	23
EXTERIOR LAMPS - Head, Side and Number Plate Lamps	24
EXTERIOR LAMPS - Lights On Alarm	26
INDICATORS / HAZARD WARNING LIGHTS	27
INTERIOR LAMPS	29
INTERIOR ILLUMINATION	30
INSTRUMENTS	32
CLOCK	35
CIGAR LIGHTER	36
IN-CAR ENTERTAINMENT	37
IGNITION AND SHIFT INTERLOCK	39
CONNECTOR DETAILS	Indexed by connector number

INTRODUCTION

This Reference Library is designed to be used in conjunction with the Circuit Diagrams as an aid to the diagnosis of electrical faults. When diagnosing faults using TestBook, the circuits and library will prove a useful source of additional information, enabling you to study the operation of the circuit, isolate the suspect sub-circuit and quickly locate connectors, without unnecessary removal of trim. The library has 2 sections; Circuit Operation and Connector Detail.

1. Circuit Operation

This section contains a description of operation for every circuit diagram, with the exception of Power and Ground Distribution. Each description attempts to detail current flow in the circuit under all operating conditions. Wires are identified by their color, and where appropriate, their corresponding connector and pin numbers. Where circuits contain microprocessor control units, the descriptions concentrate on the system inputs and outputs.

2. Connector Detail

This section is effectively an index of every electrical connector on the vehicle, including header joints and eyelets. A page is dedicated to each connector, with the information presented in a standard format. The connector number is displayed on each page header to ease reference. Connector Detail information comprises:

- **Connector Number** - The assigned number, prefixed "C".
- **Connector Name** - Usually derived from the component to which the connection is made.
- **[number] Way** - Number of pins if applicable. This is a statement of the pin locations in the connector housing (receptacle) and should not be confused with the number of wires actually populating these locations, which is usually less.
- **Male/Female** - If applicable, shows whether the connector pins (NOT the housing) are of a Male or Female gender. Generally, connectors mating directly to a component have Female pins.
- **Color** - If applicable, the color of the connector housing is shown. NATURAL is used to describe connectors with a clear/translucent plastic finish.
- **Location Statement** - Used in conjunction with the photograph to determine the exact location of the connector.

INTRODUCTION

- **Photograph** - Shows the location of the subject connector. In most cases, the photograph will indicate the amount of trim removal necessary to reveal the connector.
- **Face View** - An outline of the connector housing, drawn from the front, showing pin numbers (if applicable).
- **Pin-out Table** - A three column table, detailing the color and position of each wire in the connector:
 - Cav** - The connector pin (cavity) number.
 - Color** - The color of wire populating the connector pin.
 - Cct** - Shows the derivatives of vehicle using the wire. ALL means applicable to all vehicles in the range.

FUSE DETAILS

INTRODUCTION

The following tables give details of power supply through the engine and passenger compartment fuse boxes.

Note: Some fuse numbers may be followed by a letter, either an 'E' or a 'P'. 'E' denotes a fuse located in the engine compartment fuse box, and 'P' a fuse located in the passenger compartment fuse box.

Engine Compartment Fuse Box

Link	Rating	Function
1	100 Amp	Link 3, Link 4, Link 5, Link 6, Fuse 1 (E), Fuse 2 (E), & Fuse 3 (E).
2	60 Amp	Fuse 13 (P), Fuse 14 (P), Fuse 15 (P), & Fuse 16 (P).
3	60 Amp	Lighting switch.
4	30 Amp	Lighting switch.
5	60 Amp	Fuse 2 (P), Fuse 3 (P), Ignition switch, & Starter relay.
6	30 Amp	Heater rear screen relay.

Fuse	Rating	Function
1	30 Amp	Interior Lamp Unit.
2	20 Amp	Column switch, Multi-function ECU, Interior lamp - front, Analogue clock, Key-in sensor.
3	30 Amp	Engine immobilisation ECU.
4	10 Amp	Not used.
5	30 Amp	Hazard warning switch.
6	15 Amp	Engine management relay module.
7	20 Amp	Engine management relay module.

FUSE DETAILS

Passenger Compartment Fuse Box

Fuse	Rating	Function
1	15 Amp	Instrument pack, Multi-function ECU, Headlamp relay, Interior lamp - rear, & Warning light check unit.
2	10 Amp	Radio cassette player.
3	5 Amp	Diagnostic socket.
4	15 Amp	Blower motor - front.
5	7.5 Amp	Radio cassette player.
6	15 Amp	Radio cassette player.
7	7.5 Amp	Headlamp - RH.
8	7.5 Amp	Headlamp - LH.
9	7.5 Amp	Headlamp - RH.
10	7.5 Amp	Headlamp - LH.
11	5 Amp	In-line resistor, Front side lamp - LH, Front side repeater - LH, Trailer pick-up, Rear number plate lamp - LH, Tail lamp - LH, Rear side marker lamp - LH, Illumination relay, Instrument illumination dimmer, & Radio cassette player.
12	5 Amp	Front side lamp - RH, Front side marker lamp - RH, Rear side marker lamp - RH, Tail lamp - RH, Trailer pick-up, & Instrument pack.
13	20 Amp	Not used.
14	20 Amp	Not used.
15	30 Amp.	Blower relay.
16	20 Amp.	Air conditioning compressor clutch relay, & Condenser fan relay.
17	15 Amp	Engine immobilisation ECU, Blower relay, Air conditioning compressor clutch relay, Rear wiper relay, Rear wiper switch, Rear screen wiper motor, Rear washer switch, Brake pedal switch, Hazard warning switch, & Illumination relay.
18	15 Amp	Rough road detection ECU, Front wiper relay, Windscreen wiper motor, Wash wipe switch - front screen, Auto transmission inhibitor/reverse light switch, Brake pedal switch, & Interlock relay.
19	20 Amp	Cigar lighter - front.
20	20 Amp	Engine management relay module, HO2S sensors, & Ignition coils.

CIRCUIT OPERATION

ENGINE IMMOBILIZATION (CODING)

DESCRIPTION

The vehicle engine immobilization (coding) is not detectable to the customer under normal operating circumstances. If the code of the engine immobilization unit does not match the code of the ECM, when power is supplied to both units, the engine will be immobilized. In practice this should only happen if the ECM or engine immobilization unit are renewed without reprogramming the ECM using TestBook.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by the brown wire.

With the ignition switch in position 'II', power flows through the switch (C94-1) to fuse 17 of the passenger compartment fuse box (C581-13). Fuse 17 (C581-14) is connected to the engine immobilization unit (C61-10) by the green wire.

With a 12 volt feed applied to the engine immobilization unit (C61-10), a coded signal is sent from the immobilization unit (C61-15) to the ECM (C636-26) on the black wire. If the coded signal from the immobilization unit does not match the signal expected by the ECM, the ECM immobilizes the engine and does not supply a ground signal (C634-22) to the immobilization control unit (C61-11), or the Malfunction Indicator Lamp (MIL) (C233-10) on the red/slate wire. The MIL lamp will not operate if the ECM is immobilized. The immobilization unit inhibits the starter relay and the engine will not crank unless the key is held in the crank position for more than 5 seconds. The engine will then crank, but will not start as the fuelling will still be inhibited by the ECM.

Fuse 3 of the engine compartment fuse box (C571-1) provides the engine immobilization unit (C61-25) with a permanent 12 volt supply on the purple wire.

The engine immobilization unit (C57-10) is connected to the starter inhibit/reverse light switch (C69-4) by the black/orange wire.

The engine immobilization unit (C61-17) is connected to the diagnostic socket (C40-8) by the orange/light green wire.

CIRCUIT OPERATION

STARTING AND CHARGING

CHARGING - DESCRIPTION

The charging system consists of a generator containing a rectifier pack and regulator to maintain a constant direct current (d.c.) voltage in the system. The generator is belt driven from the crankshaft and cooled by a fan mounted behind the pulley. The generator has a fixed coil wound stator in which a field coil rotor rotates. Slip rings conduct current to and from the field coils via 2 carbon brushes. The regulator senses output voltage and controls this to 14 volts.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by the brown wire.

With the ignition switch in position 'II', a current flows from the ignition switch (C94-1) to fuse 1 of the passenger compartment fuse box (C580-1) on the white wire. Fuse 1 feeds the instrument pack ignition/no charge warning light (C230-4) on the white/green wire. The warning light (C230-5) is grounded via the diode (C116-1) on the yellow/brown wire and through the generator field windings (C185-1) on the brown/yellow wire. The flow of current through the warning light and field windings partially magnetizes the rotor. A resistor (C37 & C38) is wired in parallel with the warning light to ensure continued exciter voltage in the event of bulb failure. When the engine starts, the magnetized rotor rotates within the stator windings, generating a 3 phase alternating current (a.c.) and voltage which rises rapidly with rotor speed. The field diodes convert the alternating current to direct current and the generated voltage is fed back to the field windings. As the feed back voltage increases, the magnetic influence of the rotor also increases, resulting in self-excitation of the rotor. Generated current and voltage increases with rotor speed until the generator is fully excited.

When the generator outputs a voltage equal to that supplied by the battery, the ignition/no charge warning light is extinguished as the potential difference across the light is 0 volts. The diode between the generator and warning light prevents reverse flow through the light. The regulator functions as an electronic control switch on the ground side of the field coils. The regulator rapidly switches the ground circuit off and on to control the generated voltage and current to safe limits.

If the battery is in a low state of charge or current draw from the electrical system is high and causes a voltage drop, the generator charges at its maximum rate until 14 volts is generated. As battery voltage rises, the generator current output reduces.

CIRCUIT OPERATION

STARTING - OPERATION

When the ignition switch is in position 'II', power flows across the switch to fuse 20 of the passenger compartment fuse box (C581-13) on the white wire. Fuse 20 (C581-20) is connected to the fuel pump relay winding in the ECM relay module (C154-2) by the white/green wire. The fuel pump relay winding (C154-1) is grounded through the ECM (C634-24) on the blue/purple wire. The ECM grounds the fuel pump relay winding for a short time when the ignition is switched to position 'II', and continuously during cranking and while the engine is running. With the fuel pump relay winding energized, the fuel pump relay closes and power from fuse 6 (C575-2) of the engine compartment fuse box flows through the fuel pump relay (C157-7) on the purple/white wire. The fuel pump relay (C157-4) is connected to the inertia switch (C123-3) by the white/purple wire. Assuming the inertia switch is closed, power flows across the switch (C123-1) to the fuel pump (C113-4) on the white/purple wire. The fuel pump is grounded on a black wire.

Turning the ignition switch to the crank position 'III', allows power to flow across the switch (C90-1) to the starter relay winding (C151-85) on the white/red wire. The starter relay winding is grounded on the black/yellow wire to the starter inhibitor/reverse switch (C69-5). With the gear selector lever in park or neutral, the route to ground is from the inhibitor switch (C69-4) to the immobilization unit (C57-10) on the black/orange wire. Assuming the engine has been mobilized, the immobilization unit is grounded on a black wire. With the starter relay energized, power from fusible link 5 of the engine compartment fuse box (C570-2) flows across the relay (C151-87) on the brown wire. The starter relay is connected to the starter motor solenoid (C179-1) by the brown/red wire. The starter motor solenoid is grounded through the starter motor fixing. With the starter motor solenoid energized, feed from the battery is connected to the starter motor (C178-1) through the starter solenoid on a red wire.

CIRCUIT OPERATION

GENERIC ENGINE MANAGEMENT SYSTEM (GEMS)

DESCRIPTION

GEMS is the engine management system utilized by the vehicle to control both electronic ignition and fuel injection systems. It is able to alter ignition and fuelling settings to ensure that the engine is operating at its optimum performance for the prevailing conditions. The ECM receives signals from sensors located around the engine and uses the data to control the fuel quantity, fuel injection timing and ignition timing in order to achieve optimum combustion of the fuel mixture in each cylinder.

The main features of the system are as follows:

- A single engine control module (ECM) controls the fuel injection system and ignition system. The ECM incorporates short circuit protection and can store intermittent faults on certain inputs. TestBook can be used to interrogate the ECM for the stored fault codes.
- Fuel is injected sequentially. That is, when the relevant piston is on the intake stroke and the intake valve is open.
- The ECM is electronically coded and prevents the engine being started unless it receives the correct code from the engine immobilization ECU.
- Detection and correction of engine knock on individual cylinders. The ignition timing of each cylinder can be varied independently to the other cylinders and ensures that knock on one cylinder is eliminated without a detrimental effect on the ignition timing of the other cylinders.
- A diagnostic connector, located below the passenger compartment fuse box, allows engine tuning or fault diagnosis to be carried out using TestBook.
- If certain inputs to the ECM fail, a back-up facility enables the engine to continue running, although at a reduced level of performance.

IGNITION SYSTEM

The ignition system utilizes a direct ignition system (DIS) negating the need for a distributor. The system comprises 4 double ended coils operating the wasted spark principle. The circuit to each coil is controlled by the ECM. When a coil fires, a spark is produced in two cylinders, however, as the resistance is higher in the cylinder on the compression stroke, more spark energy is dissipated in this cylinder.

CIRCUIT OPERATION

The ECM determines the optimum ignition timing based on signals from the following sensors:

- Crankshaft position (CKP) sensor - engine speed and crankshaft position
- Camshaft position (CMP) sensor - camshaft position
- Intake air temperature (IAT) sensor - inlet air temperature
- Knock sensors - engine vibration, detonation

The engine management system uses no centrifugal or vacuum advance, timing is controlled entirely by the ECM.

Crankshaft position (CKP) sensor

The CKP sensor signal is used as the basis for ignition timing. It informs the ECM that the engine is turning, the speed the engine is turning and position of the engine in its cycle.

The sensor uses the principle of magnetic induction to generate the signal. A reluctor ring, attached to the engine flywheel, has a series of teeth spaced at 10° intervals, with one tooth missing at 20° after TDC. The reluctor ring rotates with the engine, in close proximity to the CKP sensor. As each tooth of the reluctor ring passes the sensor, it disturbs the magnetic field of the sensor and a voltage is induced in the sensor coil. The ECM calculates engine speed by counting pulses per second from the CKP sensor. Engine position is calculated by counting pulses after missing pulse.

In the event of a sensor failure, the engine will not run.

Camshaft position (CMP) sensor

The CMP sensor is used in conjunction with the CKP sensor to inform the ECM of the position of the engine in the 4 stroke cycle. Using the CKP sensor alone, the ECM is unable to determine whether a cylinder is on its compression stroke or exhaust stroke.

The sensor uses the principle of magnetic induction to generate the signal. The cam wheel has four lobes which pass in close proximity to the CMP sensor as the camshaft rotates. The lobes disturb the magnetic field of the sensor and induce a voltage in the sensor coil.

In the event of a sensor failure, the ECM will continue to operate normal ignition timing using the CKP sensor signal. Engine knock detection and correction will be disabled.

CIRCUIT OPERATION

Inlet air temperature (IAT) sensor

The basis of the IAT sensor is a temperature dependent resistive metal strip. The resistance of the metal strip varies considerably with temperature. When an inlet temperature of 55 °C or higher is detected, the ECM retards the ignition timing . If the sensor fails, the ECM assumes an inlet temperature of 50 °C.

Knock sensor

The knock sensor is a piezo-electronic accelerometer, which produces an electronic signal related to the vibration of the engine. A knock sensor is located in each bank of cylinders. The signal from each knock sensor is transmitted to the ECM. The ECM is able to filter out normal engine vibrations and detect vibrations induced by engine knock.

Using the signal from the knock sensor in conjunction with the CKP and CMP signals enables the ECM to identify which cylinder is producing the knock and hence retard the ignition timing of that cylinder only. The ignition timing of the cylinder producing the knock is retarded until the knock disappears. The ECM then advances the ignition timing to find the optimum advance angle for that cylinder. The ECM is able to perform a similar function for each of the 8 cylinders simultaneously. It is therefore possible for all 8 cylinders to have different advance angles at any one time.

FUELLING SYSTEM

Engine fuelling is by a fully sequential, electronic fuel injection system, controlled by the ECM. The ECM determines the timing and quantity of fuel to be injected based on information received from the following sensors.

- Crankshaft position (CKP) sensor - engine speed and crankshaft position
- Camshaft position (CMP) sensor - camshaft position
- Mass air flow (MAF) sensor - quantity of air entering the engine
- Intake air temperature (IAT) sensor - temperature and hence density of air entering the engine
- Throttle position (TP) sensor - position of throttle and rate of change of throttle
- Engine coolant temperature (ECT) sensor - coolant temperature
- Engine fuel temperature (EFT) sensor - temperature of fuel rail
- Heated oxygen sensor (HO2S) - oxygen content of exhaust

CIRCUIT OPERATION

Crankshaft position (CKP) sensor

The CKP sensor signal is used as the basis for fuel injection timing. It informs the GEMS that the engine is turning, the speed at which it is turning and its position in the 4 stroke cycle.

The sensor uses the principle of magnetic induction to generate the signal. A reluctor ring, attached to the engine flywheel, has a series of teeth spaced at 10° intervals, with one tooth missing at 20° after TDC. The reluctor ring rotates with the engine, in close proximity to the CKP sensor. As each tooth of the reluctor ring passes the sensor, it disturbs the magnetic field of the sensor and a voltage is induced in the sensor coil. The ECM calculates engine speed by counting pulses per second from the CKP sensor. Engine position is calculated by counting pulses after missing pulse.

Camshaft position (CMP) sensor

The CMP sensor is used in conjunction with the CKP sensor to inform the ECM of the position of the engine in the 4 stroke cycle. Using the CKP sensor alone, the ECM is unable to determine whether a cylinder is on compression stroke or exhaust stroke.

The sensor uses the principle of magnetic induction to generate the signal. The cam wheel has four lobes which pass in close proximity to the CMP sensor as the camshaft rotates. The lobes disturb the magnetic field of the sensor and induce a voltage in the sensor coil.

In the event of a sensor failure, the ECM will continue to operate sequential fuel injection using the CKP sensor signal. It is possible that the injection timing will be one engine revolution out of sequence.

Mass air flow (MAF) sensor

The MAF sensor is used to measure the quantity of air being drawn into the engine and hence give an indication of the quantity of fuel to be injected to provide a stoichiometric (chemically correct ratio) mixture strength.

The MAF sensor is an anemometer located in the inlet air flow, upstream of the throttle body, which uses the Hot Wire principle to determine air flow. A single metering wire is maintained at a constant temperature. As air flows over the wire, current is applied to the wire to maintain the temperature at its reference temperature, the faster the air flow, the greater the cooling effect and the greater the current required to maintain the temperature. The current supplied to the hot wire is converted to a voltage signal and sent to the ECM. The ECM uses the voltage signal to calculate the quantity of air being drawn into the engine. If the sensor fails, the ECM calculates a value dependent on throttle position, engine speed and air temperature.

CIRCUIT OPERATION

Intake air temperature (IAT) sensor

The IAT sensor, by measuring the temperature of induction air, enables the ECM to determine the density, and hence, the oxygen content of the air being burned in the engine. As air temperature increases, it expands, and its density (Mass/Unit of Volume) decreases. The basis of the IAT sensor is a temperature dependent resistive metal strip. The resistance of the metal strip varies considerably with temperature. When an inlet temperature of 55 °C or higher is detected, the ECM retards the ignition timing . If the sensor fails, the ECM assumes an inlet temperature of 50 °C.

Throttle position (TP) sensor

The TP sensor measures the angle of throttle opening and the rate of change of throttle position. The angle of throttle opening gives an indication of the quantity of air being drawn into the engine. The rate of change of throttle angle gives an indication of rate of acceleration demanded.

The sensor is a rotary variable resistor mounted to the throttle butterfly spindle giving an output of 0 to 5 volts.

Engine coolant temperature (ECT) sensor

The coolant temperature sensor measures the temperature of the engine coolant fluid. The signal from the coolant sensor is used by the ECM to adjust the fuelling mixture. The engine requires a richer mixture at lower temperatures.

The sensor relies on a temperature dependent resistive metal strip. The resistance of the metal strip varies considerably with temperature and is immersed in the engine coolant fluid.

If the sensor fails, the ECM assumes an engine coolant figure of 80°C. The fault could be noticeable during the engine warm up period.

Engine Fuel Temperature (EFT) sensor

The fuel temperature sensor measures the temperature of the fuel rail. The signal from the sensor gives the ECM a warning of fuel vaporization and the possibility of bubbles forming in the injectors, which may cause poor hot starting. If the ECM receives a high fuel temperature signal during starting, the fuel injector opening period is increased to clear any vaporization bubbles from the injectors and correct the fuelling. When the engine is running, fuel circulation from the fuel tank keeps the fuel rail cool.

CIRCUIT OPERATION

Heated oxygen sensor (HO2S)

4 HO2S's are fitted to the vehicle, one before and one after each catalyst. The HO2S comprises a titanium metal sensor surrounded by a gas permeable ceramic coating. Oxygen permeating the ceramic coating reacts with the titanium wire, altering its resistance. The resistance of the sensor is directly related to the quantity of oxygen around the sensor. The HO2S does not function correctly until it reaches a temperature of approximately 300°C and so a heating element is incorporated into the sensor to provide rapid warm up after a cold start.

The signals from the HO2S's are used by the ECM to correct the fuelling to each bank of cylinders independently. The 2 sensors upstream of the catalysts measure the oxygen content of the gasses exhausted from the engine, indicating a rich or weak mixture strength. The ECM alters the pulse width of the injectors to correct the mixture strength and achieve a stoichiometric air/fuel ratio. The 2 HO2S's downstream of the catalysts measure the efficiency of the catalysts by comparing the sensor's voltage switching frequency to that of the upstream catalysts. If the catalyst is operating efficiently, the switching frequency of the downstream sensor will be lower than that of the upstream sensor.

Injectors

The fuel injection system has 8 fuel injectors, 1 for each cylinder. Each injector comprises a solenoid with a needle valve held in position by a spring. The route to ground for the solenoid is controlled by the ECM. When energized, the solenoid lifts the needle valve from its seat and pressurized fuel from the fuel rail flows through the injector. The ECM controls the amount of fuel delivered by opening the injector for varying periods. The injector orifice is shaped to produce a fine spray of fuel which aids combustion.

Fuel pressure regulator

The fuel pressure regulator is a mechanical device mounted to the fuel rail. Its purpose is to control the fuel rail pressure at a fixed level above inlet manifold depression, thus ensuring that the correct amount of fuel is injected for given injector opening times.

The fuel pressure regulator contains a spring loaded diaphragm valve with pressurized fuel on one side of the diaphragm and manifold depression acting on the other. When fuel rail pressure, assisted by manifold depression, overcomes the diaphragm spring load, fuel flows past the diaphragm valve to the fuel tank, reducing fuel rail pressure. With manifold depression low, during hard acceleration, the fuel rail pressure must be high to overcome the diaphragm spring load. With manifold depression low, during coast down, the vacuum acting on the diaphragm valve acts against the spring load and a lower fuel rail pressure lifts the valve from its seat.

CIRCUIT OPERATION

Idle air control valve (IACV)

Engine idle speed is maintained by the IACV, controlled by the ECM. With the throttle butterfly fully closed, a small quantity of air is able to by-pass the throttle butterfly via the base idle passage. The ECM monitors engine speed and load via sensors around the engine. Should extra air be required to maintain a steady idle speed, the ECM signals the IACV to operate a number of steps and open the throttle by-pass. The stepper motor, integral to the IACV, operates over a range of 200 steps with the valve fully open at 200 steps and fully closed at 0 steps.

Canister purge valve (CANPV)

The vehicle is equipped with an evaporative emission control system designed to prevent vapor loss from the fuel tank. Fuel tank vapor is passed through a charcoal canister which traps fuel vapor. The vapor trapped by the charcoal canister is drawn in to the engine through the purge valve and burnt in the combustion chamber.

The ECM controls the opening of the CANPV to allow venting of the charcoal canister. The ECM pulses the valve open for short periods when the engine has reached normal operating temperature and is turning at a speed over 1700 rpm. This is done to ensure that the fuelling of the engine is not adversely affected during warm up or at idle. During purge valve operation, the ECM monitors HO2S signals. If opening the purge valve causes the HO2S signal to indicate a leaner mixture, the ECM assumes that the charcoal canister is empty. When the ECM senses that the charcoal canister is empty, the purge valve is opened to prevent a build up of fuel vapor in the canister. With the purge valve open, unmetered air is drawn into the engine through the charcoal canister. The ECM uses the signal from the HO2S's to correct the fuelling.

CIRCUIT OPERATION

OTHER FEATURES

Rough road detection ECU

When running on rough roads, it is possible for a false indication of engine misfire to be detected by the ECM. To prevent false fault codes being stored in the ECM, a rough road detection ECU is fitted to the vehicle. When the rough road detection ECU signals rough road conditions, the ECM temporarily ignores engine misfire signals.

The rough road detection ECU monitors and compares the speed of all 4 wheels. When the vehicle is traveling on rough roads, the wheels will rotate at varying speeds as obstacles are negotiated and wheel slippage occurs. The variance in wheel speeds is detected by the ECU which signals rough road conditions to the ECM.

Inertia switch

Power to the fuel pump is supplied via the inertia switch. In the event of extreme deceleration, as would be experienced in a collision, the inertia switch trips, isolating electrical supply from the fuel pump. The switch is reset by pressing the rubber button on top of the switch.

CIRCUIT OPERATION

SEAT BELT WARNING

DESCRIPTION

If the ignition is switched on without the seat belt being fastened, a warning light will be illuminated on the instrument pack and an audible warning will sound.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by the brown wire.

With the ignition switch in position 'II', power flows through the ignition switch (C94-1) to fuse 1 of the passenger compartment fuse box (C580-1) on the white wire. Fuse 1 (C580-2) supplies the multi-function ECU sounder (C16-5) and instrument pack seat belt warning light (C230-4) on white/green wires. The ECU (62-7) and warning light (C230-1) are connected to the seat belt buckle switch (C100-2) by white/black wires. With the seat belt unfastened, the switch is closed and provides a route to ground (C100-1) for the sounder and warning light on the black wire. Fastening the seat belt opens the switch and breaks the circuit, extinguishing the warning light and silencing the sounder.

CIRCUIT OPERATION

AIR CONDITIONING

BLOWER OPERATION

With the ignition in position 2, a battery feed passes from the ignition switch (C94-1) to Fuse 17 (C581-13) on a white wire. Fuse 17 (C581-14) provides a feed to the Blower Relay coil (C55-4) on a green wire. The coil is grounded on a black wire and the relay is energized whenever the ignition switch is at position II.

With the relay energized, a battery feed from Fuse 15 (C581-10) on a purple and slate wire passes through the closed relay contacts (C55-1 & 3) to the blower switch (C102-5) on a brown wire.

When the Blower Motor Switch is turned to position 1 (C102-1), the blower motor (C52-1) is fed on a blue wire. Current passes through both blower motor resistors and the blower operates at slow speed.

When the Blower Motor Switch is turned to position 2 (C102-2), the blower motor (C64-1) is fed on a green wire. Current now passes through only one resistor, so the motor operates at intermediate speed.

With the Blower Motor Switch in position 3 (C102-3), the blower motor (C65-1) is fed on a red wire. Current flows directly to the motor winding and the motor operates at fast speed.

The Blower Motor is grounded on a black wire in all switch positions.

AIR CONDITIONING REQUEST

Operation of the air conditioning system is controlled by the Generic Engine Management System (GEMS) Engine Control Module (ECM). The ECM will decide whether to operate the Air Conditioning Compressor Clutch on receipt of an air conditioning request signal. The request signal takes the form of a ground signal applied to pin 28 of ECM connector C636. The signal is dependent on the following:

- A pressure of not greater than 30 Bar (435 psi) and not less than 2.4 Bar (35 psi) must exist at the high pressure and low pressure switch contacts within the Trinary Switch (C51-1 & C51-2).
- The Air Conditioning Thermostat Switch must be closed. The switch will be closed whenever its probe, positioned in the vanes of the evaporator, senses a warmer temperature than that set at the switch.
- The logic relay must be energized. The relay is energized with a feed on the blue and yellow wire from the blower switch (C102-4) whenever the Blower Motor is operating. The relay coil is grounded on a black wire.

CIRCUIT OPERATION

When all of the above conditions are met, the ground path for the air conditioning request signal is completed. The ECM then registers receipt of the request signal and will issue an Air Conditioning Grant Signal when the necessary changes have been made to idle speed. Similarly, when the Air Conditioning Request signal is removed, the ECM will delay disengagement of the compressor clutch until the correct conditions are met. The purpose of this Request/Grant process is to ensure that idle speed remains as near constant as possible during engagement & disengagement of the compressor clutch.

AIR CONDITIONING GRANT

When the GEMS ECM decides that the necessary conditions have been met to allow engagement of the Air Conditioning (A/C) Compressor Clutch, and hence, grant operation of the air conditioning system, it applies a ground (C634-1) on the black and slate wire. At the A/C harness connector (C47-4), the wire color changes to blue and black, where it continues to the Air Conditioning Compressor Clutch Relay (C60-2). The relay coil (C60-4) is fed from fuse 17 (C581-14) on a green wire when the Ignition Switch is at position II.

With the clutch relay energized, a battery feed from Fuse 16 (C581-12) passes to the compressor clutch relay (C60-1) on a brown and white wire. The feed passes to the compressor clutch (C49-1) through the closed relay contacts (C60-3) on a brown and pink wire. The compressor clutch is grounded on a black wire.

High Temperature Disable

The ECM can disable compressor clutch operation to reduce engine load during high engine temperatures. The purpose of this system is to prevent engine overheat.

When the ECM senses a high coolant temperature (above 112 deg C - 234 deg F) via the Engine Coolant Temperature (ECT) sensor (C636-14), Air Conditioning Grant is overridden by removing the ground signal from C634-1. The Air Conditioning Compressor Clutch Relay is then de-energized, disabling the Air Conditioning Compressor Clutch. This condition will remain until coolant temperature drops to acceptable levels.

CONDENSER FAN REQUEST

Operation of the condenser fan is controlled by the GEMS ECM using a Request/Grant process, similar to that used in Air Conditioning Compressor Clutch circuit. The request signal is received as a ground applied to the ECM (C636-29) through the medium pressure switch contacts in the Trinary Switch (C51-3 & C51-4). The Trinary Switch medium pressure contacts close at pressures greater than 21 Bar (305 psi) and reopen when pressure falls below 17 Bar (247 psi).

CIRCUIT OPERATION

CONDENSER FAN GRANT

On receipt of the Condenser Fan Request signal, the GEMS ECM applies a ground (C634-3) for the Condenser Fan Relay coil (C59-4). Provided that a battery feed is available at the relay coil (C59-2) from the Main Relay within the Engine Management Relay Module (C157-3), the Condenser Fan Relay will energize.

With the Condenser Fan Relay energized, a feed from Fuse 16 (C581-12) passes to the relay (C59-1) on a brown and white wire, through the closed relay contacts (C59-3) to the Condenser Fan (C48-1) on a blue and purple wire. The Condenser Fan is grounded on a black wire.

Condenser Fan - High Engine Temperature Grant

The ECM can override the Condenser Fan Request routine and operate the fan during high engine temperatures to assist engine cooling, regardless of whether the air-conditioning system is operating.

When the ECM senses a high coolant temperature (above 107 deg C - 225 deg F) via the Engine Coolant Temperature (ECT) sensor (C636-14), the ECM will provide the grant signal at C634-3, energizing the Condenser Fan Relay.

Condenser Fan - Hot Restart Grant

The ECM monitors engine coolant temperature when the engine is first switched off. If a high temperature is sensed, the ECM will continue to run the fan until temperature drops, or a pre-set time has elapsed.

CIRCUIT OPERATION

HEATER BLOWER

DESCRIPTION

The heater is operated from three sliding controls attached to the instrument binnacle. Two of the controls regulate the temperature and air flow distribution. The third control operates the two speed heater blower. The heater blower operates with the ignition switch in position 'II'.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by a brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by the brown wire.

With the ignition switch in position 'I', power flows through the ignition switch (C99-1) to fuse 4 (C580-7) of the passenger compartment fuse box on the white/orange wire. Fuse 4 (C580-8) of the passenger compartment fuse box is connected to the blower fan motor (C56-3) by the purple/green wire. When the blower control is in the off position, the blower motor has no route to ground and does not run.

Moving the blower control to position 1 connects the blower motor (C56-2) to the blower switch (C58-2) on the green/slate wire. Power flows through the blower motor and resistor to the blower switch (C58-2) on the green/slate wire and to ground on the black wire. The blower fan operates at low speed.

Moving the blower control to position 2 connects the blower motor (C65-1) directly to the blower switch (C58-1) on the green/slate wire and to ground on the black wire. The blower fan operates at high speed.

CIRCUIT OPERATION

HEATED REAR WINDOW

DESCRIPTION

The heated rear window (HRW) draws a high current from the electrical system and to prevent battery discharge, the HRW will only operate when the engine is running. The functionality of the HRW is controlled by the multi-function ECU. The HRW is operated by depressing the non latching heated rear window switch, mounted on the dash panel. The instrument panel warning light will illuminate to indicate that the HRW is operating. The ECU will power the HRW for approximately 15 minutes from the first press of the HRW switch or until the ignition is switched off or the HRW switch is pressed for a second time. If the engine stops running while the HRW is powered, the ECU will switch off power to the HRW. The switch is illuminated when the sidelights are switched on.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by the brown wire.

With the ignition switch in position 'II', power flows across the ignition switch (C94-1) and supplies fuse 1 of the passenger compartment fuse box (C580-1) on the white wire. Fuse 1 is connected to the ECU (C16-5), via a header joint (C287), by the white/green wire. The ECU (C16-4) is connected to the oil pressure switch (C187-1), via a header joint (C228), by the white/brown wire and receives a ground signal if the engine is not running. The ECU (C16-2) is connected to the HRW switch (C947-5) by the white/red wire. The ECU (C16-6) is grounded by the black wire.

With the engine running, depressing the HRW switch momentarily provides an route to ground for the ECU on the white/red wire, via the HRW switch (C947-2) and to ground on the black wire. On sensing the ground signal, the ECU switches a feed from fuse 1 of the engine compartment fuse box to the HRW relay winding. Fuse 2 of the engine compartment fuse box (C574-3) is connected to the ECU (C16-1) by the purple wire. The ECU (C62-2) is connected to the HRW relay winding (C44-87) by the white/pink wire. The HRW relay winding (C44-86) is grounded by the black wire. When the HRW relay is energized, the HRW relay switches power supply from fusible link 6 of the engine compartment fuse box to the HRW element and instrument pack warning light. Fusible link 6 (C573-3) of the engine compartment fuse box is connected to the HRW relay (C44-8) by the brown/slate wire. The HRW relay (C44-30) is connected to the HRW element (C702-2) and instrument pack warning light (C929-1) by the white/black wires. The HRW element is grounded to the rear door frame. The instrument pack warning light is grounded by the black wire.

CIRCUIT OPERATION

Illumination

The HRW switch has illumination which operates with the sidelights. Power from fusible link 1 of the engine compartment fuse box passes through fusible link 4 of the engine compartment fuse box (C573-2) and feeds the lighting switch (C41-1) on a brown wire. The lighting switch (C41-2) is connected to fuse 11 of the passenger compartment fuse box (C581-1) by a red wire. When the lighting switch is turned on, power is supplied through fuse 11 (C581-2) to the dimmer circuit header joint (C285-7) on the red/black wire - (See interior illumination). Power flows through the switch (C201-2) to the HRW switch illumination (C947-7) on the red/white wire. The HRW switch illumination is grounded on a black wire.

CIRCUIT OPERATION

WIPERS AND WASHERS

DESCRIPTION

The front windscreen wipers are controlled from the column switch and operate when the ignition switch is in position 'II'. The wipers have 2 speed settings, along with 2 flick wipe speeds and a single wipe facility. An intermittent wipe function and programmed wash wipe facility is controlled by the multi-function ECU.

Moving the wiper switch down from the off position initiates the intermittent wipe function. Moving the wiper switch up one position from the off position, operates the wipers at slow speed. Moving the wiper switch up 2 positions from the off position, operates the wipers at fast speed. Pushing the wiper switch up from the off position, against spring pressure, and releasing the switch causes the wipers to perform a single wipe cycle at slow speed. Pressing the end of the wiper switch initiates the programmed wash wipe sequence, windscreen washers operate while the switch is pressed and the wipers continue to operate for a number of cycles after the switch is released.

The rear windscreen wiper and rear wash facilities are controlled from two switches mounted to the dash panel.

Pressing the wiper switch causes the rear wiper to operate until the switch is turned off. Pressing the washer switch causes the rear washer to operate until the switch is released, the rear wiper also performs a number of cycles.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by the brown wire. With the ignition switch in position 'II' power flows across the switch (C94-1) to fuse 1 (C580-1), fuse 17 and fuse 18 (C581-13) of the passenger compartment fuse box on white wires. Fuse 17 supplies the rear wash/wiper circuit, fuse 1 and fuse 18 supply the front wash/wiper circuit.

Front wipers and washers

Fuse 2 of the engine compartment fuse box (C574-3) provides a permanent 12 volt feed to the ECU (C16-1) on the purple wire. Fuse 1 of the passenger compartment fuse box (C580-2) supplies the ECU (C16-2) with a 12 volt feed on the white/green wire when the ignition switch is in position 'II'.

CIRCUIT OPERATION

Slow and fast speeds

Fuse 18 of the passenger compartment fuse box (C581-16) is connected to the wash/wipe switch (C278-6) via a header joint (C289) by the green wire. Moving the switch to the slow speed position allows power to flow across the switch (C278-1) to the wiper motor (C30-3) on the blue/light green wire. The wiper motor is grounded (C30-1) on the black wire and the wipers operate at slow speed. Moving the wiper switch to the fast position allows power to flow through the switch (C278-5) to the wiper motor (C30-5) on the red/light green wire. The wiper motor is grounded (C30-1) on the black wire and the wipers operate at fast speed.

Park circuit

Positioning the wiper switch to the off position cuts power to the wiper motor on the blue/light green or red/light green wire. The park circuit operates to return the wipers to their park position. The park switch (C30-4), integral to the wiper motor unit, receives a 12 volt supply from fuse 18 of the passenger compartment fuse box (C581-16) via a header joint (C289) on the green wire. The park switch is closed with the wipers in any position other than their park position. With the park switch closed, power flows through the switch (C30-2) to the front wiper relay (C39-5) on the brown/light green wire. The front wiper relay (C39-2) is connected to the wiper switch (C278-4) by the yellow/light green wire. Power flows through the wiper switch (C278-1) to the wiper motor (C30-3) on the blue/light green wire. The wiper motor is grounded on the black wire. The wipers operate until their park position is reached and the park switch opens, cutting power supply to the wiper motor.

Intermittent wiper function

Moving the wiper switch to the intermittent wipe position allows power to flow across the switch (C278-3) to the ECU (C62-9) on the light green/green wire. With a 12 volt signal applied to the ECU from the wiper switch, the ECU switches the route to ground (C62-22) for the front wiper relay winding (C39-4) on and off approximately every 6 seconds, on the brown/slate wire. The front wiper relay (C39-8) and winding (C39-6) are powered from fuse 18 of the passenger compartment fuse box (C581-16) via a header joint (C289) on green wires.

With the front wiper relay energized, power flows across the relay (C39-2) to the wiper switch (C278-4) on the yellow/light green wire. Power flows through the wiper switch (C278-1) to the wiper motor (C30-3) on the blue/light green wire. The wiper motor is grounded (C30-1) on the black wire and operates at slow speed. After approximately 1 second, the ECU de-energizes the front wiper relay and the wipers continue operating

CIRCUIT OPERATION

through the park circuit until their park position is reached. Approximately 5 seconds later, the ECU energizes the front wiper relay for 1 second. The process repeats until power to the ECU from the wiper switch is broken by positioning the wiper switch to the off position or slow speed wipe position.

Programmed wash/wipe function

Depressing the end of the wiper switch operates the programmed wash/wipe function. The washer switch (C278-6) is supplied from fuse 18 of the passenger compartment fuse box (C581-16), via a header joint (C289), on the green wire. When the switch is closed, power flows through the switch (C278-2) to the windscreen washer pump (C8-2) and ECU (C62-13), via a header joint (C288), on light green/black wires. The washer pump (C8-1) is grounded on the black wire and operates until the washer switch is released. With a 12 volt supply applied to the ECU from the washer switch, the ECU energizes the front wiper relay by grounding the relay winding (C39-4) on the brown/slate wire. With the front wiper relay energized, power flows across the relay (C39-2) to the wiper switch (C278-4) on the yellow/light green wire. Power flows through the wiper switch (C278-1) to the wiper motor (C30-3) on the blue/light green wire. The wiper motor is grounded (C30-1) on the black wire and operates at slow speed. When power to the ECU (C62-13) is cut, by releasing the washer switch, the ECU continues to energize the front wiper relay for a time to allow approximately 2 further cycles of the front wipers. After the front wiper relay has been de-energized, the park circuit returns the wipers to their park position.

Rear wiper

Fuse 17 of the passenger compartment fuse box (C581-14) feeds the rear wiper switch (C79-5) on the green wire. Closing the rear wiper switch allows power to flow through the switch (C79-2) to the ECU (C62-15) on the red/light green wire. With a 12 volt feed from the switch to the ECU, the ECU (C62-23) switches the route to ground from the rear wiper relay winding (C124-86) on the brown/purple wire. The rear wiper relay (C124-87) and winding (C124-85) are supplied from fuse 17 of the passenger compartment fuse box (C581-14) on green wires. With the rear wiper relay energized, power flows through the relay (C124-30) to the rear wiper motor (C835-1) on the brown/light green wire. The rear wiper motor is grounded (C388-1) on the black wire. When power from the rear wiper switch to the ECU is cut, the rear wipe park circuit operates to return the wiper to the park position. When the rear wiper is in any position other than the park position, the park switch (C835-2), integral to the motor, receives a 12 volt supply from fuse 17 of the passenger compartment fuse box on the green wire. Power flows through the park switch and wiper motor to ground on the black wire. When the wiper reaches its park position, the park switch opens and power to the wiper motor is cut.

CIRCUIT OPERATION

Rear wash

The rear wash switch (C73-5) is supplied from fuse 17 of the passenger compartment fuse box (C581-14) on the green wire. Depressing the wash switch allows power to flow through the switch (C73-2) to the rear washer pump (C21-2) and ECU (C62-16) on black/light green wires. The washer pump (C21-1) is grounded on the black wire and operates until the switch is released. When the ECU receives a 12 volt signal from the washer switch, the ECU energizes the rear wiper relay by grounding the relay winding (C124-86) on the brown/purple wire. The rear wiper relay (C124-87) and winding (C124-85) are supplied from fuse 17 of the passenger compartment fuse box (C581-14) on green wires. With the rear wiper relay energized, power flows through the relay (C124-30) to the rear wiper motor (C835-1) on the brown/light green wire. The rear wiper motor is grounded (C388-1) on the black wire. Releasing the rear washer switch cuts the power supply to the ECU, however the ECU continues to provide a route to ground for the rear wiper relay for a time to allow the rear wiper to complete approximately 3 further wipe cycles. When the ECU de-energizes the rear wiper relay, the rear wiper park circuit operates to return the rear wiper to the park position.

CIRCUIT OPERATION

EXTERIOR LAMPS - Brake and Reverse Lamps

DESCRIPTION

The brake lights on the rear of the vehicle illuminate with the ignition switched on and the brake pedal depressed.

The reverse lights on the rear of the vehicle illuminate with the ignition switched on and the gear selector lever in reverse position.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 of the engine compartment fuse box (C570-2) is connected to the ignition switch (C028-1) by the brown wire.

When the ignition switch is in position 'II', power flows across the ignition switch (C94-1) to fuses 17 and 18 of the passenger compartment fuse box (C581-13) on the white wire. Fuse 17 of the passenger compartment fuse box feeds the brake light circuit. Fuse 18 of the passenger compartment fuse box feeds the reverse light circuit.

Brake lights

Fuse 17 (C581-14) of the passenger compartment fuse box is connected to the brake pedal switch (C75-1) by the green wire. When the brake pedal is depressed, the brake pedal switch closes and power flows through the switch. The brake pedal switch (C029-1) is connected to the LH tail light (C404-2), RH tail light (C401-2), trailer connector (C029-1) and high mounted brake light harness (C406-1) by green/purple wires. The high mounted brake light (C972-1) is supplied a feed via a separate harness on a red wire. All brake lights are grounded on black wires.

Reverse light

Fuse 18 (C581-16) is connected to starter inhibitor/reverse light switch (C69-2) by the green wire. When the gear selector is in the reverse position, the reverse light switch is closed. Current from fuse 18 flows across the reverse light switch (C69-3) to the reverse light (C167-1) and trailer connector (C699-1) by green/brown wires. Both reverse light and trailer connector are grounded by black wires.

CIRCUIT OPERATION

EXTERIOR LAMPS - Head, Side and Number Plate Lamps

DESCRIPTION

The lights are operated from the lighting switch located on the steering column. The lighting switch has 2 positions. Position 1 switches on the tail lights and front sidelights, position 2 additionally switches on the front headlights. When the headlights are on, the column switch can be used to switch between main beam and dipped beam.

The headlights can be flashed with the lights on or off, by pulling the column switch towards the driver.

OPERATION

Side lights

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 4 of the engine compartment fuse box which are connected in series. Power from fusible link 4 of the engine compartment fuse box (C573-2) feeds the lighting switch (C41-1) on a brown wire. With the lighting switch in the side lights position, power flows through the light switch (C41-2) to passenger compartment fuse box (C581-1) fuses 11 and 12 on a red wire. Fuse 11 feeds the trailer connector (C499-7), number plate illumination light (C139-1), LH tail light (C404-3), LH rear side marker light (C405-1), LH front side marker light (C13-1) and LH front side light (C538-1). All lights are grounded on black wires. Fuse 12 feeds the trailer connector (C499-1), RH tail light (C401-3), RH rear side marker light (C400-1), RH front side marker light (C12-1) and RH front side light (C537-1). All lights are grounded on black wires.

Headlights

Fusible link 5 of the engine compartment fuse box (C570-2) is connected to the ignition switch (C28-1) by the brown wire. With the ignition switch in position 'II', power flows across the ignition switch (C94-1) to fuse 1 of the passenger compartment fuse box (C580-1) on the white wire. Fuse 1 is connected to the headlight solenoid winding (C282-85) by the white/green wire. The headlight solenoid winding is grounded (C282-86) on a black wire. With the headlight solenoid energized, the relay switches to allow power to flow across the relay.

When the lighting switch is in the headlight position, power from fusible link 4 of the engine compartment fuse box flows through the lighting switch (C41-4) to the headlight relay (C282-87) on a blue/yellow wire. Provided the solenoid is energized, by the ignition being switched on, power flows through the headlight relay (C282-30) to the column switch (C36-1) on a blue wire.

CIRCUIT OPERATION

With the column switch in the dip position, power from the column switch (C36-6) is fed to fuses 7 and 8 of the passenger compartment fuse box (C580-13) on a blue/red wire. With the column switch in the main beam position, power from the column switch (C36-5) is fed to fuses 9 and 10 of the passenger compartment fuse box (C580-17) on a blue/white wire via a header joint (C289). A feed is also supplied through the header joint (C289) to the instrument pack main beam warning light (C233-5) on a blue/white wire and grounded on a black wire.

Fuse 7 supplies the RH front dipped headlight (C11-2) on a blue/black wire. Fuse 8 supplies the LH front dipped headlight (C9-2) on a blue/pink wire. Fuse 9 supplies the RH front main beam headlight (C11-1) on a blue/orange wire. Fuse 10 supplies LH front main beam headlight (C9-1) on a blue/slate wire. All lights are grounded on black wires.

Headlight flash

A continuous feed from fusible link 1 through fuse 2 of the engine compartment fuse box (C574-3) is supplied to the column switch (C36-7) on a purple wire. When the headlight flash switch is operated, power flows through the switch (C36-5) to fuse 9 and 10 of the passenger compartment fuse box (C580-17) on a blue/white wire. Power is also supplied from the switch to the instrument pack main beam warning light (C233-5) on a blue/white wire via a header joint (C289). All lights are grounded on black wires.

CIRCUIT OPERATION

EXTERIOR LAMPS - Lights On Alarm

DESCRIPTION

If the side lights are switched on when the ignition is in the off position, opening either the driver's door or passenger's door will cause the lights on alarm to sound.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by a brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by a brown wire.

With the ignition switch in position 'II', power flows through the ignition switch (C94-1) to fuse 1 of the passenger compartment fuse box (C580-1) on the white wire. Fuse 1 (C580-2) supplies the multi-function ECU (C16-2) on the white/green wire. If the ECU receives a signal from the ignition switch, the lights on alarm will not sound.

Fusible link 4 of the engine compartment fuse box (C573-2) is connected to the lighting switch (C41-1) by the brown wire. With the lighting switch on, power flows through the switch (C41-2) to fuse 11 of the passenger compartment fuse box (C581-1) on the red wire. Fuse 11 (C581-2) is connected to the dimmer circuit (C285-7) on the red/black wire and from the dimmer circuit (C285-15) to the lights on sounder, located in the ECU (C16-4), on the red/white wire.

Fuse 2 of the engine compartment fuse box (C574-3) supplies the ECU with a permanent feed on the purple wire. The ECU is connected to the driver's door switch (C266-1) by the purple/green wire. The ECU is connected to the passenger's door switch (C265-1) by the purple/white wire. Opening either door closes a door switch, connecting the ECU to ground. Provided the ECU is receiving a lights on signal (C16-4) but no ignition signal (C16-2), the lights on alarm ground is switched to a black wire (C16-6) and the alarm sounds.

CIRCUIT OPERATION

INDICATORS / HAZARD WARNING LIGHTS

DESCRIPTION

The indicators are controlled from the steering column switch and operate when the ignition switch is in position 'II'. Moving the column switch for a left turn causes the left hand indicator lights to flash. Moving the column switch for a right turn causes the right hand indicators to flash.

The hazard light switch is located towards the center of the dash panel. Hazard operation is not dependent on the position of the ignition switch. When the hazard switch is depressed, both left hand and right hand indicator lights flash.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Power flows through fuse 5 of the engine compartment fuse box (C575-3) and feeds the hazard warning switch (C96-2) on the purple wire. The battery is also connected to fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by the brown wire.

Indicators

With the ignition switch in position 'II', power flows across the ignition switch (C94-1) to fuse 17 of the passenger compartment fuse box (C581-13) on the white wire. Fuse 17 of the passenger compartment fuse box (C581-14) is connected to the hazard warning switch (C96-4) by the green wire. With the hazard warning switch in the off position, power flows through the hazard warning switch (C96-1) to the flasher unit (C547-85) on the light green wire. The flasher unit (C547-87) is connected to the column switch (C36-3) by the light green/brown wire and grounded by a black wire.

Left turn

Moving the column switch to the left turn position allows power to flow through the switch (C36-4) to the trailer connector (C499-4), the LH rear direction indicator light (C403-2), LH front direction indicator light (C1-1) and instrument pack LH indicator warning light (C230-10) on green/red wires. The flasher unit (C547-30) is connected to the instrument pack trailer warning light (C233-1) by the light green purple wire. All lights are grounded on black wires. With the circuit complete, the flasher unit commences opening and closing the circuit, causing the LH indicator lights to flash. The flasher unit connects power to the instrument pack trailer warning light during the first flash cycle only, unless a trailer is connected.

CIRCUIT OPERATION

Right turn

Moving the column switch to the right turn position allows power to flow through the switch (C36-2) to the trailer connector (C499-3), the RH rear direction indicator light (C402-2), RH front direction indicator light (C2-1) and instrument pack RH indicator warning light (C230-9) on green/white wires. The flasher unit (C547-30) is connected to the instrument pack trailer warning light (C233-1) by the light green purple wire. All lights are grounded on black wires. With the circuit complete, the flasher unit commences opening and closing the circuit, causing the RH indicator lights to flash. The flasher unit connects power to the instrument pack trailer warning light during the first flash cycle only, unless a trailer is connected.

Hazards

The hazard warning switch (C96-2) is supplied with a permanent feed from fuse 5 (C575-3) of the engine compartment fuse box on the purple wire. Pressing the switch to the on position allows power to flow through the switch (C96-1) to the flasher unit (C547-85) on the light green wire. The flasher unit (C547-87) is connected to the following via the hazard warning switch (C96-5);

- Hazard warning switch tell tale, (C96-7) by brown/red wire.
- RH front direction indicator light (C2-1) by green/white wire.
- RH rear direction indicator light (C402-2) by green/white wire.
- Instrument pack RH indicator warning light (C230-9) by green/white wire.
- Trailer connector (C499-3) by green/white wire.
- LH front direction indicator light (C1-1) by green/red wire.
- LH rear direction indicator light (C403-2) by green/red wire.
- Instrument pack LH indicator warning light (C230-10) by green/red wire.
- Trailer connector (C499-4) by green/red wire. All lights are grounded on black wires.

With the flasher unit energized, the circuit is repeatedly open and closed, causing all indicator lights to flash. If no trailer is connected to the vehicle, the flasher unit supplies power to the instrument pack trailer warning light on the light green/purple wire, during the first flash cycle only, causing it to flash once.

CIRCUIT OPERATION

INTERIOR LAMPS

DESCRIPTION

Two interior lamps are provided, one in the front and one in the rear of the vehicle. The front interior light can be switched on manually using its integral switch. If either front door is or tail door is opened, both lights are illuminated. The lights are controlled by the multi-function ECU. The ECU contains a time out feature which switches off the interior lights after a specified time period if either of the doors is left open, thus preventing unnecessary battery drain.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by the brown wire.

With the ignition switch in position 'II', power flows across the switch (C94-1) to fuse 1 of the passenger compartment fuse box (C580-1) on the white wire. Fuse 1 is connected to the ECU (C16-2) by the white/green wire.

Fuse 1 of the engine compartment fuse box (C574-4) is connected to the rear interior light (C358-3) by the purple wire. The rear interior light is grounded through the ECU (C62-1) on the purple/blue wire.

Fuse 2 of the engine compartment fuse box (C574-3) provides a permanent feed to the ECU (C16-1) on the purple wire and feeds the front interior light (C356-1) on the purple wire. The front interior light is grounded through the ECU (C62-1) on the purple/blue wire.

The ECU (C62-5) is connected to the driver's door switch (C266-1) by the purple/green wire, the passenger's door switch (C265-1) and rear door switch (C615-1) by purple/white wires. When any door is opened, the door switch closes and a ground signal is detected by the ECU. The ECU switches the route to ground for the interior lights (C62-1 to C62-6), illuminating the interior lights. After a time period has elapsed with the door switch ground route detected, the ECU switches off the ground route for the interior lights.

Switching the front interior light switch to the on position provides a route to ground (C357-1) on the black wire and the bulb illuminates. In this condition, the time out feature is overridden.

CIRCUIT OPERATION

INTERIOR ILLUMINATION

DESCRIPTION

The automatic gearbox selector is illuminated when the ignition switch is in position 'II'. When the side lights are switched on, the interior controls and gauges are illuminated so that they can be easily located during night driving, the gearbox selector illumination is dimmed to prevent dazzling. Two levels of illumination, high and low, can be selected using the dimmer switch.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by the brown wire.

With the ignition switch in position 'II', power flows through the ignition switch (C94-1) to fuse 17 of the passenger compartment fuse box (C581-13) on the white wire. Fuse 17 (C581-14) supplies the main relay (C951-87A) on the green wire. When the relay is not energized, power flows through the relay (C951-30) to the automatic gearbox selector indicator light (C245-1) on the red/pink wire. The gearbox selector indicator light is grounded on a black wire.

The lighting switch (C41-1) is supplied from fusible link 4 of the engine compartment fuse box (C573-2) on the brown wire. Moving the lighting switch to the sidelight position allows power to flow through the switch (C41-2) to fuse 11 of the passenger compartment fuse box (C581-1) on the red wire. Fuse 11 (C581-2) supplies the following components;

- Dimmer circuit on the red/black wire. With the dimmer switch in the 'high' position, power flows through the header joint (C285-10) and dimmer switch (C201-3) on the red/black wire. The dimmer switch (C201-2) is connected to the header joint (C285-20) by the red/white wire. With the dimmer switch in the 'low' position, power flows through the header joint (C285-9) to the in-line resistor (C425-1) on the red/black wire. The in-line resistor (C425-2) is connected to the header joint (C285-19) by the red/white wire.
- Illumination relay solenoid (C951-86) on the red/black wire. The solenoid (C951-85) is grounded on a black wire. With the lighting relay energized, power from fuse 17 of the passenger compartment fuse box is diverted through the dimmer circuit before flowing through the gearbox selector indicator light.

CIRCUIT OPERATION

Power from the dimmer circuit flows through the following on red/white wires;

- Left hand heater control illumination (C942-1).
 - Tachometer illumination (C936-1).
 - Speedometer illumination (C932-1).
 - Fuel gauge illumination (C935-1).
 - Right hand heater control illumination (C941-1).
 - Coolant temperature gauge illumination (C943-1).
 - Cigar lighter illumination (C74-1).
 - HRW switch illumination (C947-7).
 - Rear wiper switch illumination (C79-7).
 - Rear washer switch illumination (C73-8).
 - Clock illumination (C948-1).
 - Hazard warning switch illumination (C96-11).
- All illumination lamps are grounded on black wires.

CIRCUIT OPERATION

INSTRUMENTS

DESCRIPTION

The vehicle relays information to the driver via the instrument pack. The instrument pack contains lights and analogue gauges. The color of the light denotes the severity of the information, warning lights are red, caution lights are orange, green and blue lights indicate that a system is operating.

The analogue gauges relay information to the driver such as engine speed and engine temperature.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by the brown wire.

With the ignition switch in position 'II', power flows through the switch (C94-1) to fuse 1 of the passenger compartment fuse box (C580-1) and to the in-line resistor (C38-1) on white wires. The in-line resistor (C37-2) is connected to the ground side of the instrument pack ignition/no charge warning light (C230-5) by the yellow/brown wire.

Fuse 1 of the passenger compartment fuse box is connected to the instrument pack (C230-4) by the white/green wire via a header joint (C287) and feeds the following warning lights;

- Seat belt warning light - grounded (C230-1) on the white/black wire via the seat belt buckle switch (C100-2). Illuminates with the ignition in position 'II' and seat belt not fastened.
- Differential warning light - grounded (C233-8) on the black/blue wire through the differential lock unit (C306-1). Illuminates with the ignition in position 'II' and differential lock engaged.
- Oil pressure warning light - grounded (C230-3) on the white/brown wire via a header joint (C288) through the oil pressure switch (C187-1). Illuminates with the ignition in position 'II' and engine oil pressure below minimum.

CIRCUIT OPERATION

- Brake/system warning light - grounded (C230-6) on the white/yellow wire, via a header joint (C285), through the handbrake switch (C91-1) or brake fluid level switch (C26-1). Illuminates with the ignition in position 'II' and the handbrake applied or when the brake fluid level drops below minimum. As a bulb check, in the event of the handbrake not being applied, the lamp will illuminate for 3 seconds after the ignition is first turned on. This function is served by the Warning Lamp Check Unit which provides an alternative ground path for the lamp during the timed period.
- Ignition/no charge warning light - grounded (C230-5) on the yellow/brown wire via the diode (C116-1) and generator (C185-1) on the brown/yellow wire. The ignition/no charge warning light illuminates if the generator produces no output voltage. See charging and starting. Fuse 1 of the passenger compartment fuse box feeds the following:
 - Instrument pack engine immobilization warning light (C233-3) on the white/green wire. The light is grounded (C233-10) on the red/slate wire through the engine immobilization unit (C306-1). Illuminates with the ignition in position 'II' and engine immobilized.
 - Instrument pack speedometer (C932-2) on the white/green wire. The speedometer is grounded (C932-3) on a black wire and receives a road speed signal (C932-1) from the speed sensor (C195-3) on the black/red wire.
 - Instrument pack tachometer (C938-1) on the white/green wire. The tachometer is grounded (C937-1) on a black wire and receives the engine speed signal (C937-1) from the generator (C183-1) on the white/slate wire.
 - Instrument pack fuel gauge (C860-2) on the white/green wire. The fuel gauge is grounded (C860-1) on a black wire and receives the fuel level signal (C860-3) from the fuel tank unit (C113-1) on the green/black wire.
 - Instrument pack coolant temperature gauge (C940-2) on the white/green wire. The coolant temperature gauge is grounded (C940-3) on a black wire and receives the coolant temperature signal (C940-1) from the coolant temperature sensor (C113-1) on the green/black wire.

The instrument pack sidelights warning light is illuminated when the lighting switch is in the sidelights or headlights position. Fusible link 4 of the engine compartment fuse box (C573-2) is connected to the lighting switch (C41-1) by the brown wire.

CIRCUIT OPERATION

With the lighting switch in the on position, power flows across the switch (C41-2) to fuse 12 of the passenger compartment fuse box (C581-1) on the red wire. Fuse 12 of the passenger compartment fuse box supplies the instrument pack sidelights warning light (C233-3) on the red/orange wire. The warning light is grounded (C233-2) on a black wire.

The instrument pack LH indicator warning light operates when the hazard warning switch is operated or when the column switch is positioned for a left turn with the ignition switch in position 'II'. With the hazard switch on, power is supplied from the hazard switch (C96-6) to the LH indicator warning light (C230-10) via a header joint (C286) on the green/red wire. The warning light is grounded (C233-2) on a black wire. With the ignition switch in position 'II' and the column switch positioned for a left turn, power is supplied to the warning light (C230-10) from the column switch (C36-4) via a header joint (C286) on the green/red wire.

The instrument pack RH indicator warning light operates when the hazard warning switch is operated or when the column switch is positioned for a right turn with the ignition switch in position 'II'. With the hazard switch on, power is supplied from the hazard switch (C96-3) to the RH indicator warning light (C230-9) via a header joint (C286) on the green/white wire. The warning light is grounded (C233-2) on a black wire. With the ignition switch in position 'II' and the column switch positioned for a right turn, power is supplied to the warning light (C230-9) from the column switch (C36-2) via a header joint (C286) on the green/white wire.

The instrument pack trailer warning light flashes once when the hazard warning switch is operated or when the column switch is positioned for a left or right turn with the ignition switch in position 'II'. Power is supplied to the trailer warning light (C233-1) from the flasher unit (C547-30) on the red/slate wire. The trailer warning light is grounded (C233-2) on a black wire.

The instrument pack main beam warning light illuminates when headlight main beam is selected from the column switch or headlight flash is operated. With headlight main beam selected or headlight flash operated, power from the column switch (C36-5) supplies the main beam warning light (C233-5) on the blue/white wire. The main beam warning light is grounded (C233-2) on a black wire.

The instrument pack heated rear window warning light illuminates when the engine is running and the HRW switch is depressed momentarily to signal the multi-function ECU to switch the heating element on (see Heated Rear Window). Power from the HRW relay (C44-30) is supplied to the HRW warning light (C929-1) on the white/black wire. The warning light is grounded (C928-1) on a black wire.

CIRCUIT OPERATION

CLOCK

DESCRIPTION

The analogue clock is located towards the center of the dash panel. The clock is illuminated when the sidelights are switched on.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 2 of the engine compartment fuse box which are connected in series. Fusible link 2 of the engine compartment fuse box (C574-3) provides a permanent power supply to the analogue clock (C949-1) on the purple wire. The clock is grounded (C950-1) on a black wire.

Illumination

The analogue clock has illumination which operates with the sidelights. Power from fusible link 1 of the engine compartment fuse box passes through fusible link 4 of the engine compartment fuse box (C573-2) and feeds the lighting switch (C41-1) on the brown wire. The lighting switch (C41-2) is connected to fuse 11 of the passenger compartment fuse box (C581-1) by the red wire. When the lighting switch is turned on, power is supplied through fuse 11 (C581-2) to the dimmer circuit header joint (C285-7) on the red/black wire - (See interior illumination). Power flows through the dimmer circuit (C285-16) to the clock illumination (C948-1) on the red/white wire. The clock illumination is grounded on a black wire.

CIRCUIT OPERATION

CIGAR LIGHTER

DESCRIPTION

The cigar lighter is located towards the center of the dash panel. Pressing the center of the cigar lighter latches the heater element in to the holder. With the ignition switched on, power flows through the heating element of the cigar lighter, causing it to heat up. When the heating element reaches a sufficient temperature, the holder automatically releases the cigar lighter which can then be removed for use.

The location of the cigar lighter holder is illuminated when the sidelights are switched on.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 of the engine compartment fuse box (C570-2) is connected to the ignition switch (C026-1) by the brown wire.

When the ignition switch is in position 'II', current flows from the ignition switch (C94-1) to fuse 19 of the passenger compartment fuse box (C581-13) on the white wire. Fuse 19 (C581-18) is connected to the cigar lighter (C86-1) by the green/orange wire. The cigar lighter is grounded (C89-1) on a black wire.

When the cigar lighter is pressed into its holder, locking clips secure it in position and also connect the power supply to the heating element. As the temperature of the heating element rises, heat is transmitted to the holder, causing the locking clips to expand and release the cigar lighter at a predetermined temperature.

Illumination

The cigar lighter has an illuminated ring which operates with the sidelights. Power from fusible link 1 of the engine compartment fuse box passes through fusible link 4 of the engine compartment fuse box (C573-2) and feeds the lighting switch (C41-1) on the brown wire. The lighting switch (C41-2) is connected to fuse 11 of the passenger compartment fuse box (C581-1) by the red wire. When the lighting switch is turned on, power is supplied through fuse 11 (C581-2) to the dimmer circuit header joint (C285-7) on the red/black wire - (See interior illumination). Power flows through the dimmer circuit (C285-16) to the cigar lighter illumination (C74-1) on the red/white wire. The cigar lighter illumination is grounded on a black wire.

CIRCUIT OPERATION

IN-CAR ENTERTAINMENT

DESCRIPTION

The radio/cassette player operates when the ignition switch is in position I or II. Signal output from the radio/cassette player is relayed to four loud speakers via a power amplifier. The radio/cassette player controls are illuminated when the unit is switched on. The illumination dims when the sidelights are switched on.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by a brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) and fuse 2 of the passenger compartment fuse box (C580-3) by brown wires. Fuse 2 (C580-4) of the passenger compartment fuse box supplies the radio/cassette player (C98-4) with a permanent feed on the purple wire. The permanent feed maintains the radio code and pre-set radio channels.

With the ignition switch in position I or II, power flows through the ignition switch (C99-1) to fuse 5 and fuse 6 (C580-7) of the passenger compartment fuse box on the white/orange wire. Fuse 6 (C580-12) supplies power to the power amplifier (C491/1&2) on white/light green wires. Fuse 5 (C580-10) supplies power to the radio/cassette player (C98-7) on the white/pink wire. The radio/cassette player and power amplifier are grounded on black wires.

9 wires connect the radio/cassette player to the power amplifier. These wires transmit the audio signals from the radio/cassette player to the power amplifier. The power amplifier is connected to the 4 speakers as follows;

RH front speaker by black/red (C491-14) and black/pink (C491-7) wires,
LH front speaker by black/orange (C491-13) and black/yellow (C491-6) wires,
LH rear speaker by black/blue (C491-11) and black/green (C491-4) wires,
RH rear speaker by black/brown (C491-12) and black white (C491-5) wires.

CIRCUIT OPERATION

Illumination

Fusible link 4 of the engine compartment fuse box (C573-2) is connected to the lighting switch (C41-1) on the brown wire. With the lighting switch in the on position, power flows across the switch to fuse 11 of the passenger compartment fuse box (C581-1) on the brown wire. Fuse 11 (C581-2) supplies the radio/cassette unit illumination (C98-6) on the red/black wire.

CIRCUIT OPERATION

IGNITION AND SHIFT INTERLOCK

DESCRIPTION

Ignition interlock

The ignition interlock prevents the following actions unless the gear selector lever is in the Park position and the transfer box is in either High or Low range:

- Key cannot be turned from position 'I' to position '0'.
- Key can be turned to crank position 'III' but starter motor will not operate.

Shift interlock

The shift interlock prevents the gear selector lever being moved from the Park position unless the ignition key is in position 'II' and the foot brake is applied.

Transfer gearbox interlock

The transfer gearbox interlock prevents the transfer box selector lever being moved unless the ignition switch is in position 'II' and the gear selector lever is in the Park or Neutral position.

OPERATION

Feed from the positive battery terminal is connected to the engine compartment fuse box (C632-1) by the brown wire. Current passes through fusible link 1 and fusible link 5 of the engine compartment fuse box which are connected in series. Fusible link 5 (C570-2) is connected to the ignition switch (C28-1) by the brown wire.

Ignition interlock

Fuse 2 of the engine compartment fuse box is connected in series with fusible link 1 of the engine compartment fuse box. Fuse 2 (C574-3) is connected to the key in sensor (C672-1) by the purple wire. Inserting the key in to the ignition switch closes the key in sensor and allows power to flow from the key in sensor (C672-2) to the key interlock solenoid (C671-1) and diode (C924-2) on the brown/red wire. The diode prevents back feeding as the solenoid energizes and de-energizes.

With the transfer gearbox in neutral, the transfer gearbox neutral switch will be closed. With the neutral switch closed, current flows through the winding of the key interlock solenoid (C671-2) on the brown/yellow wire, through the diode (C802-2 & 3), through the switch (C684-3) to ground on the black wire and the solenoid remains energized, preventing the key being turned to position '0' and, hence removed from the ignition.

CIRCUIT OPERATION

Similarly, if the automatic transmission selector lever is not in park, the PARK 1 switch will be closed and a ground path is provided for key interlock solenoid on the brown/yellow wire, through the closed switch contacts, on the black wire (C668-4) & (C550-6). Again, the key interlock solenoid will be energized and the key cannot be removed.

Either, or both, of the above conditions will cause the key interlock solenoid to be energized. Only with the transfer gearbox neutral switch open (in the HI or LO positions) **AND** the automatic transmission selector lever in park, is the key interlock de-energized, enabling the key to be moved to position '0' and removed from the ignition.

Shift interlock

The ignition switch (C94-1) is connected to fuse 18 of the passenger compartment fuse box (C581-13) by the white wire. With the ignition switch in position 'II', power flows across fuse 18 (C581-14) to the brake pedal switch (C75-1) on the green/purple wire. When the brake pedal is depressed, the switch closes and power flows across the switch (C29-1) to the automatic transmission selector (C668-2) on the green/purple wire. An internal link connection takes the feed out of the selector (C668-5) on a pink/slate wire, and back to the PARK 2 switch (C668-6). If the gear selector is in the Park position, the route to ground for the gear shift interlock solenoid (C668-3) is provided on the black wire. With the gear shift interlock solenoid energized, the gear shift lever is released, allowing the lever to be moved from the Park position. If the gear shift lever is not in the Park position, the shift interlock solenoid has no continuity to ground and is not energized. With the shift interlock solenoid de-energized, the gear selector lever cannot be moved from the Park position. Similarly, if the brake pedal switch is not closed by depressing the brake pedal, power is not supplied to the gear shift interlock solenoid, regardless of the gear selector lever position.

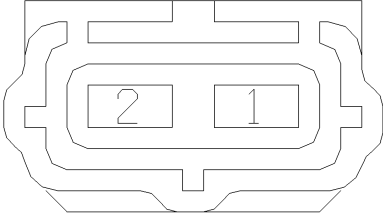
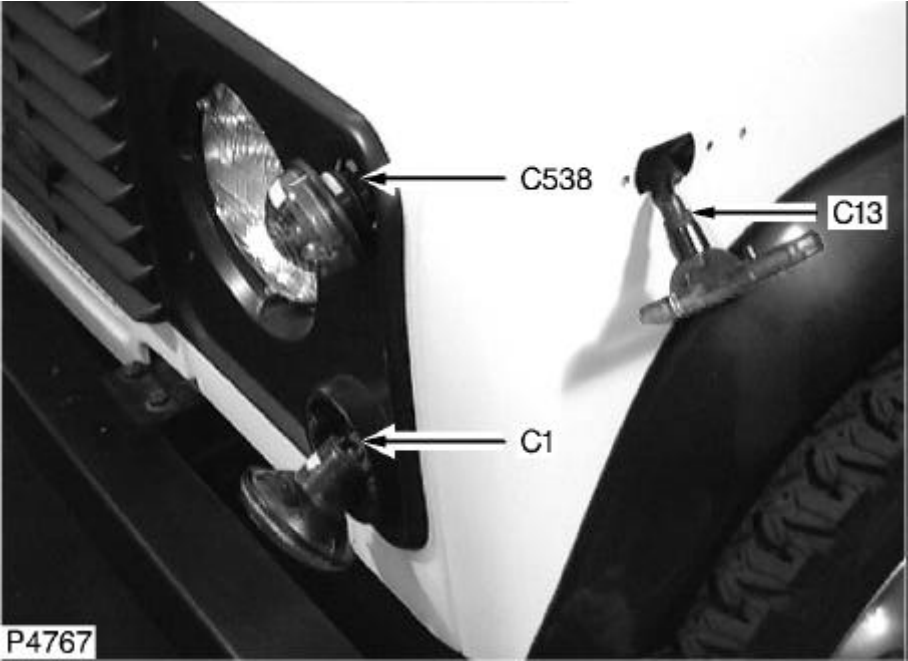
Transfer gearbox interlock

Fuse 2 of the engine compartment fuse box is connected in series with fusible link 1 of the engine compartment fuse box. Fuse 2 (C574-3) is connected to the key in sensor (C672-1) by the purple wire. Inserting the key in to the ignition switch closes the key in sensor and allows power to flow from the key in switch (C672-2) to the interlock relay winding (C95-85) on the brown/red wire via a header joint (C289). If the automatic transmission inhibitor switch is not in the neutral or park position, there is no ground path for the interlock relay winding and the relay remains de-energized. In this condition, the transfer gearbox selector lever cannot be moved.

CIRCUIT OPERATION

With the automatic transmission inhibitor switch in either Park or Neutral, a ground path is provided for the interlock relay winding (956-86), on the black/yellow wire, through the diode (C801-1 & 2), through the closed switch contacts (C069- 5 & 4), to the immobilization ECU on a black/orange wire (C057-10) and from the immobilization ECU (C057-11) to ground on a black wire. With the relay energized, current flows from fuse 18 of the passenger compartment fuse box (C581-14) to the interlock relay (C956-87) on a green wire. Current passes through the closed relay contacts (C956-30) to the transfer gearbox interlock unit (C683-1) on the slate/black wire and to ground through the unit's solenoid winding on the black wire. In this condition, the unit is energized and the transfer gearbox selector lever is free to move.

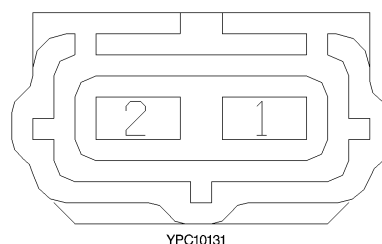
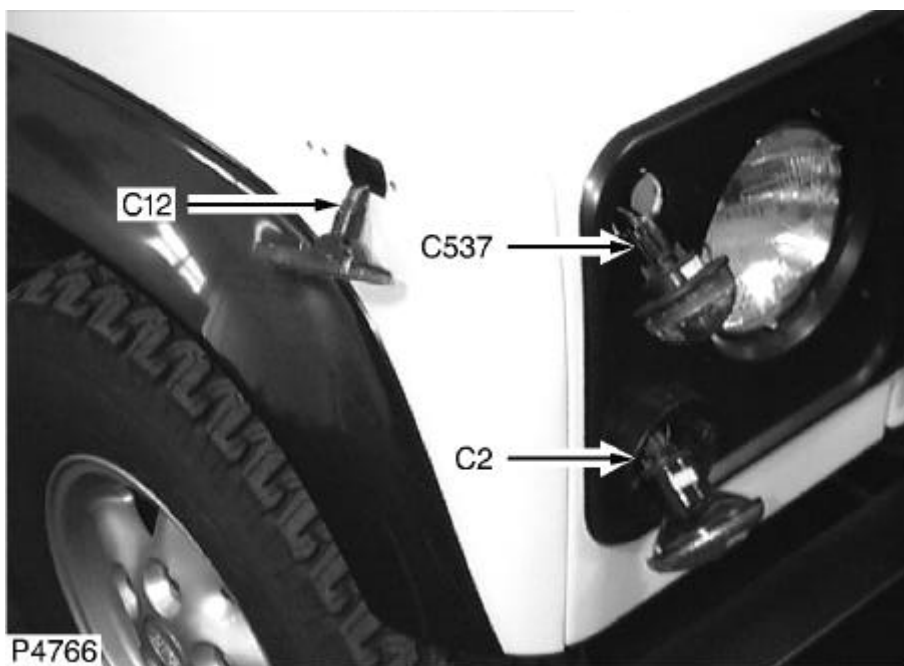
C1
DIRECTION
INDICATOR - LH
2 Way
Female
RED
Behind LH front indicator
lamp



YPC10131

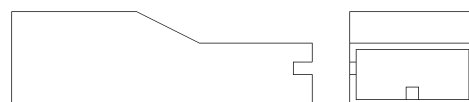
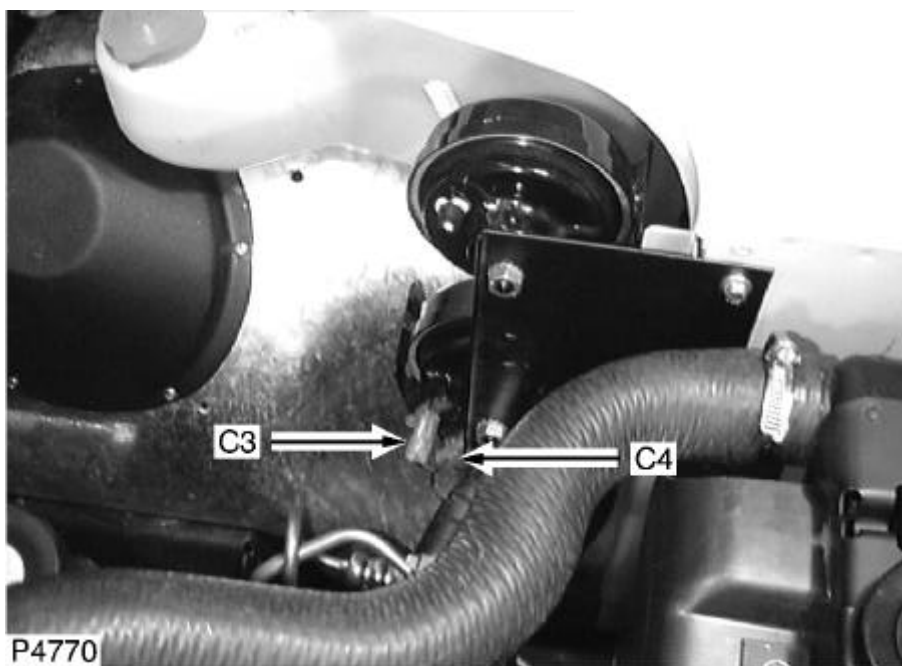
Cav	Color	Cct
1	B	ALL
2	GR	ALL

C2
 DIRECTION
 INDICATOR - RH
 2 Way
 Female
 RED
 Behind RH front indicator
 lamp



Cav	Color	Cct
1	B	ALL
2	GW	ALL

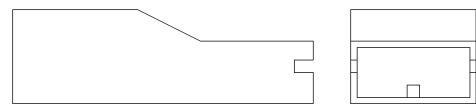
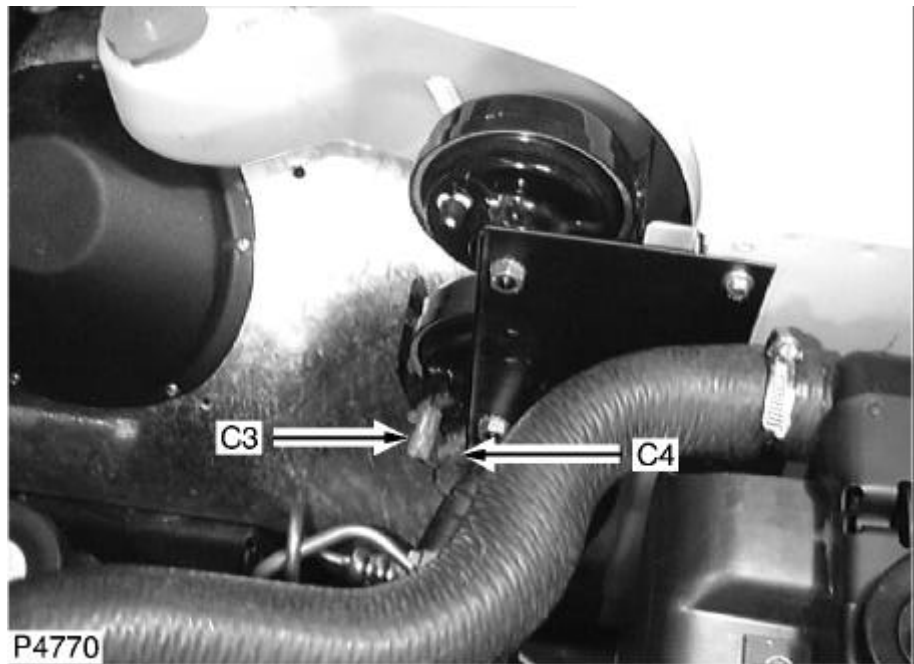
C3
 HORN
 1 Way
 Female
 NATURAL
 Under bonnet, LH inner
 fender



YPC10386

Cav	Color	Cct
1	PB	ALL

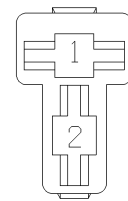
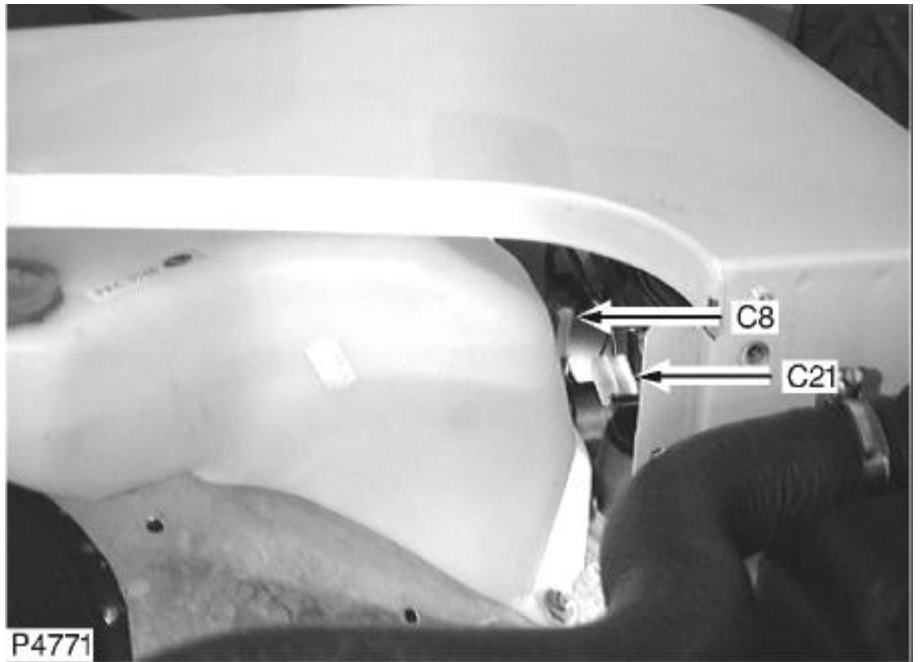
C4
 HORN
 1 Way
 Female
 NATURAL
 Under bonnet, LH inner
 fender



YPC10386

Cav	Color	Cct
1	B	ALL

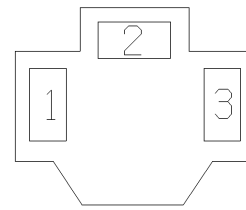
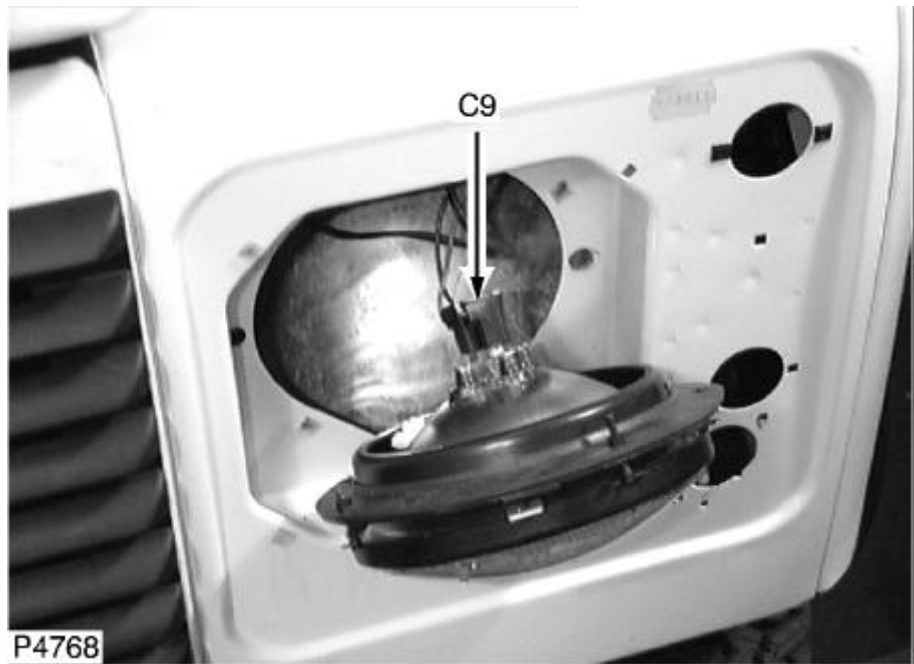
C8
 WASHER PUMP -
 FRONT
 2 Way
 Female
 BLACK
 Under bonnet, LH inner
 fender



ACU3172

Cav	Color	Cct
1	B	ALL
2	LGB	ALL

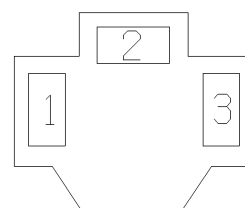
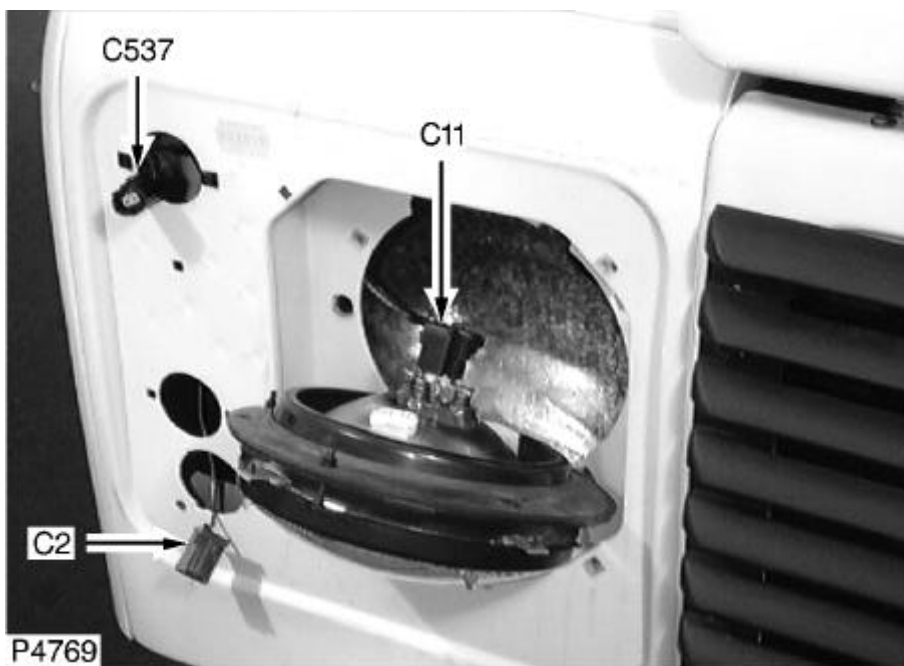
C9
 HEADLAMP LH
 3 Way
 Female
 BLACK
 Behind LH headlamp



AFU3113

Cav	Color	Cct
1	US	ALL
2	UK	ALL
3	B	ALL

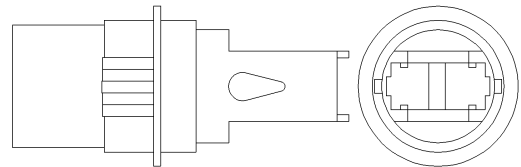
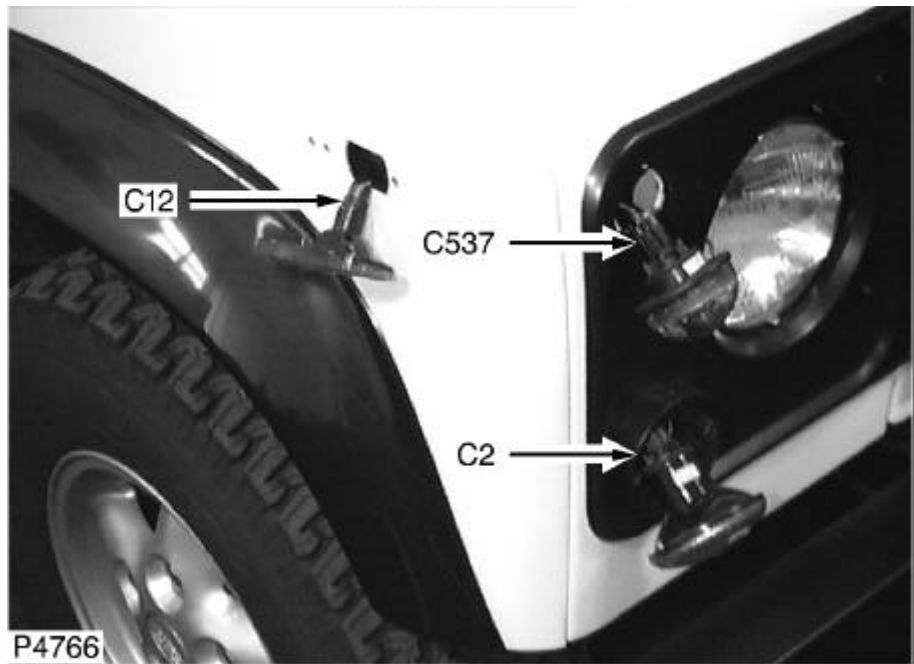
C11
 HEADLAMP RH
 3 Way
 Female
 BLACK
 Behind RH headlamp



AFU3113

Cav	Color	Cct
1	UO	ALL
2	UB	ALL
3	B	ALL

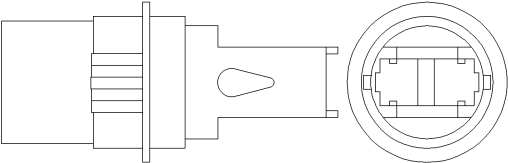
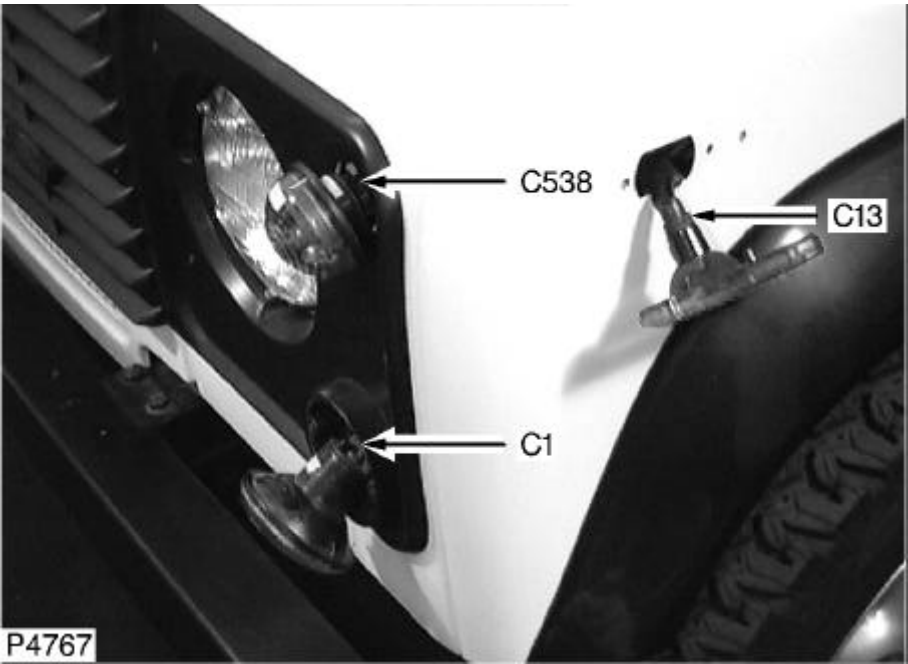
C12
 SIDE REPEATER RH
 2 Way
 Female
 BLACK
 On the side of the front
 fender



AFU3698

Cav	Color	Cct
1	RO	ALL
2	B	ALL

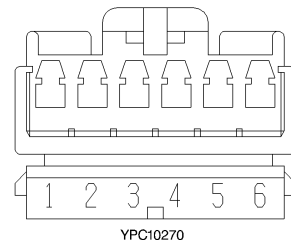
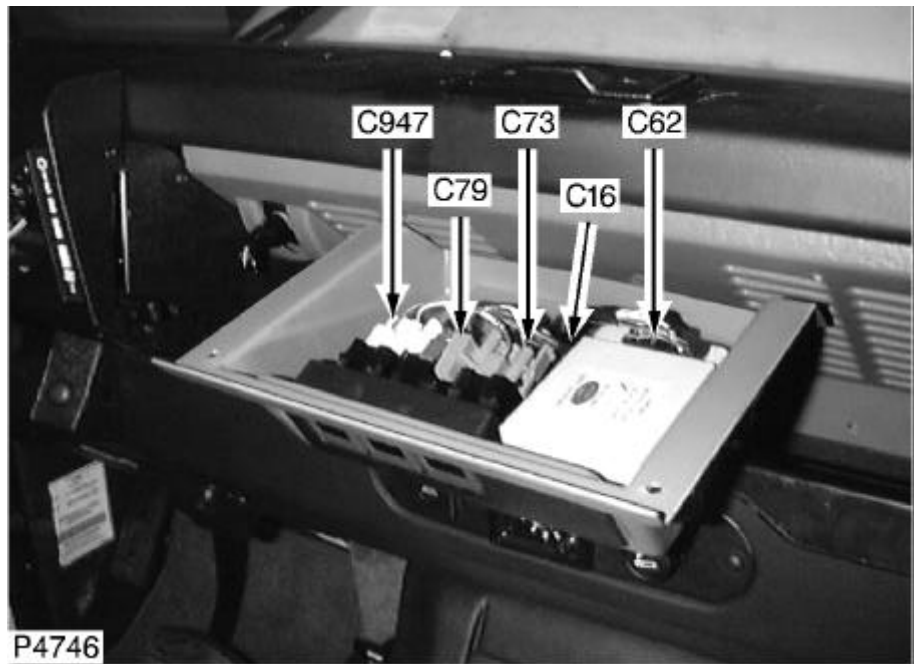
C13
SIDE REPEATER LH
2 Way
Female
BLACK
On the side of the front
fender



AFU3698

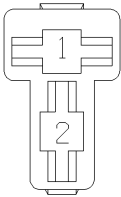
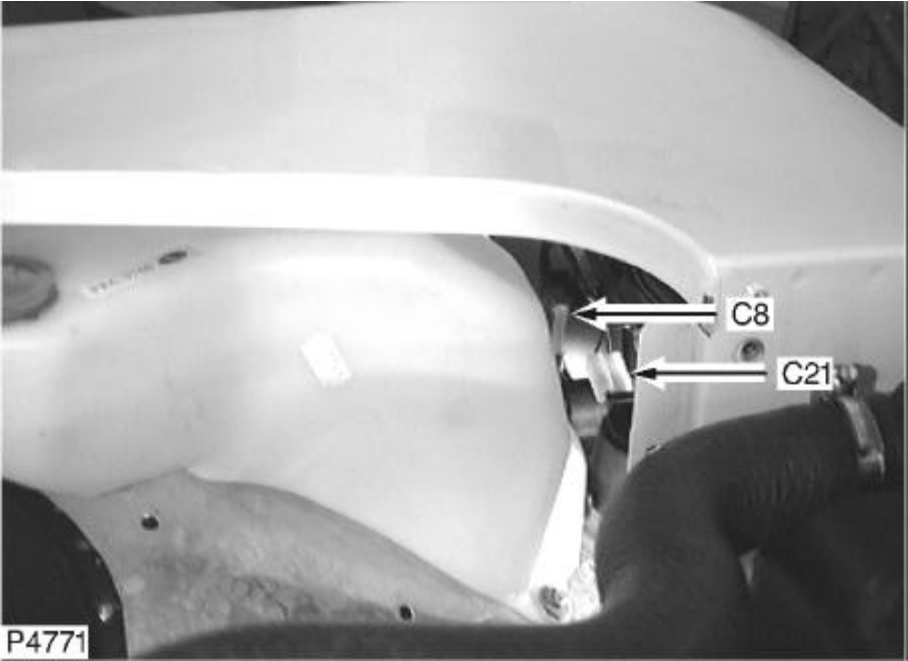
Cav	Color	Cct
1	RB	ALL
2	B	ALL

C16
 MFU
 6 Way
 Female
 WHITE
 Behind dash trim panel



Cav	Color	Cct
1	P	ALL
2	WG	ALL
3	WN	ALL
4	RW	ALL
5	WR	ALL
6	B	ALL

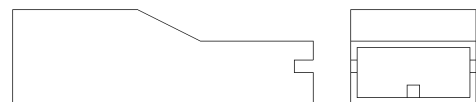
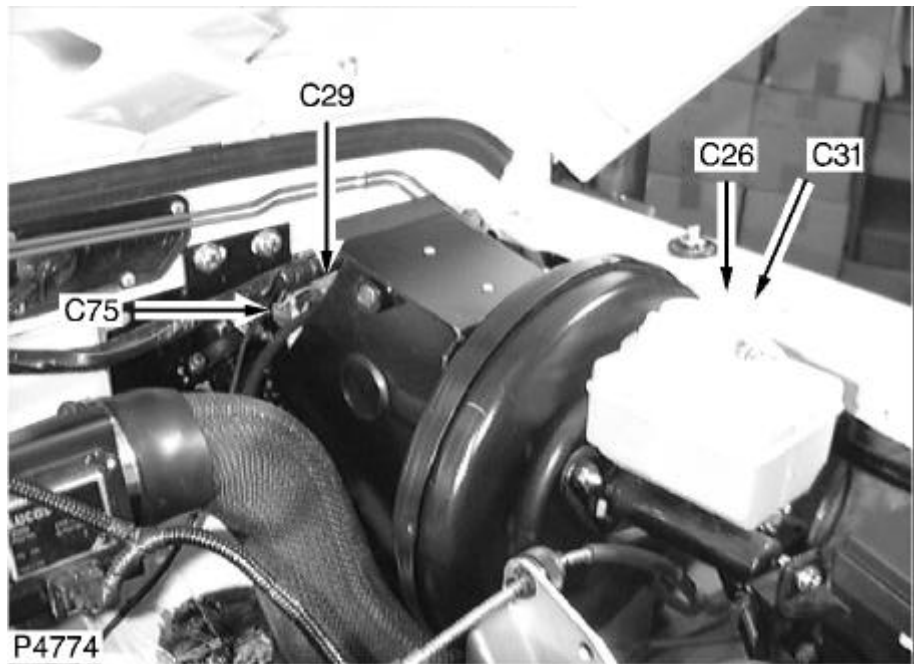
C21
WASHER PUMP -
REAR
2 Way
Female
NATURAL
Under bonnet, LH inner
fender



AAU1939

Cav	Color	Cct
1	B	ALL
2	BLG	ALL

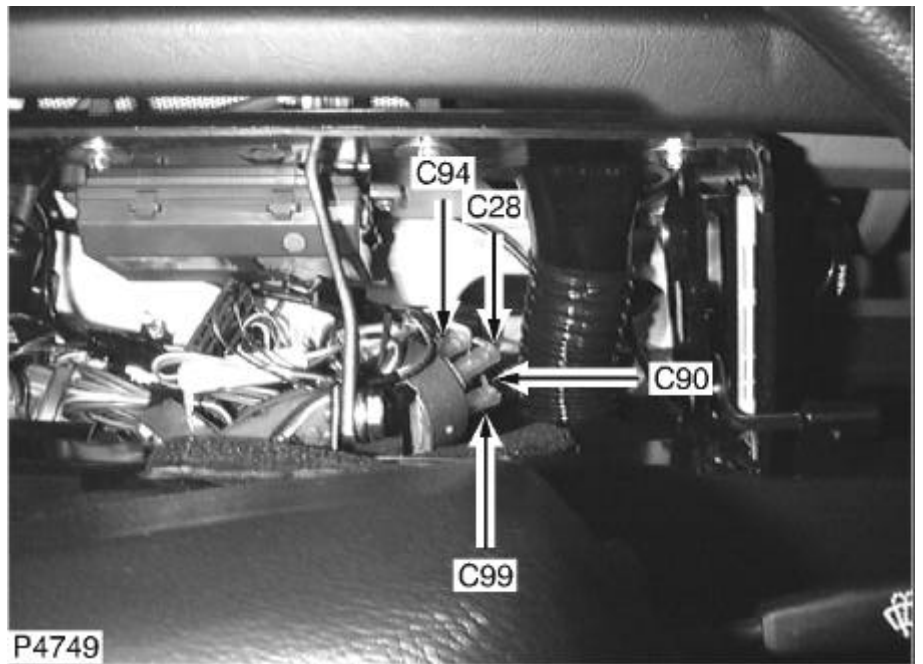
C26
 BRAKE FLUID LEVEL
 1 Way
 Female
 NATURAL
 Rear LH side of engine
 compartment



YPC10386

Cav	Color	Cct
1	WY	ALL

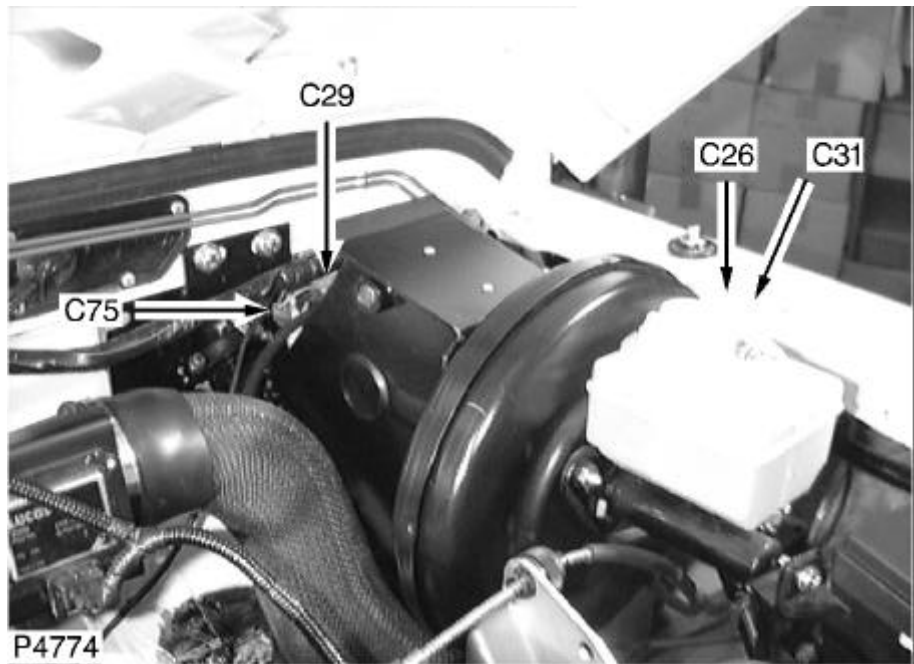
C28
 IGNITION SWITCH
 1 Way
 Female
 NATURAL
 Behind instrument pack



YPC10386

Cav	Color	Cct
1	N	ALL

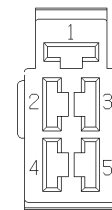
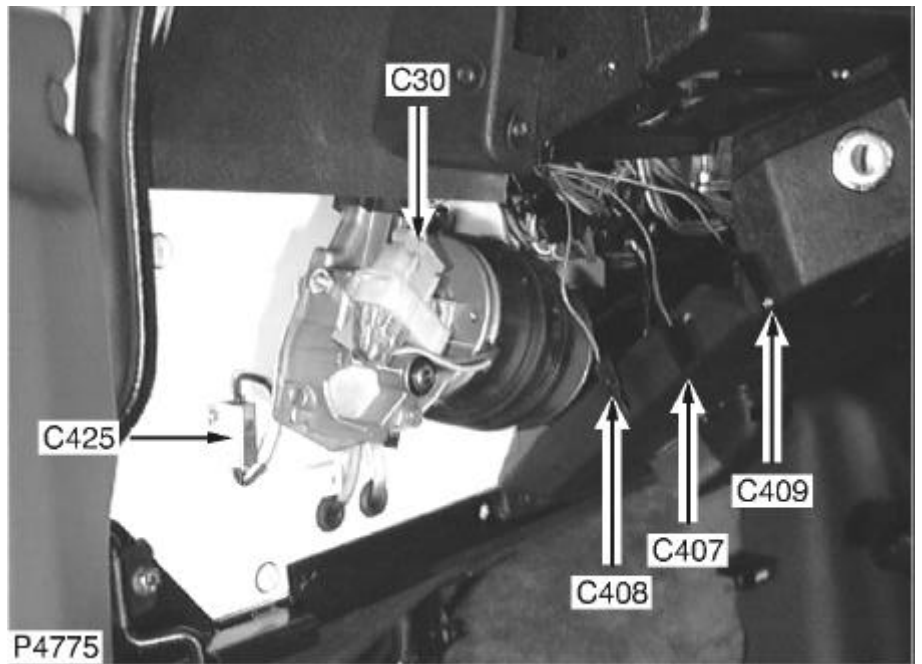
C29
 STOP LAMP SWITCH
 1 Way
 Female
 NATURAL
 LH side of fire wall



YPC10386

Cav	Color	Cct
1	GP	ALL

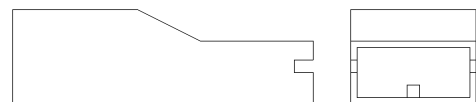
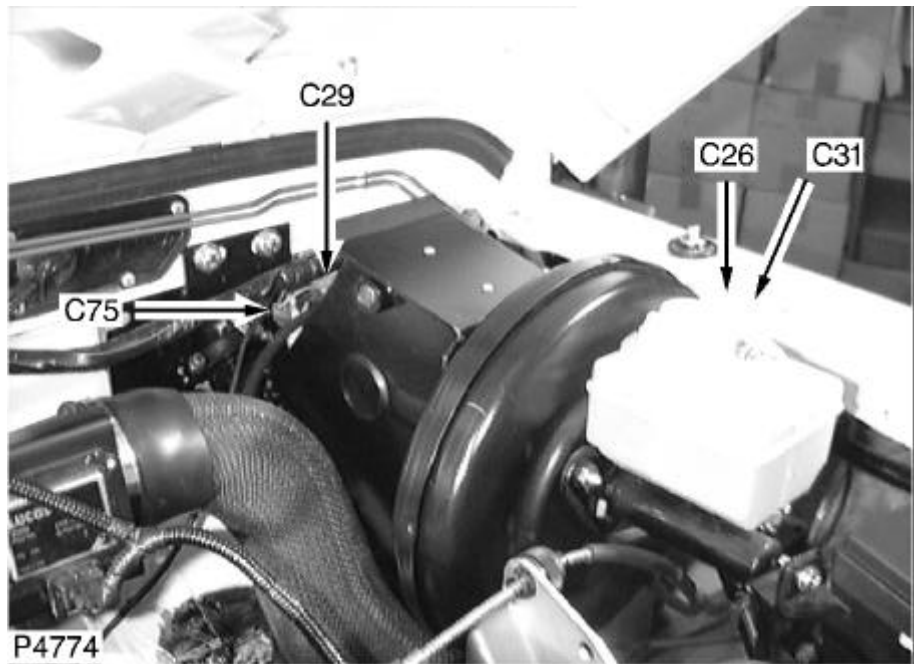
C30
 WIPER MOTOR -
 FRONT
 5 Way
 Female
 GREY
 Under LH side of dash



13H4576

Cav	Color	Cct
1	B	ALL
2	NLG	ALL
3	ULG	ALL
4	G	ALL
5	RLG	ALL

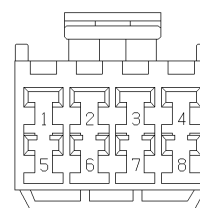
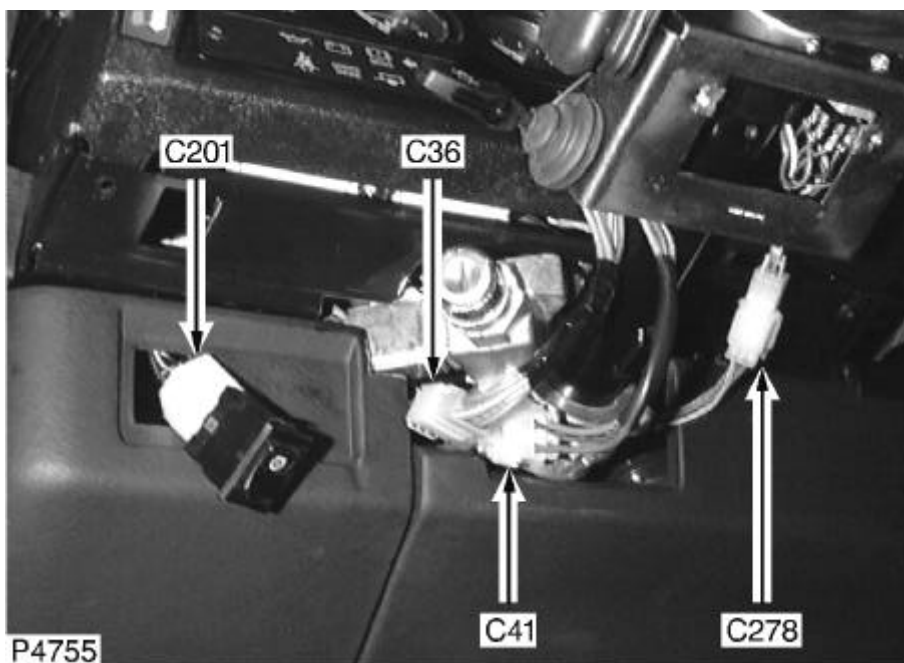
C31
 BRAKE FLUID LEVEL
 1 Way
 Female
 NATURAL
 Behind center console



YPC10386

Cav	Color	Cct
1	B	ALL

C36
 MULTI-PURPOSE
 SWITCH
 8 Way
 Female
 NATURAL
 Behind steering column
 cowl LH side

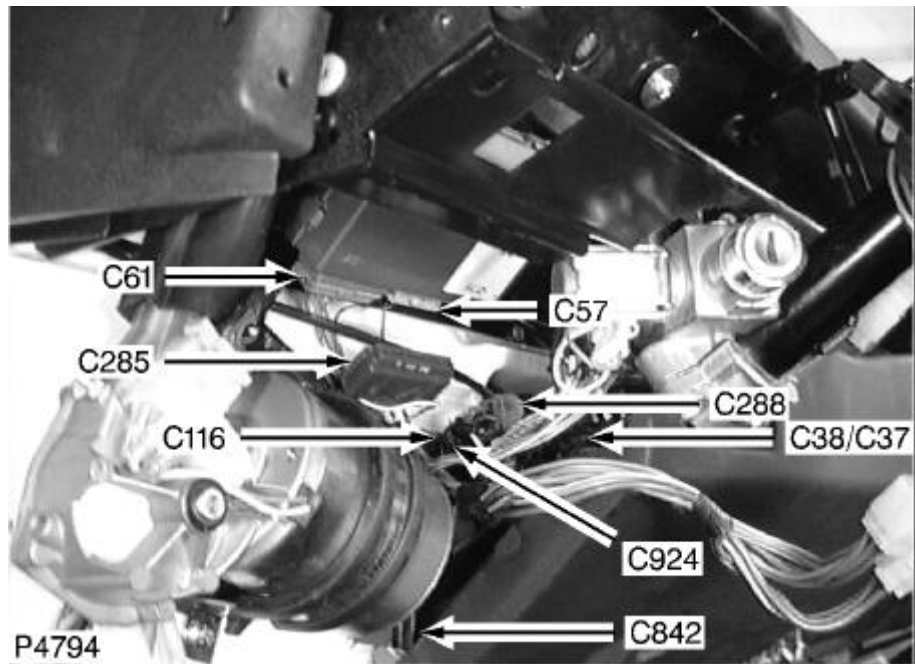


AFU3574

Cav	Color	Cct
1	U	ALL
2	GW	ALL
3	LGN	ALL
4	GR	ALL
5	UW	ALL
6	UR	ALL
7	P	ALL
8	PB	ALL

C37
RESISTOR

Female
BRASS, ANTI-RUST
TREATMENT
Behind dash trim panel

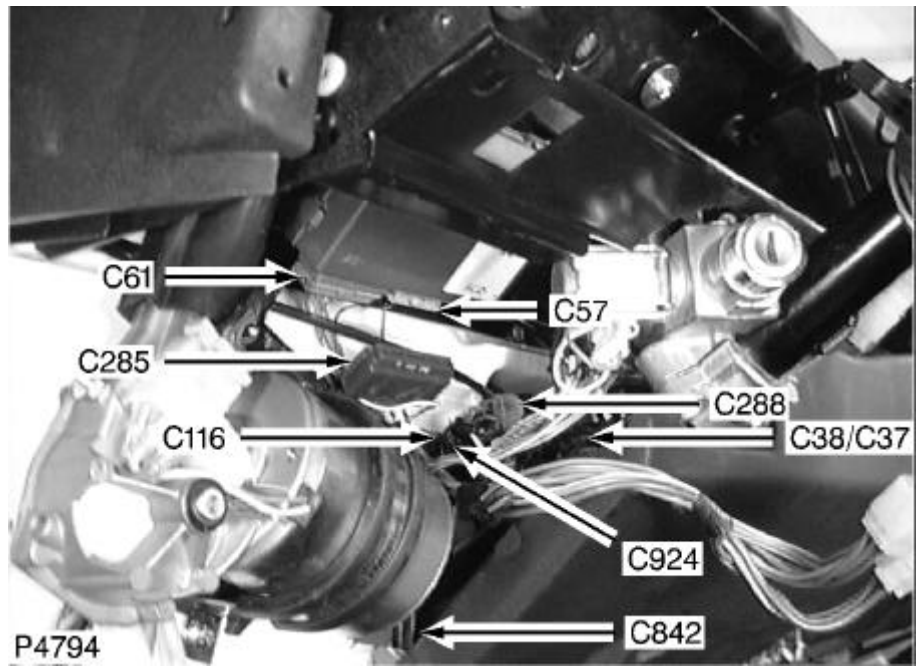


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Cav	Color	Cct
2	YN	ALL

C38
RESISTOR

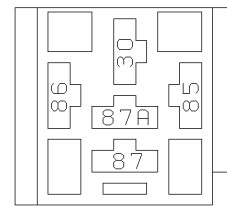
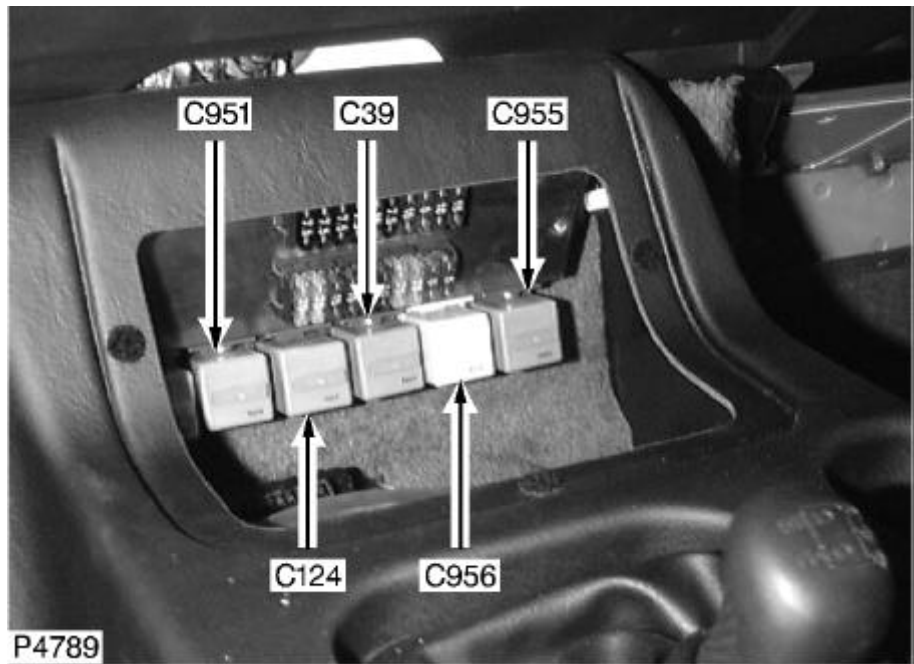
Female
BRASS, ANTI-RUST
TREATMENT
Behind dash trim panel



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Cav	Color	Cct
1	W	ALL

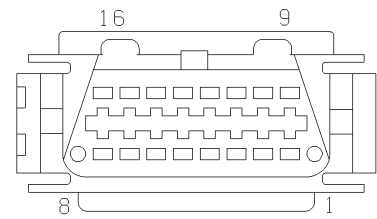
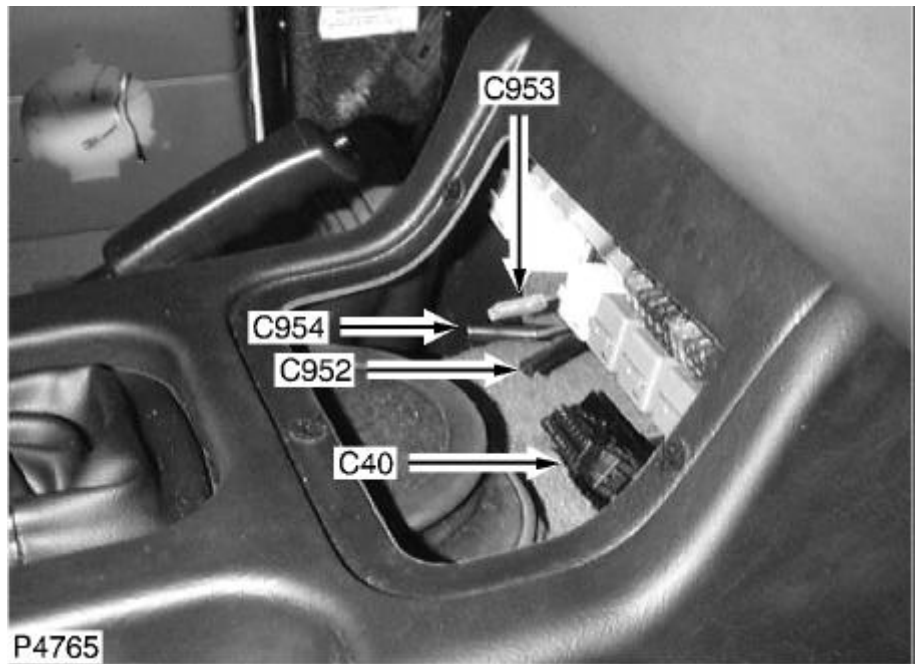
C39
 RELAY - FRONT
 WIPERS
 5 Way
 Female
 GREEN
 Behind front of center
 console



YPP100130

Cav	Color	Cct
30	YLG	ALL
85	NS	ALL
86	G	ALL
87A	NLG	ALL
87	G	ALL

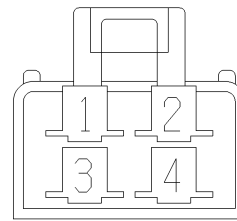
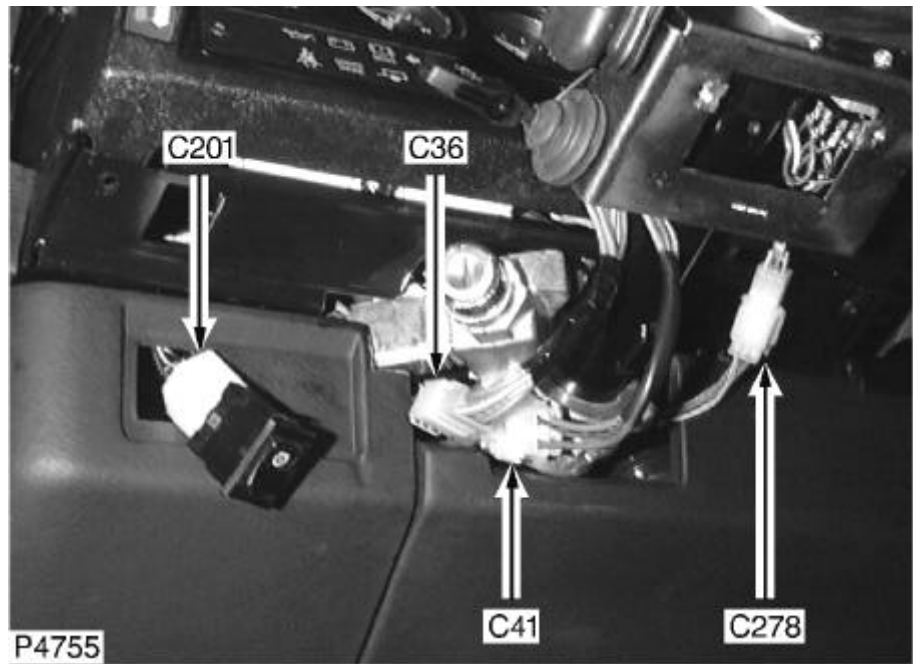
C40
 DIAGNOSTIC
 CONNECTOR
 16 Way
 Female
 BLACK
 Behind front of center
 console



YPC107920

Cav	Color	Cct
4	B	ALL
5	B	ALL
7	WLG	ALL
8	OLG	ALL
15	WK	ALL
16	P	ALL

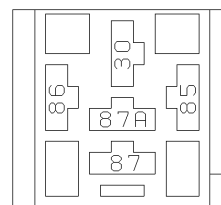
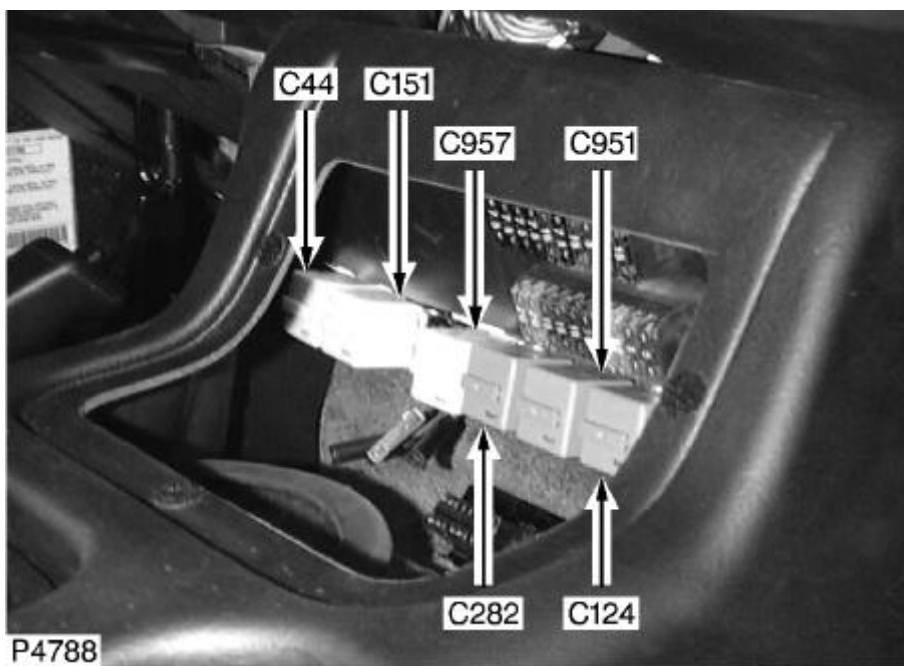
C41
 LIGHTING SWITCH
 4 Way
 Female
 NATURAL
 Behind steering column
 cowl LH side



AFU3855

Cav	Color	Cct
1	N	ALL
2	R	ALL
4	UY	ALL

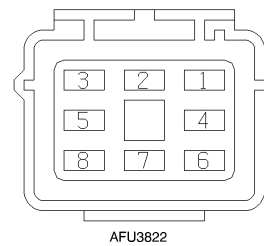
C44
 HEATED REAR
 WINDOW RELAY
 5 Way
 Female
 YELLOW
 Behind front of center
 console



YPP100090

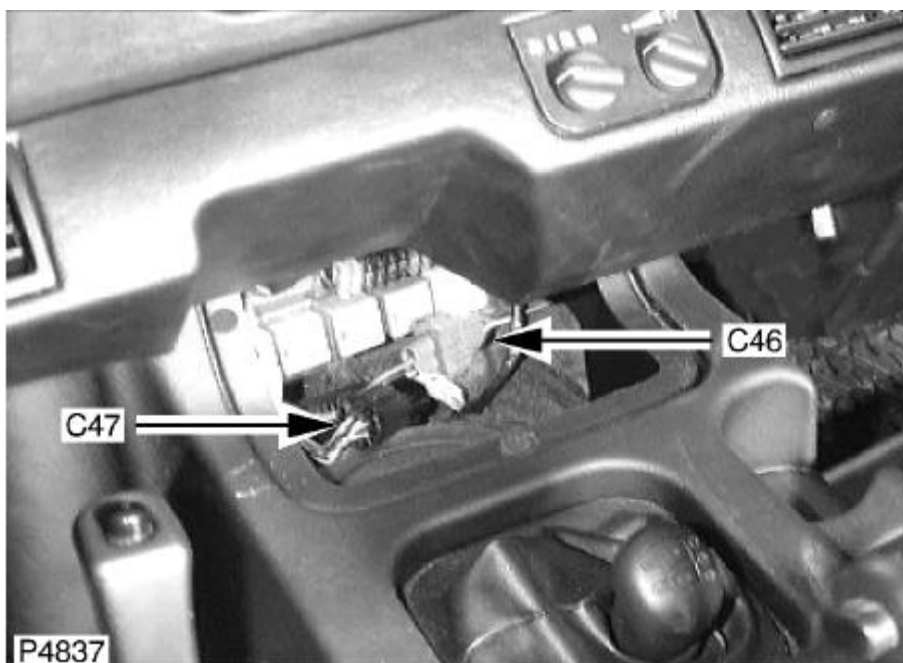
Cav	Color	Cct
30	WB	ALL
85	WK	ALL
86	B	ALL
87	NS	ALL

C45
 A/C DASH HARNESS
 TO A/C ENGINE BAY
 HARNESS
 8 Way
 Female
 BLACK
 Passenger's footwell



Cav	Color	Cct
1	G	ALL
2	U	ALL
3	R	ALL
4	N	ALL
5	UR	ALL
6	B	ALL

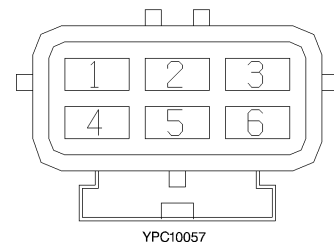
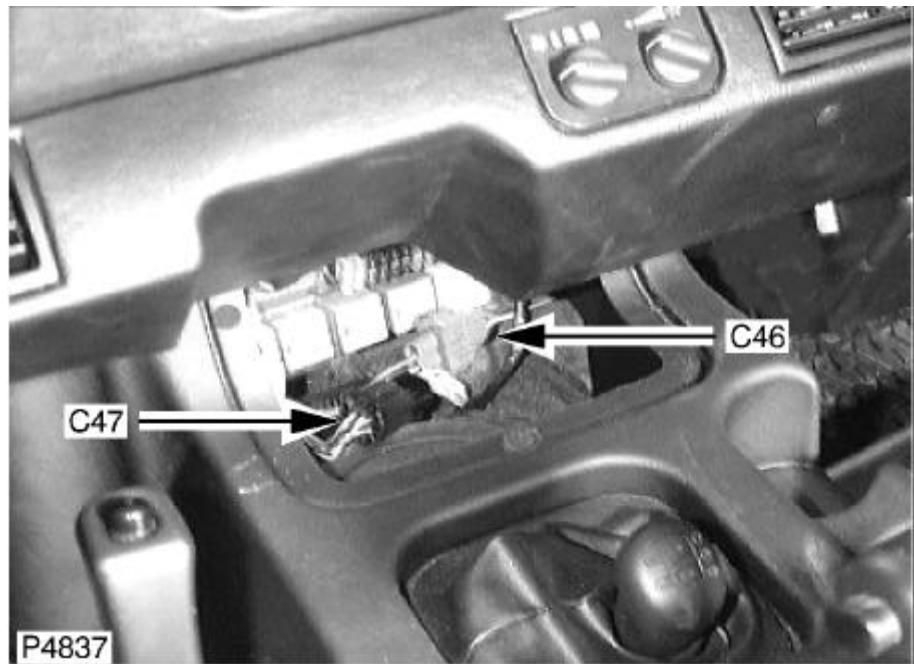
C46
AIR CONDITIONING
HARNESS TO MAIN
HARNESS
2 Way
Male
RED
Beneath front console



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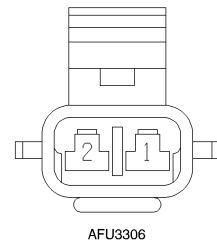
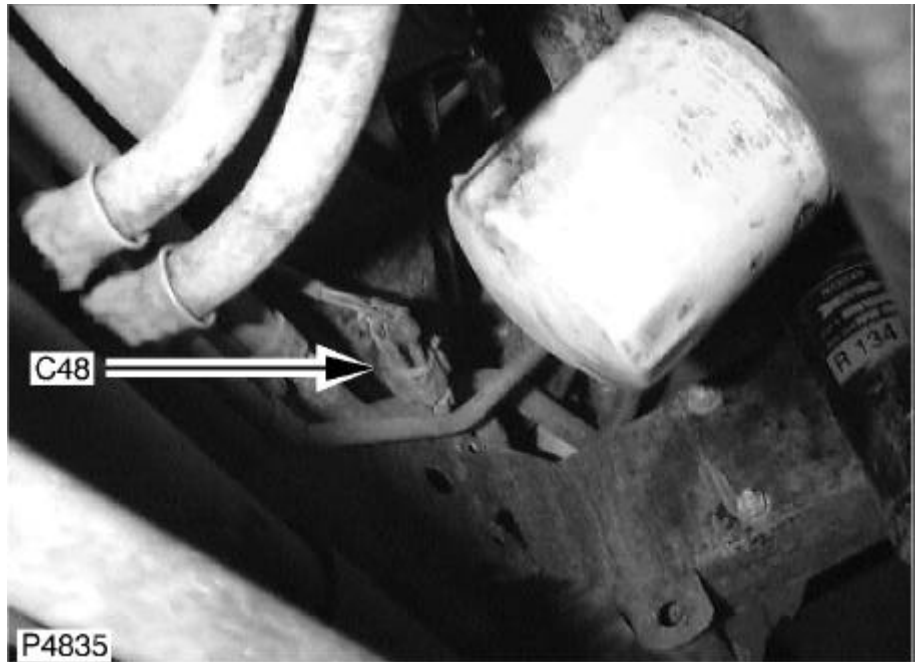
Cav	Color	Cct
1	NW	ALL
2	PS	ALL

C47
 AIR CONDITIONING
 HARNESS TO MAIN
 HARNESS
 6 Way
 Male
 BLACK
 Beneath front console



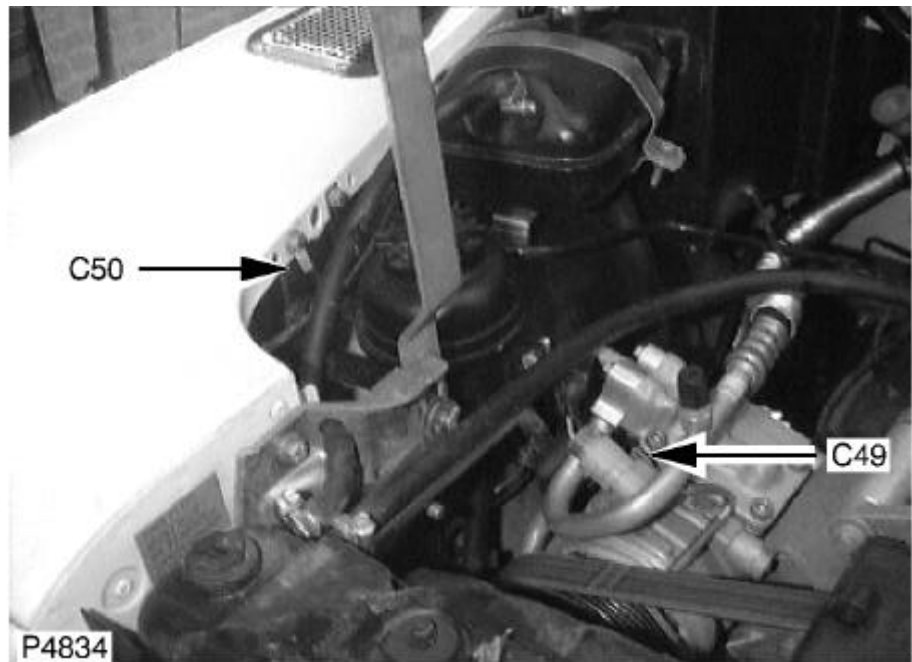
Cav	Color	Cct
1	G	ALL
2	SB	ALL
3	YW	ALL
4	UB	ALL
5	UW	ALL
6	SU	ALL

C48
 CONDENSER FAN
 2 Way
 Female
 BLACK
 Behind radiator



Cav	Color	Cct
1	UP	ALL
2	B	ALL

C49
COMPRESSOR
CLUTCH
2 Way
Female
NATURAL
Front RH side of engine

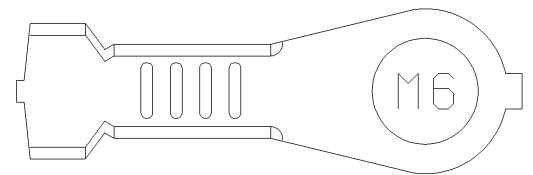
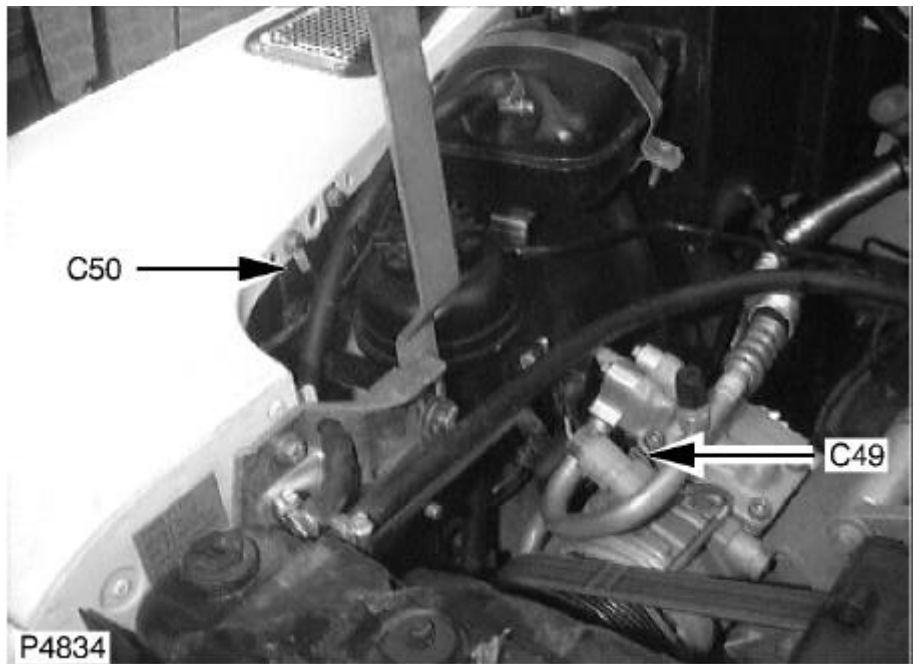


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Cav	Color	Cct
1	NK	ALL
2	B	ALL

C50
GROUND EYELET
1 Way

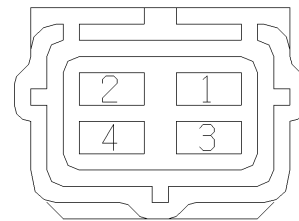
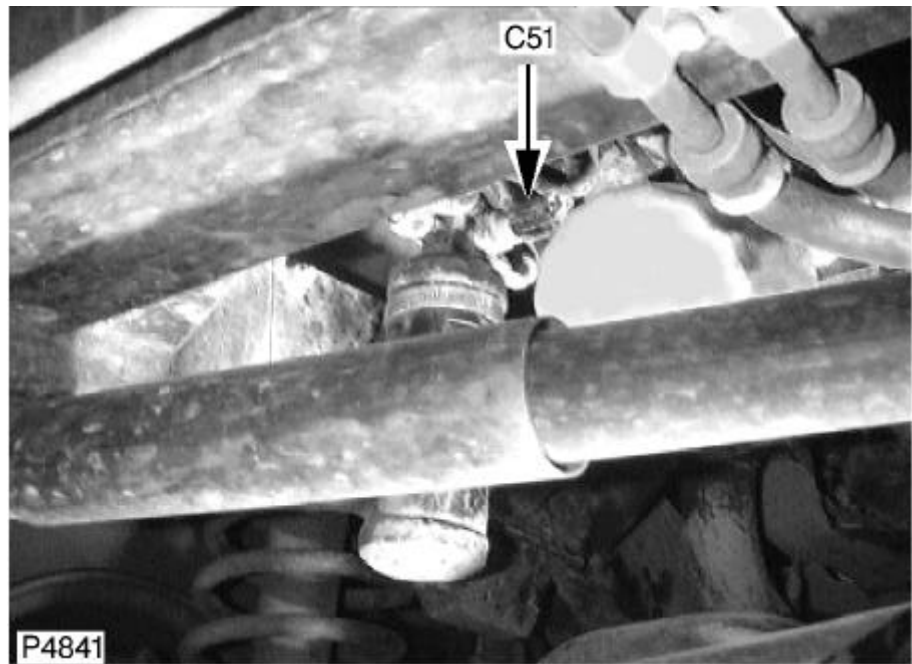
TIN-PLATE
Front of engine
compartment RH side



YPG10003

Cav	Color	Cct
1	B	ALL

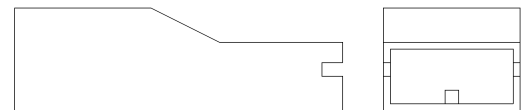
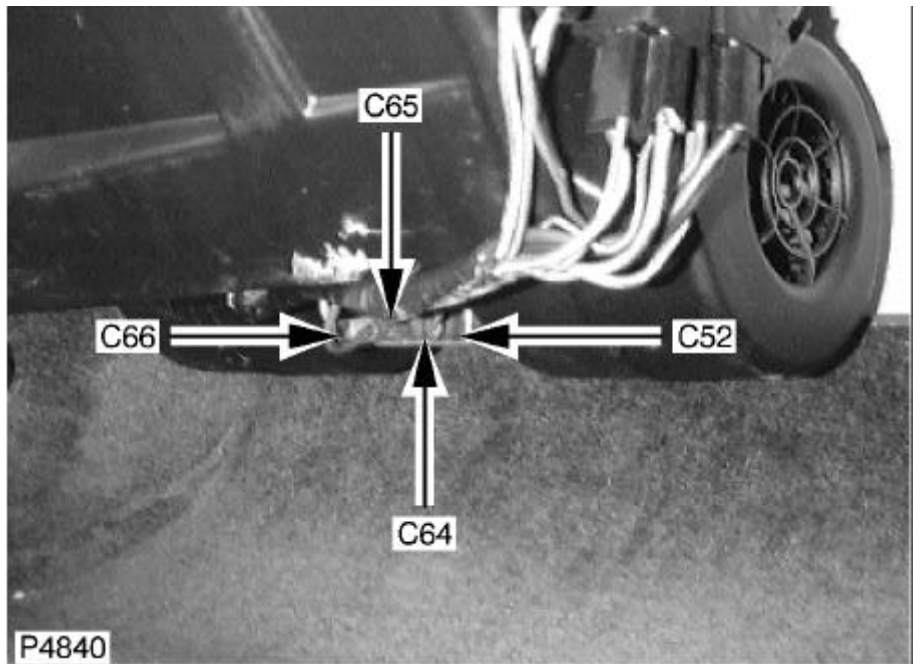
C51
 TRINARY SWITCH
 4 Way
 Female
 BLACK
 Lower RH front of engine
 compartment



YPC10066

Cav	Color	Cct
1	YW	ALL
2	UR	ALL
3	B	ALL
4	UW	ALL

C52
 BLOWER SPEED 1
 1 Way
 Female
 BLACK
 Passenger's footwell

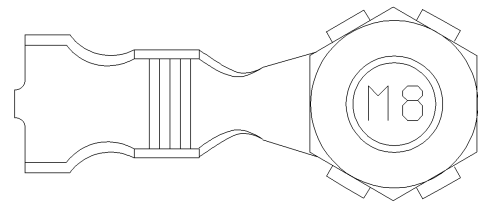
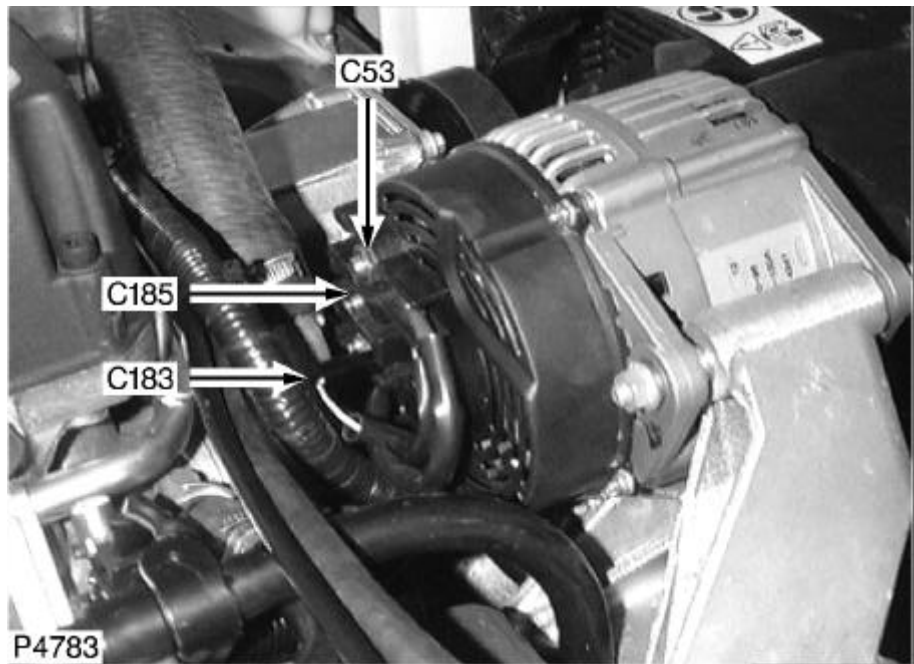


AAU1010

Cav	Color	Cct
1	U	ALL

C53
 GENERATOR -
 CONTROL
 1 Way

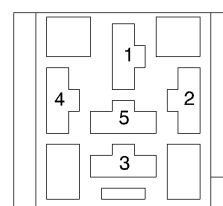
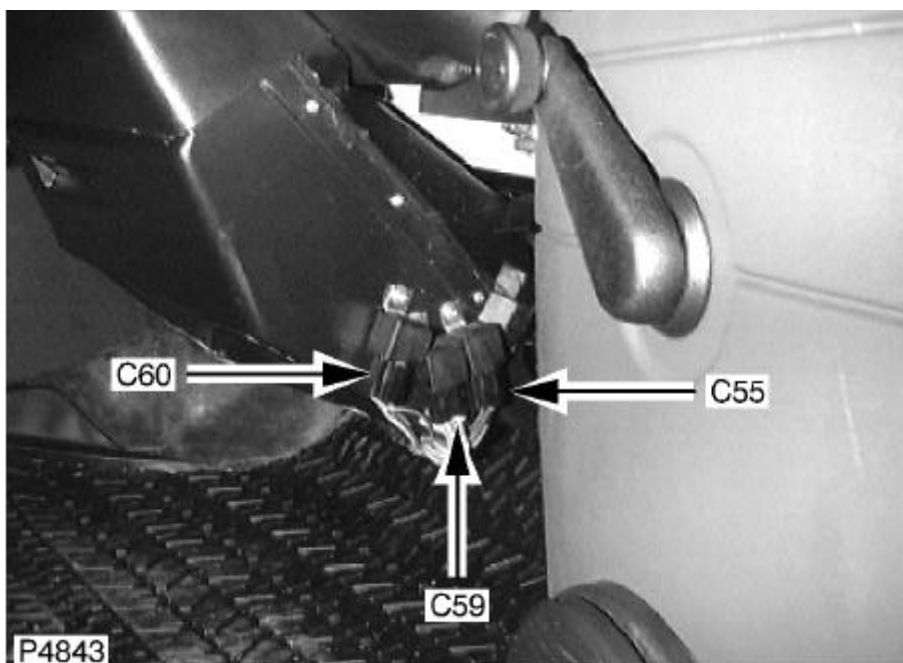
BRASS
 Front of engine - center



YPG100700

Cav	Color	Cct
1	N	ALL

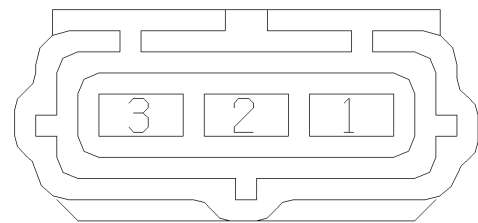
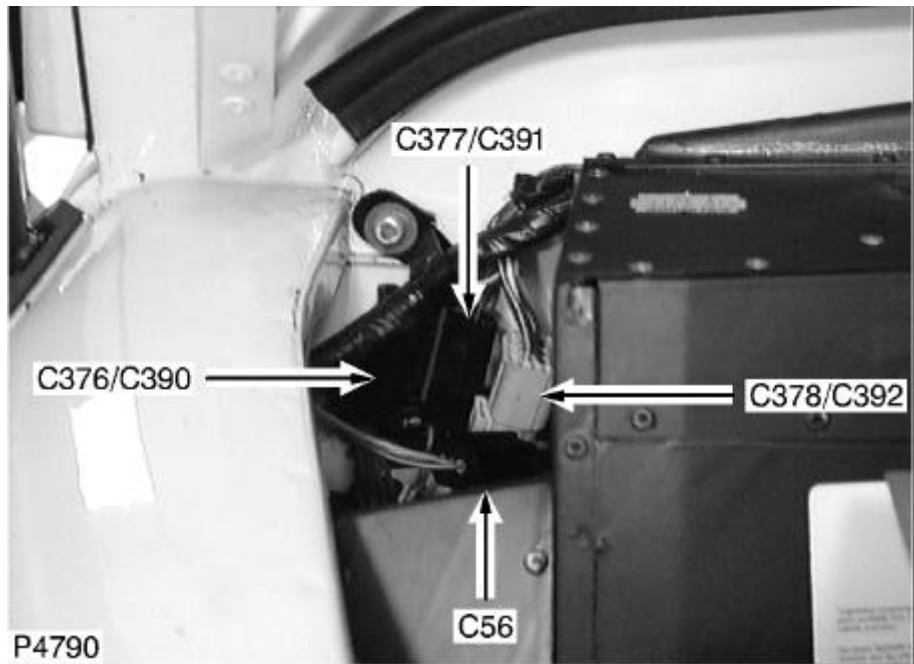
C55
 BLOWER RELAY
 5 Way
 Female
 BLACK
 Passenger's footwell



86M4332

Cav	Color	Cct
1	PS	ALL
2	B	ALL
3	N	ALL
4	G	ALL

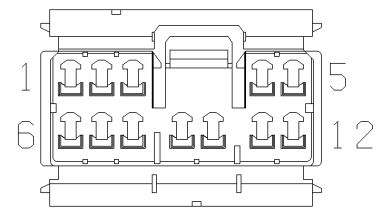
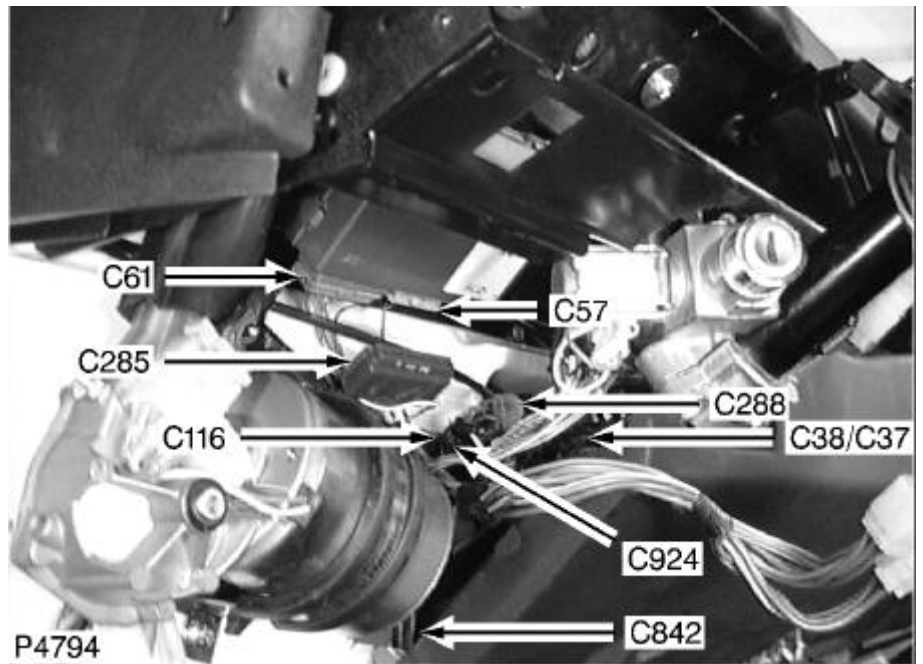
C56
 BLOWER MOTOR
 3 Way
 Female
 BLACK
 Under bonnet, RH inner
 fender



YPC10068

Cav	Color	Cct
1	GS	ALL
2	GY	ALL
3	PG	ALL

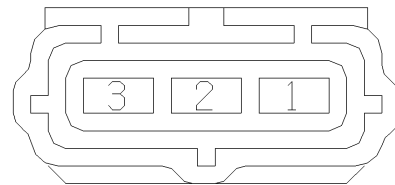
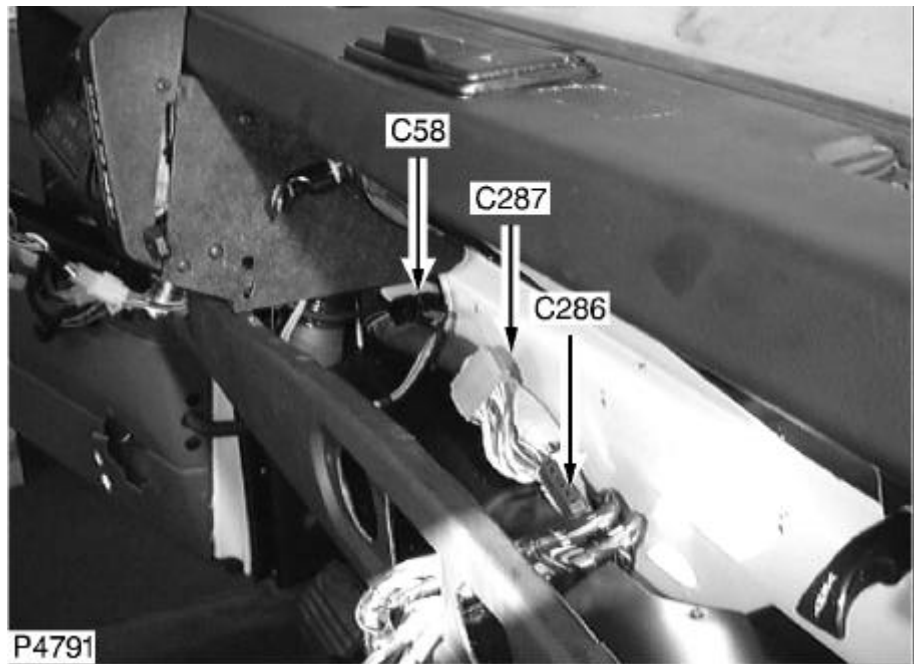
C57
 IMMOBILIZATION
 ECU
 12 Way
 Female
 GREEN
 Behind instrument pack



YPC10531

Cav	Color	Cct
10	BO	ALL
11	B	ALL

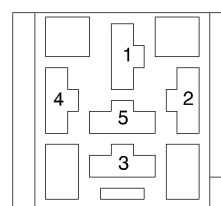
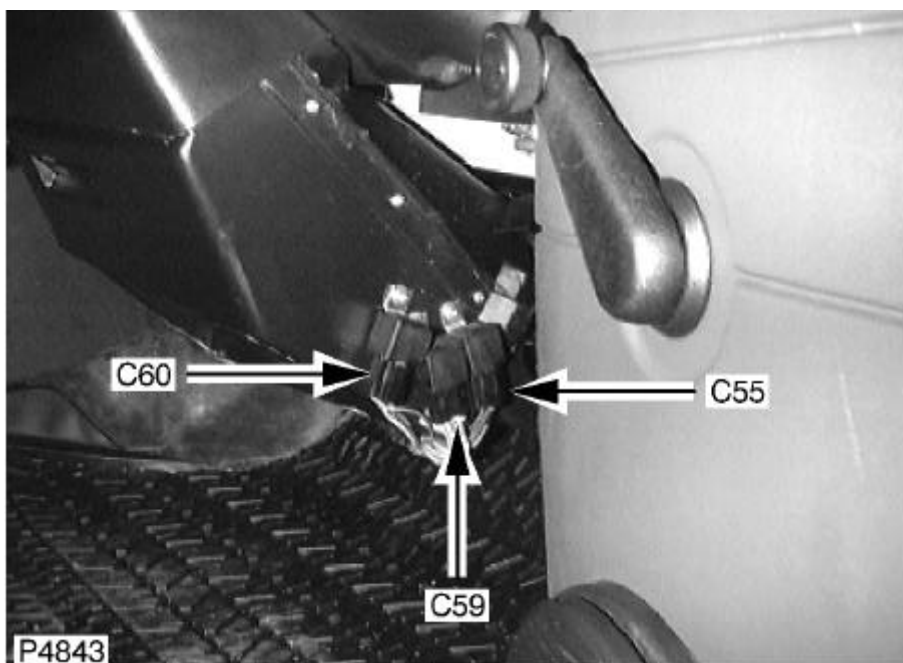
C58
 BLOWER SWITCH
 3 Way
 Female
 BLACK
 Behind dash trim panel



YPC 10067

Cav	Color	Cct
1	GS	ALL
2	GY	ALL
3	B	ALL

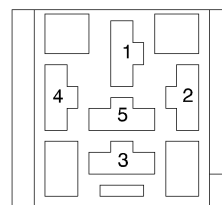
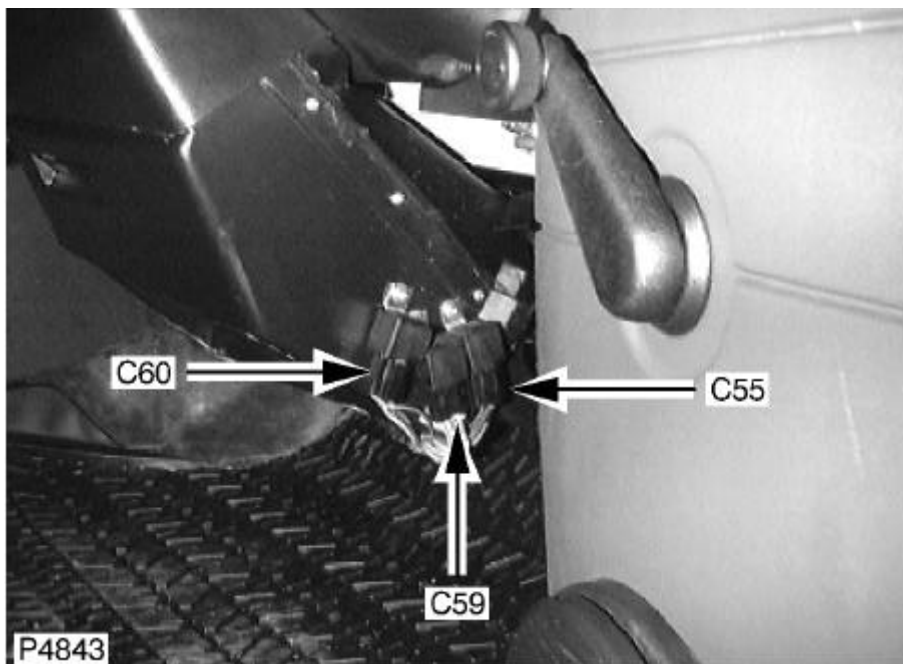
C59
 CONDENSER FAN
 RELAY
 5 Way
 Female
 BLACK
 Passenger's footwell



86M4332

Cav	Color	Cct
1	NW	ALL
2	SU	ALL
3	UP	ALL
4	SB	ALL

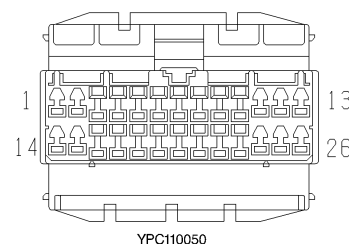
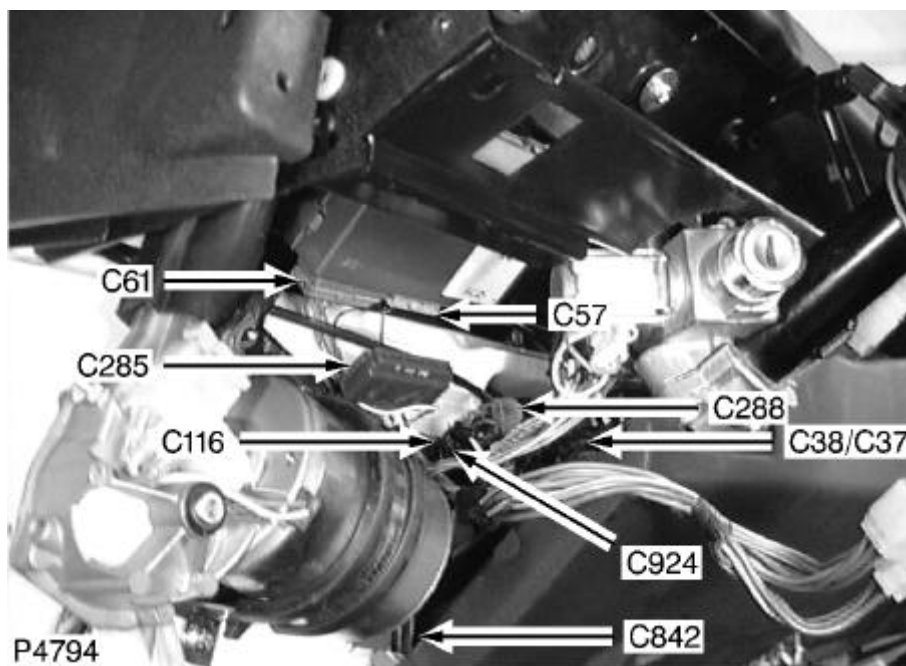
C60
 COMPRESSOR RELAY
 5 Way
 Female
 BLACK
 Passenger's footwell



86M4332

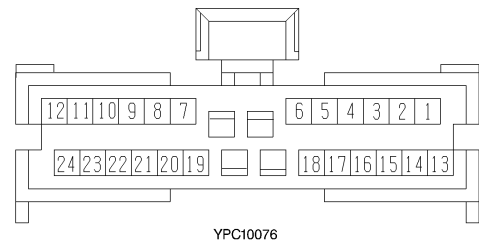
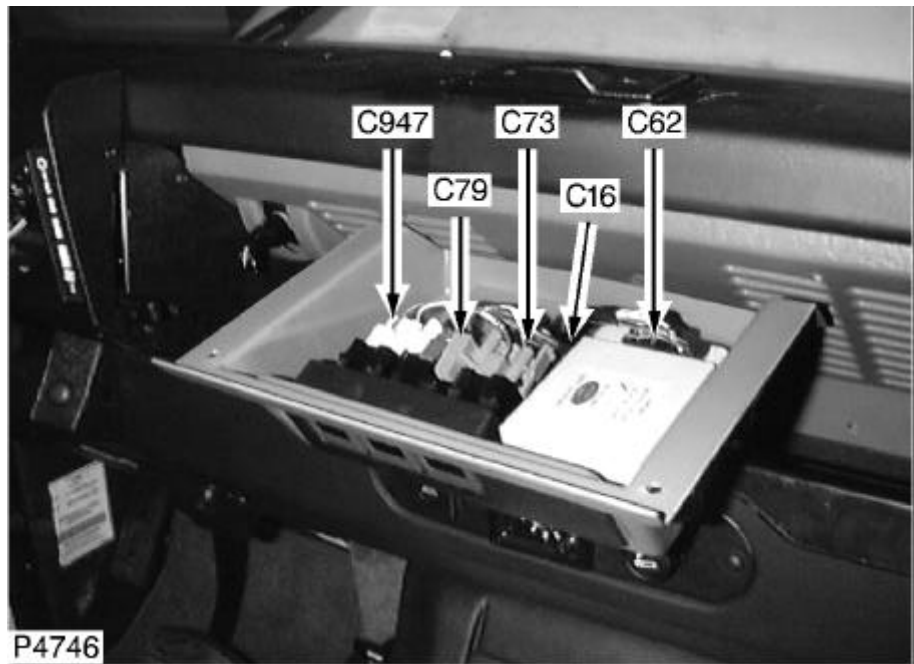
Cav	Color	Cct
1	NW	ALL
2	UB	ALL
3	NK	ALL
4	G	ALL

C61
 IMMOBILIZATION
 ECU
 26 Way
 Female
 GREY
 Behind instrument pack



Cav	Color	Cct
10	G	ALL
11	RS	ALL
15	B	ALL
17	OLG	ALL
25	P	ALL

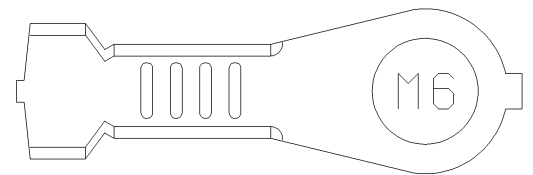
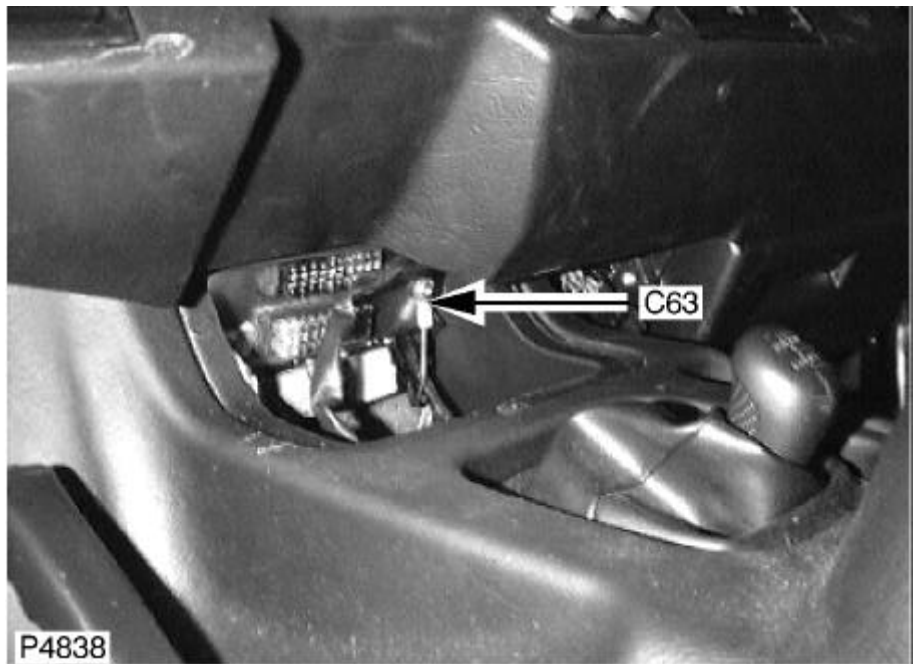
C62
 MFU
 24 Way
 Female
 BLACK
 Behind dash trim panel



Cav	Color	Cct	Cav	Color	Cct
1	PU	ALL	13	LGB	ALL
2	WK	ALL	15	RLG	ALL
3	BK	ALL	16	BLG	ALL
5	PW	ALL	18	PG	ALL
7	WB	ALL	21	BR	ALL
8	B	ALL	22	NS	ALL
9	LGG	ALL	23	NP	ALL

C63
GROUND EYELET
1 Way

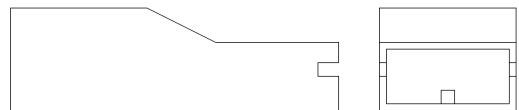
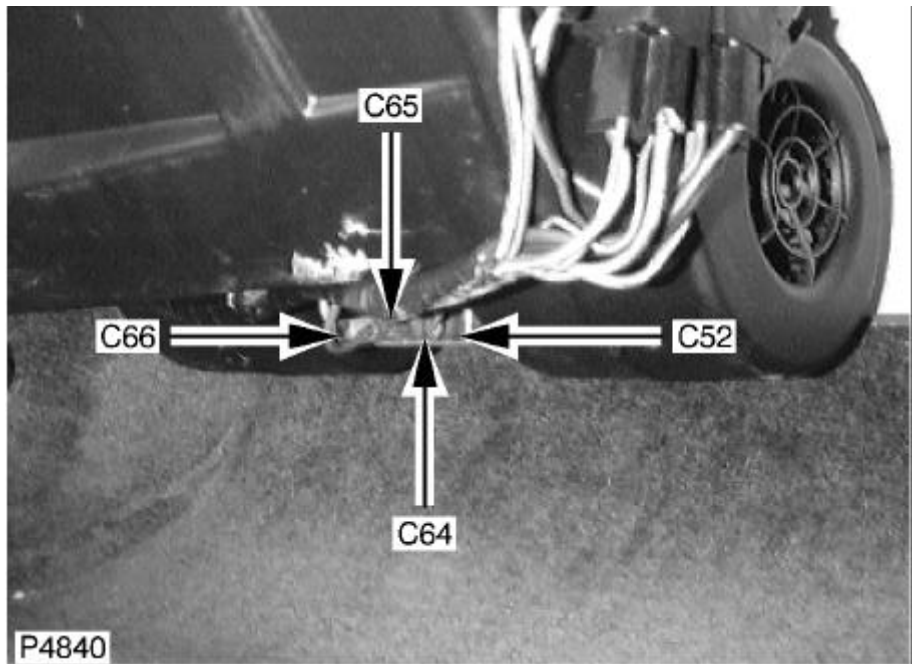
TIN-PLATE
Behind front of center
console



YPG10003

Cav	Color	Cct
1	B	ALL

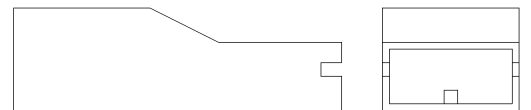
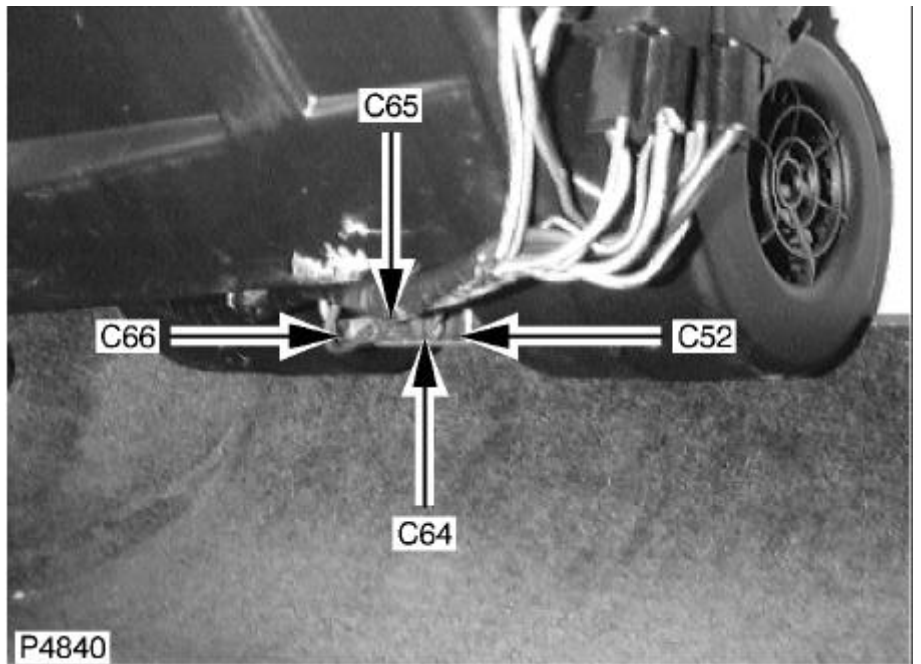
C64
 BLOWER SPEED 2
 1 Way
 Female
 BLACK
 Passenger's footwell



AAU1010

Cav	Color	Cct
1	G	ALL

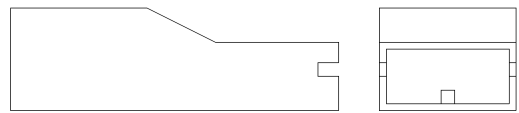
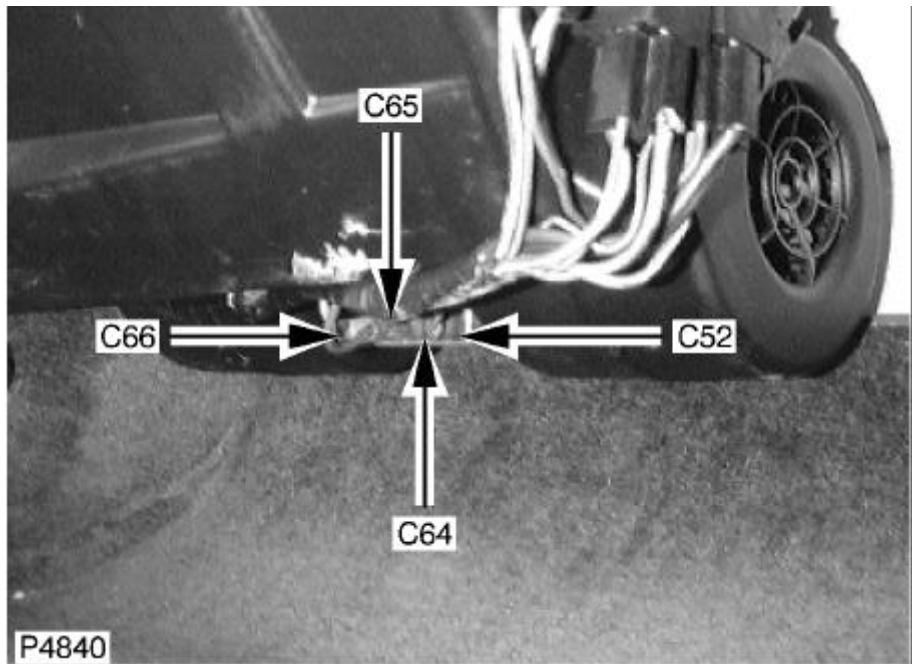
C65
 BLOWER SPEED 3
 1 Way
 Female
 BLACK
 Passenger's footwell



AAU1010

Cav	Color	Cct
1	R	ALL

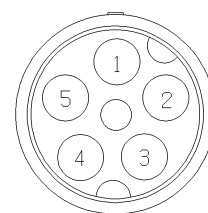
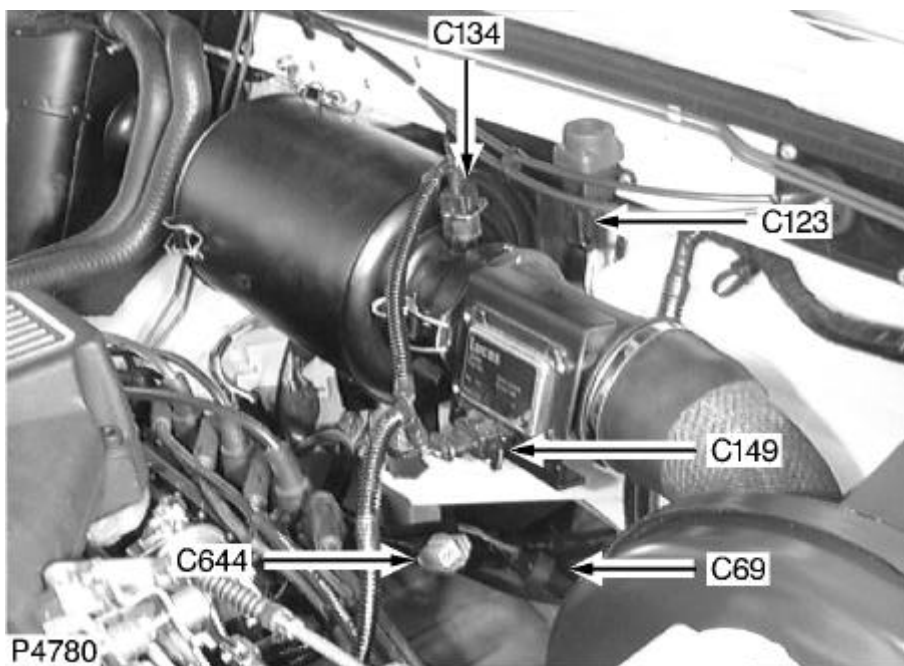
C66
 BLOWER GROUND
 1 Way
 Female
 BLACK
 Passenger's footwell



AAU1010

Cav	Color	Cct
1	B	ALL

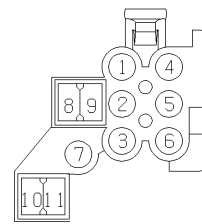
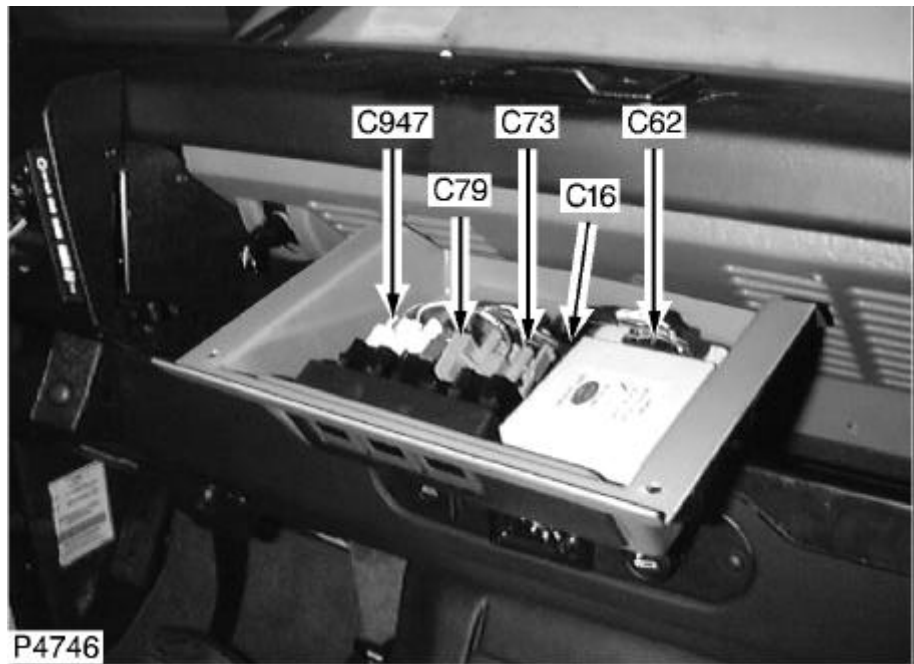
C69
 INHIBIT SWITCH
 5 Way
 Female
 BLACK
 Above gearbox



AJU1979

Cav	Color	Cct
2	G	ALL
3	GN	ALL
4	BO	ALL
5	BY	ALL

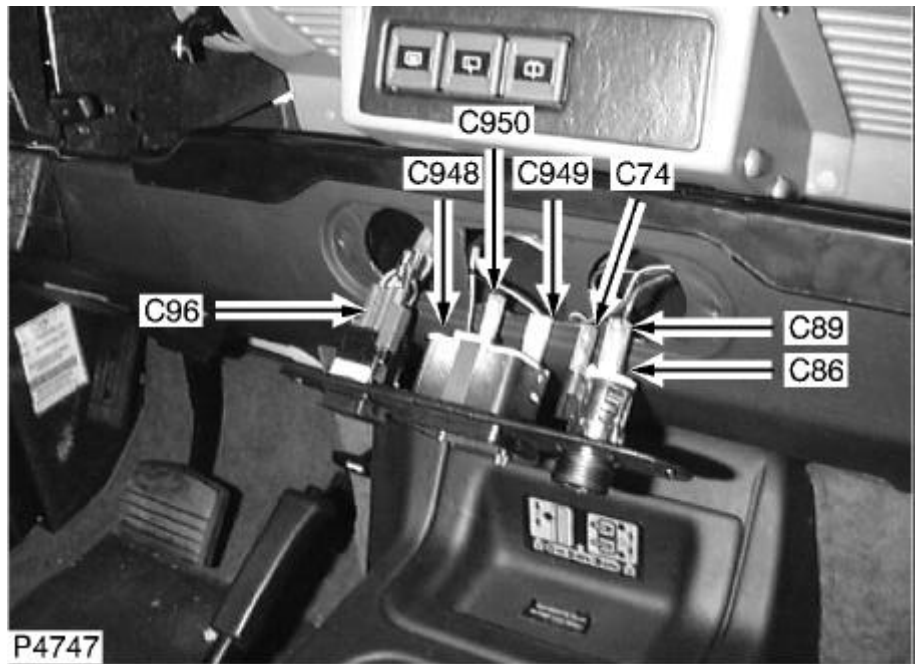
C73
 WASHER SWITCH -
 REAR
 9 Way
 Female
 BLUE
 Behind dash trim panel



ADU6628

Cav	Color	Cct
2	BLG	ALL
5	G	ALL
8	RW	ALL
9	B	ALL

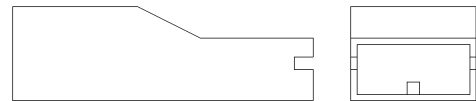
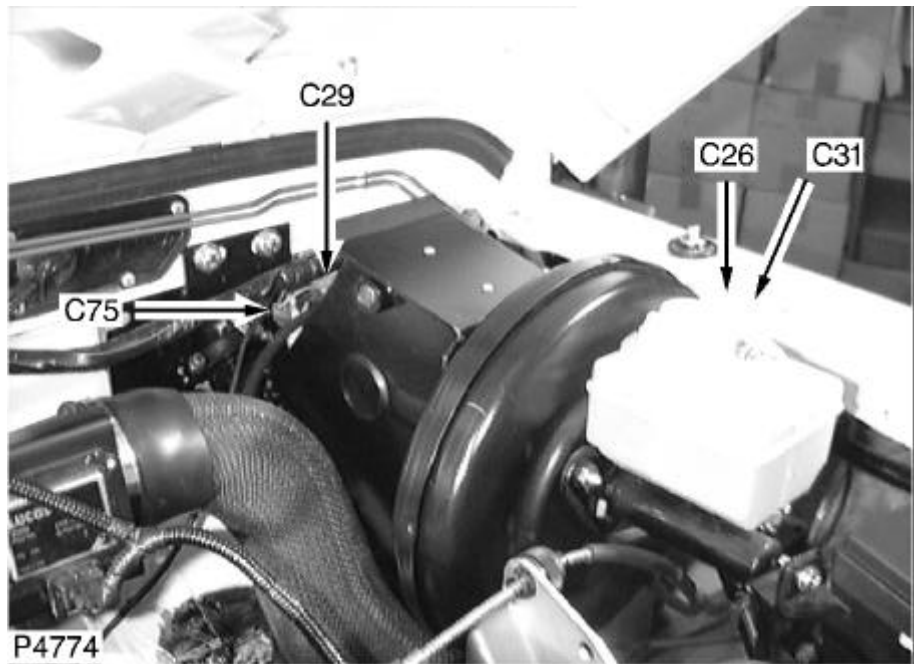
C74
 CIGAR
 ILLUMINATION
 1 Way
 Female
 NATURAL
 Behind dash trim panel



YPC10386

Cav	Color	Cct
1	RW	ALL

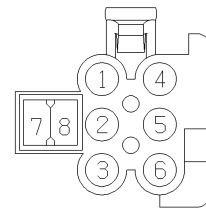
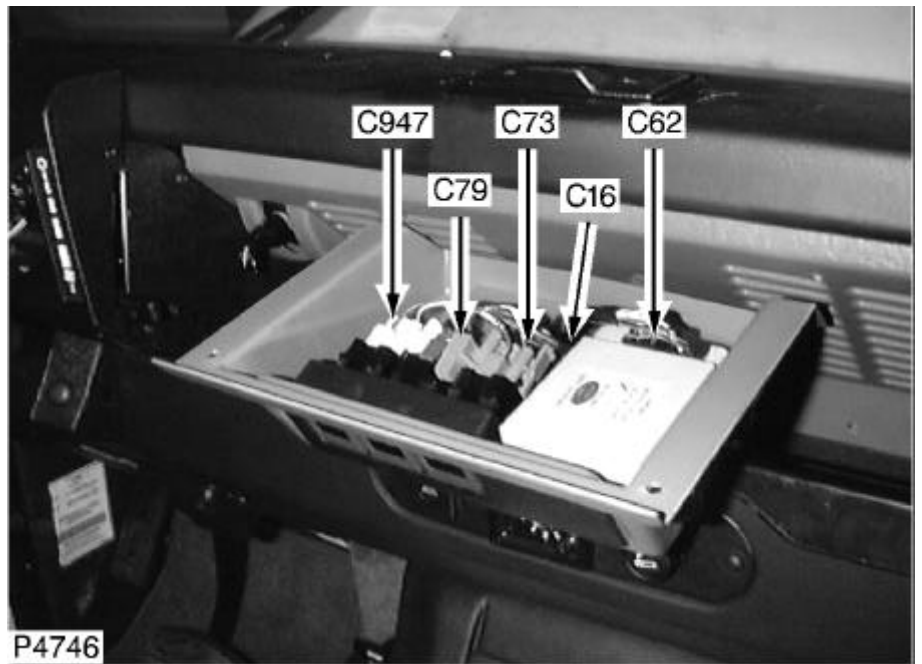
C75
 STOP LAMP SWITCH
 1 Way
 Female
 NATURAL
 LH side of fire wall



YPC10386

Cav	Color	Cct
1	G	ALL

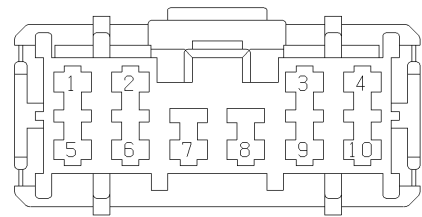
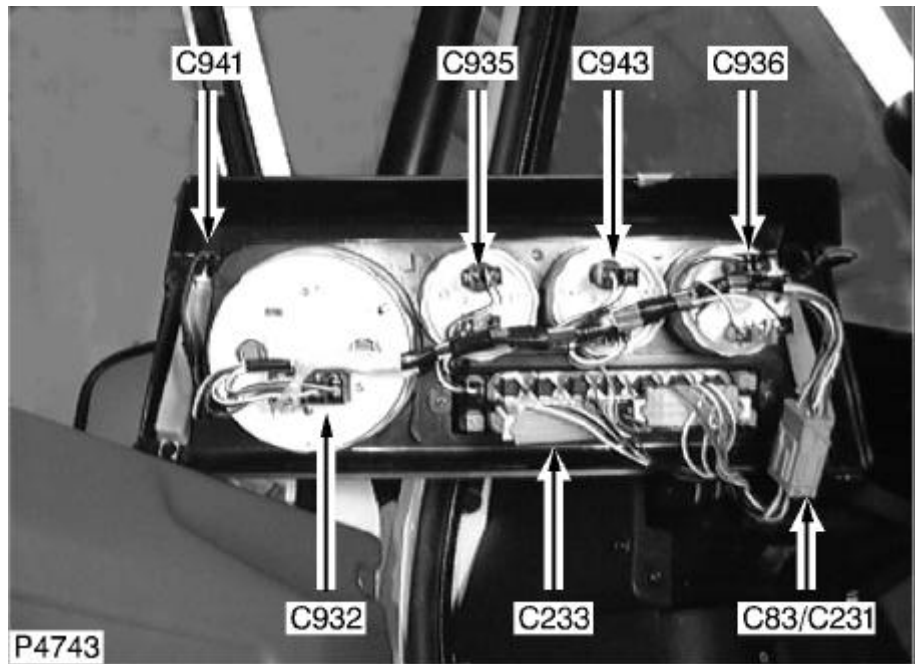
C79
 WIPER SWITCH -
 REAR
 7 Way
 Female
 BROWN
 Behind dash trim panel



ADU6630

Cav	Color	Cct
2	RLG	ALL
5	G	ALL
7	RW	ALL
8	B	ALL

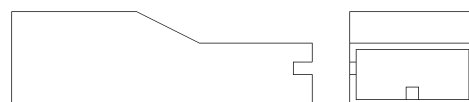
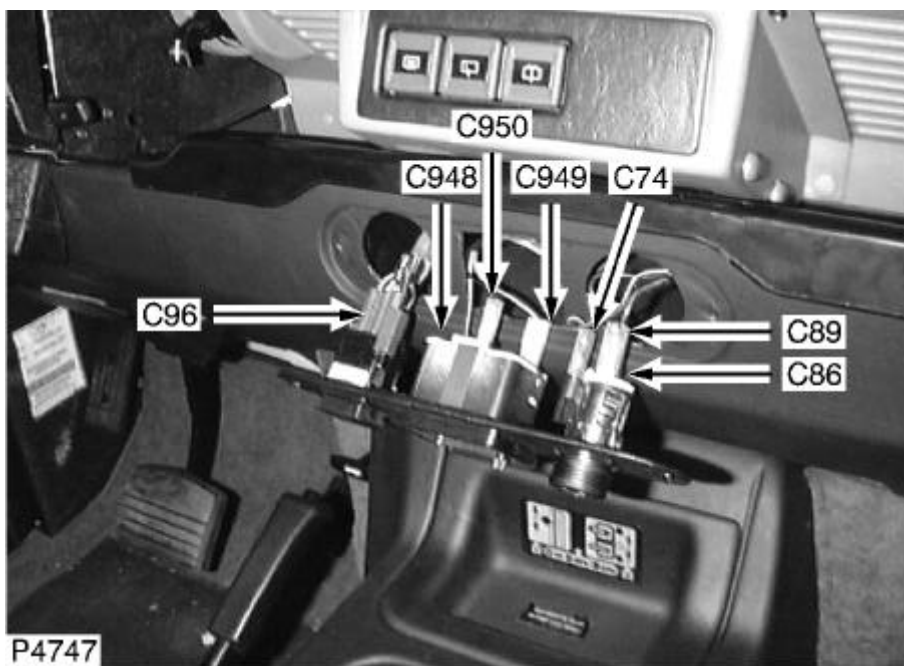
C83
 MAIN HARNESS TO
 INSTRUMENT
 HARNESS
 10 Way
 Female
 LIGHT GREY
 Behind instrument pack



YPC10534

Cav	Color	Cct	Cav	Color	Cct
1	WG	ALL	6	WS	ALL
2	B	ALL	7	GB	ALL
3	YK	ALL	8	GU	ALL
4	RW	ALL	9	WB	ALL
5	SR	ALL	10	BR	ALL

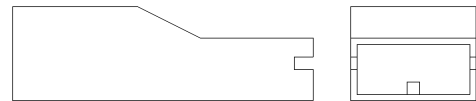
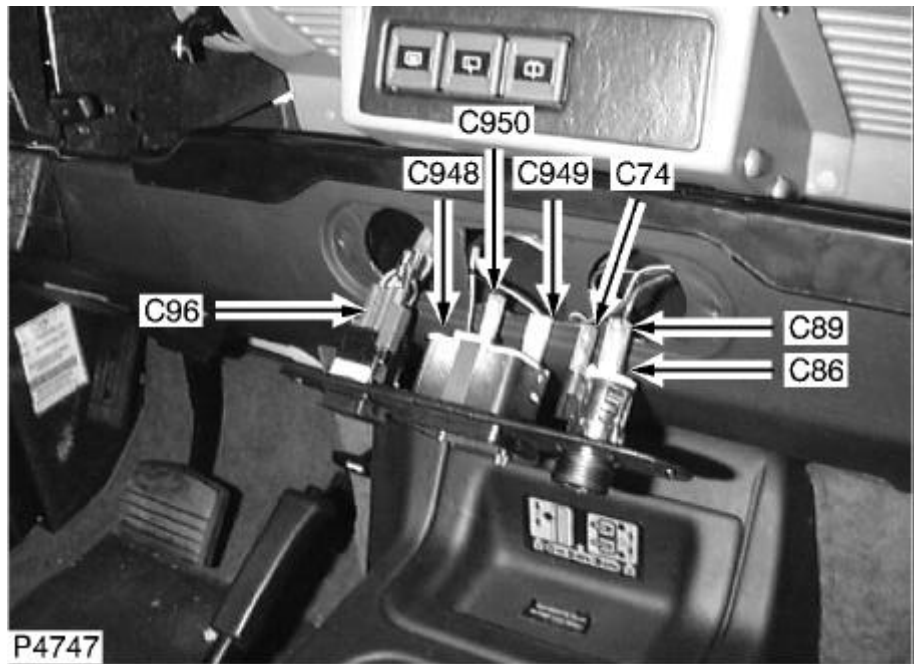
C86
 CIGAR LIGHTER
 1 Way
 Female
 NATURAL
 Behind dash trim panel



YPC10386

Cav	Color	Cct
1	GO	ALL

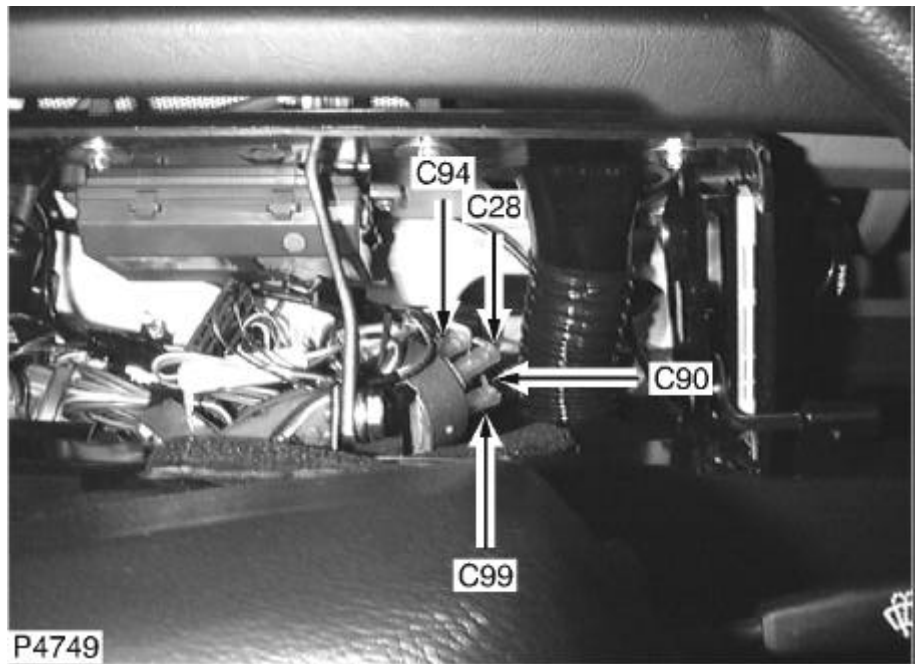
C89
 CIGAR LIGHTER
 1 Way
 Female
 NATURAL
 Behind dash trim panel



YPC10386

Cav	Color	Cct
1	B	ALL

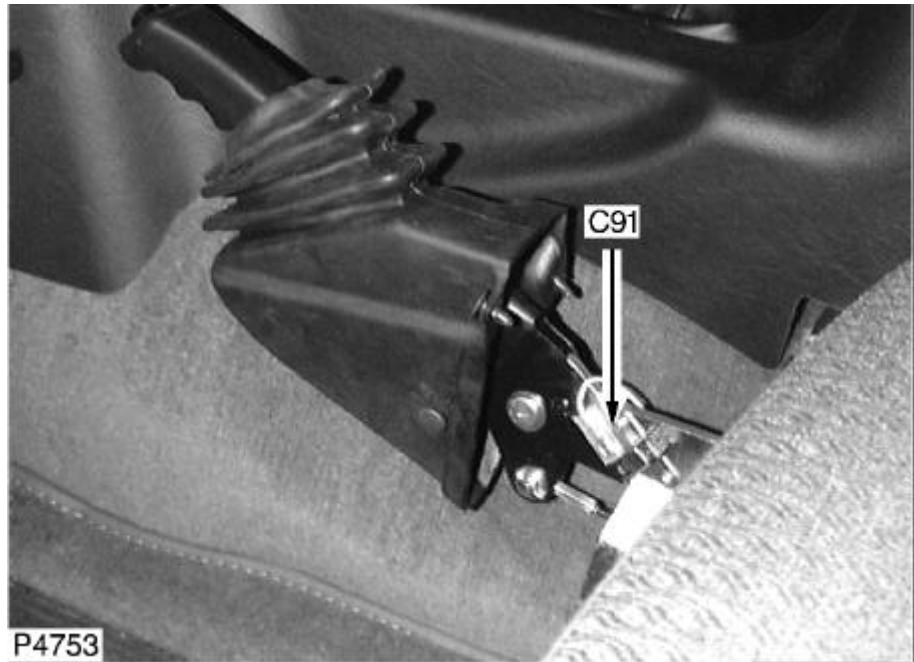
C90
 IGNITION SWITCH
 1 Way
 Female
 NATURAL
 Behind instrument pack



YPC10386

Cav	Color	Cct
1	WR	ALL

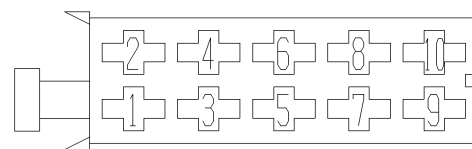
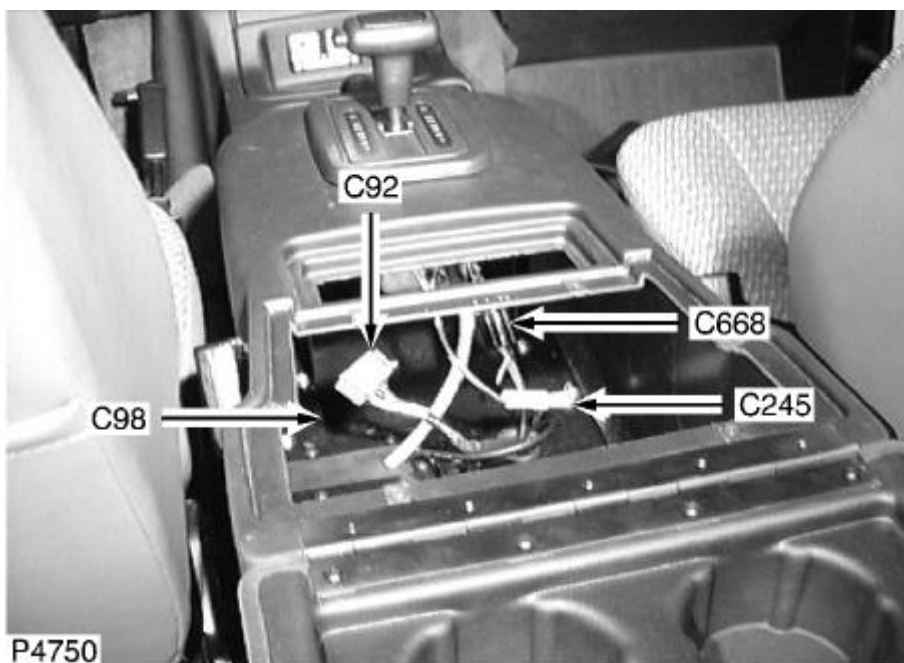
C91
HANDBRAKE SWITCH
1 Way
Female
BLACK
Base of handbrake lever



13H5155

Cav	Color	Cct
1	WY	ALL

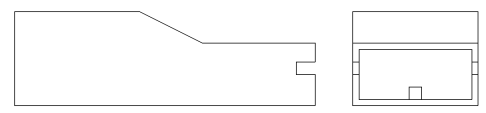
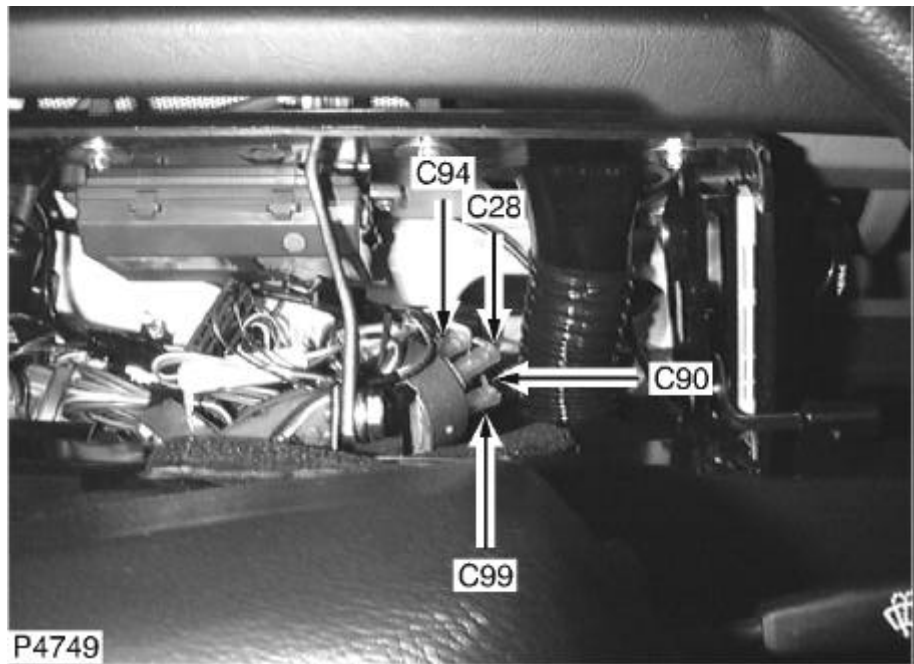
C92
 RADIO SPEAKERS
 10 Way
 Female
 RED
 Behind center console



YPC10192

Cav	Color	Cct
1	BW	ALL
2	BN	ALL
3	BK	ALL
4	BR	ALL
5	BY	ALL
6	BO	ALL
7	BG	ALL
8	BU	ALL

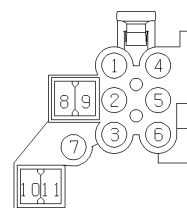
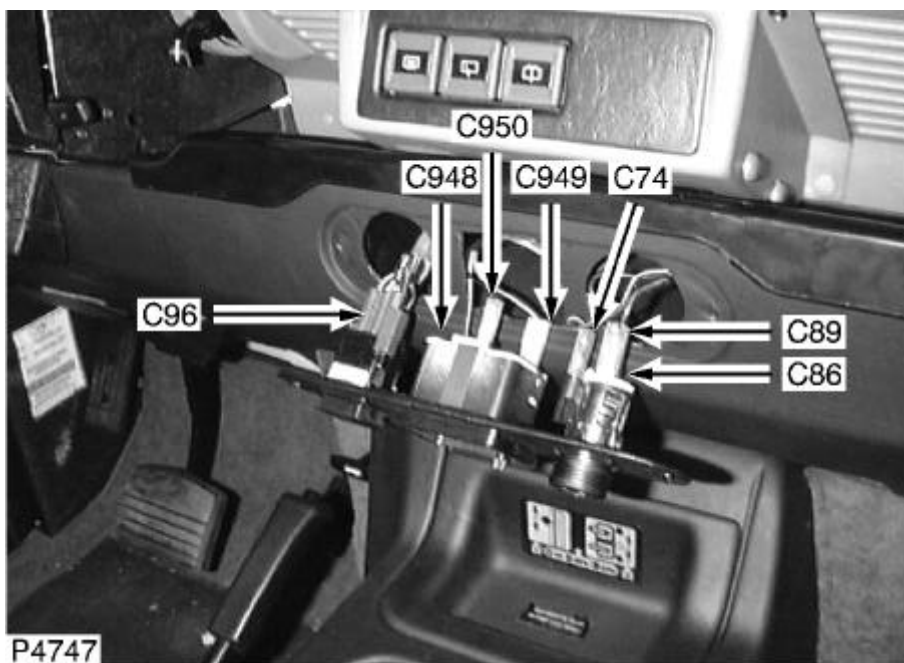
C94
 IGNITION SWITCH
 1 Way
 Female
 NATURAL
 Behind instrument pack



YPC10386

Cav	Color	Cct
1	W	ALL

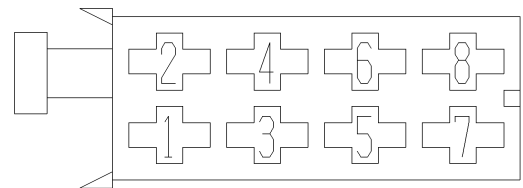
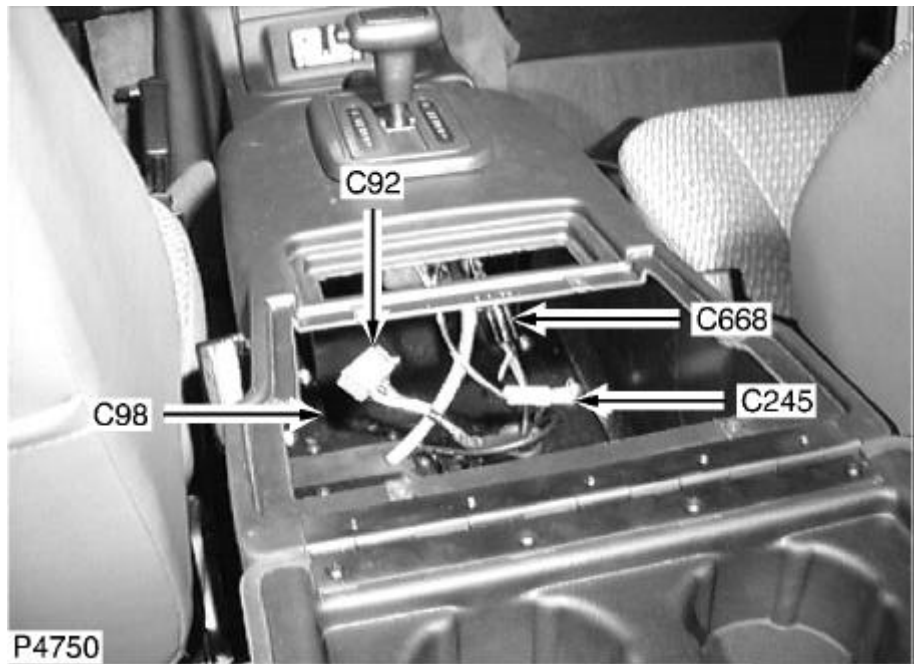
C96
 HAZARD WARNING
 SWITCH
 9 Way
 Female
 RED
 Behind dash trim panel



ADU6631

Cav	Color	Cct	Cav	Color	Cct
1	LG	ALL	7	BR	ALL
2	P	ALL	8	BR	ALL
3	GW	ALL	9	B	ALL
4	G	ALL	10	B	ALL
5	LGN	ALL	11	RW	ALL
6	GR	ALL			

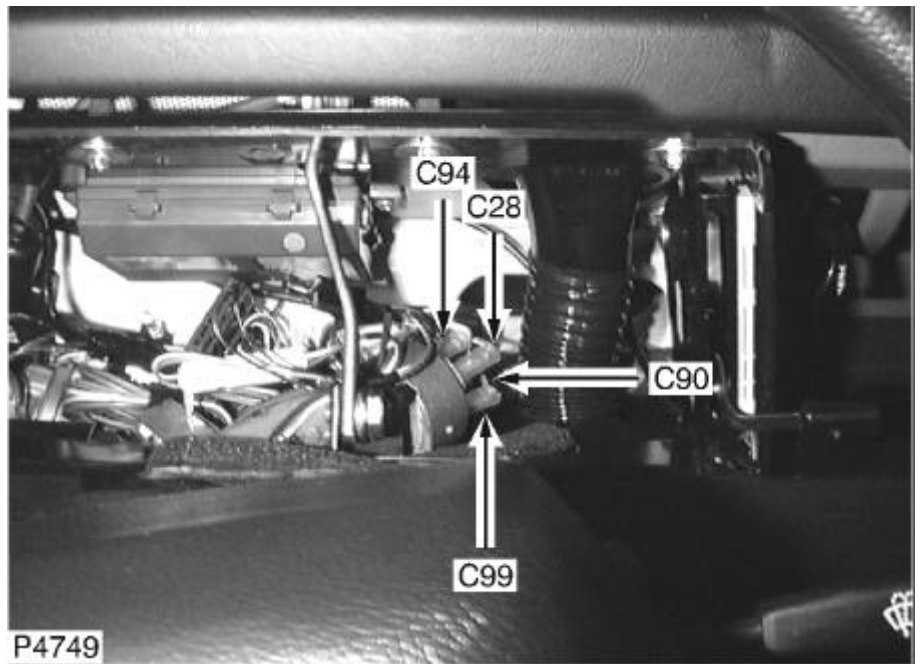
C98
 RADIO POWER
 8 Way
 Female
 GREY
 Behind center console



YPC10190

Cav	Color	Cct
2	YP	ALL
4	P	ALL
6	RB	ALL
7	WK	ALL
8	B	ALL

C99
 IGNITION SWITCH
 1 Way
 Female
 NATURAL
 Behind instrument pack

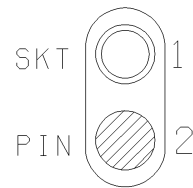
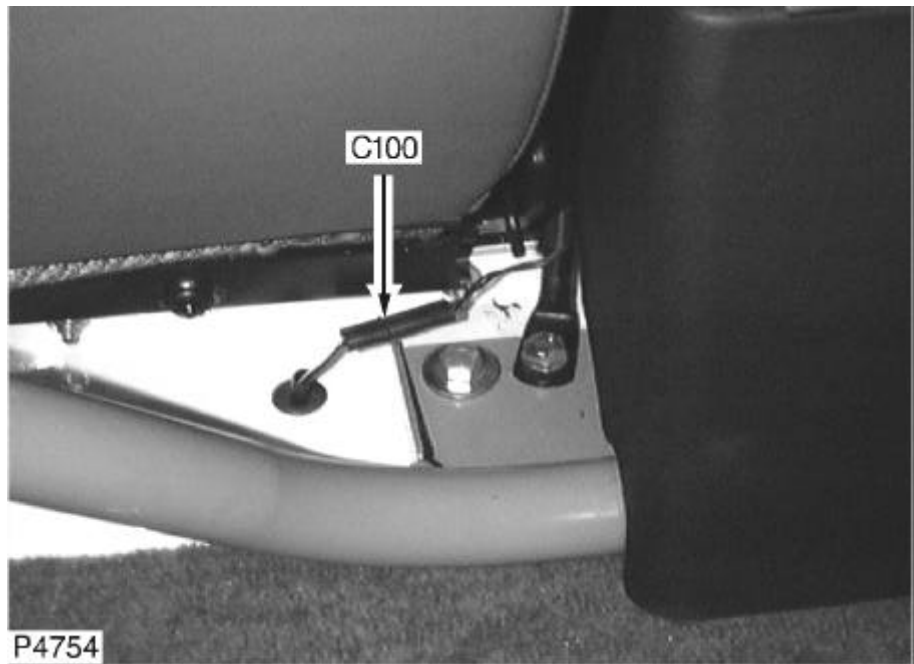


YPC10386

Cav	Color	Cct
1	WO	ALL

C100
SEAT BELT BUCKLE
2 Way

BLACK
Underside of driver's seat



13H7646

Cav	Color	Cct
1	B	ALL
2	WB	ALL

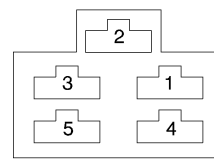
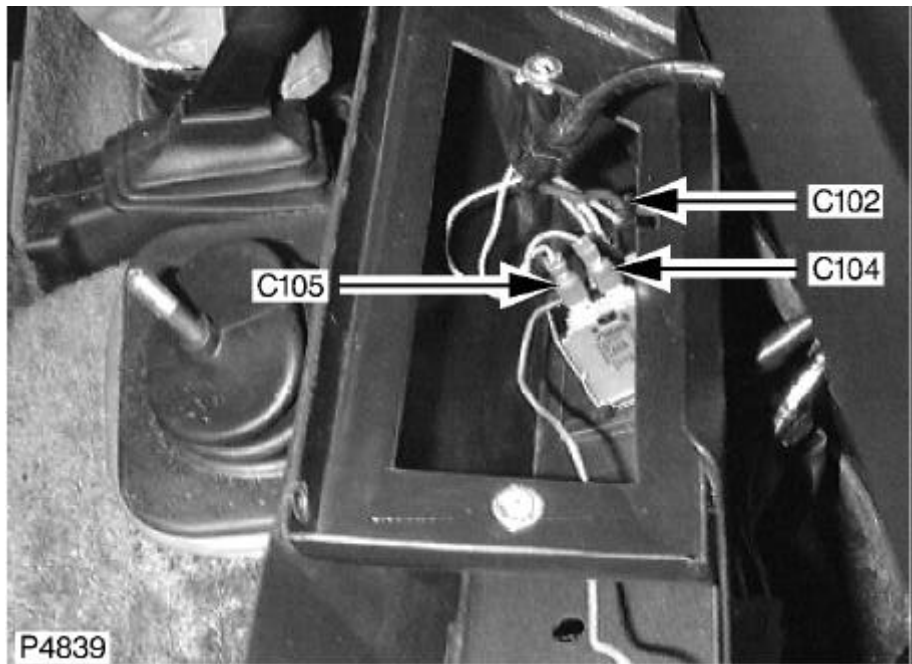
C101
A/C DASH HARNESS
TO A/C ENGINE BAY
HARNESS
8 Way
Male
BLACK
Passenger's footwell



t:\compuset\erl\faceview\AFU3816.tif

Cav	Color	Cct
1	G	ALL
2	U	ALL
3	R	ALL
4	N	ALL
5	UR	ALL
6	B	ALL

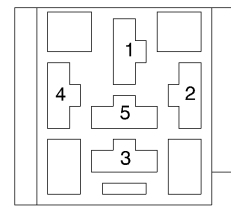
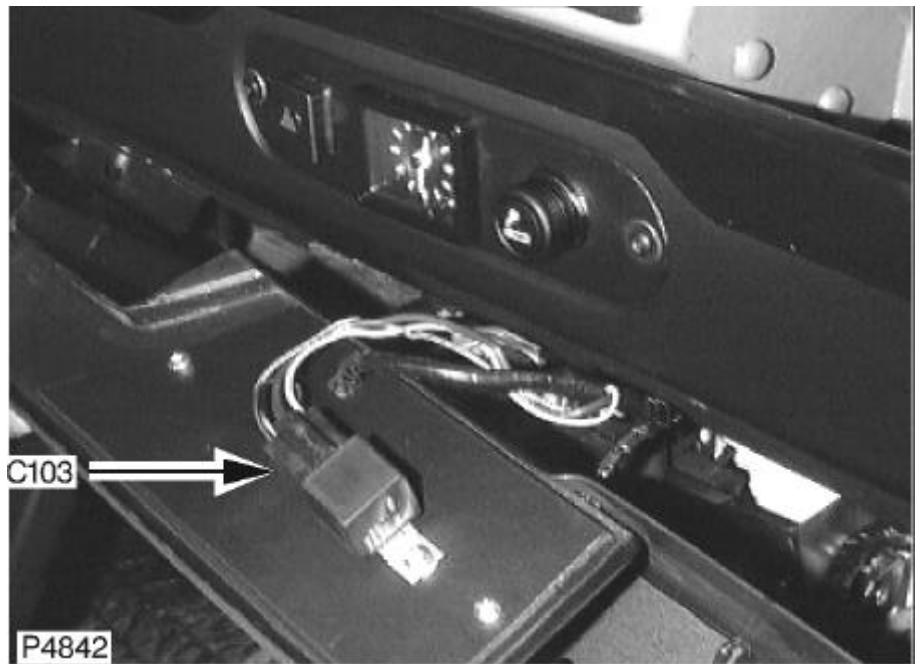
C102
 BLOWER MOTOR
 SWITCH
 5 Way
 Female
 BLACK
 Behind center of dash



86M4333

Cav	Color	Cct
1	U	ALL
2	G	ALL
3	R	ALL
4	UY	ALL
5	N	ALL

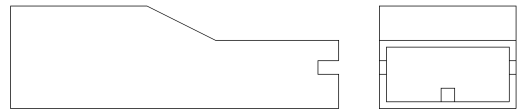
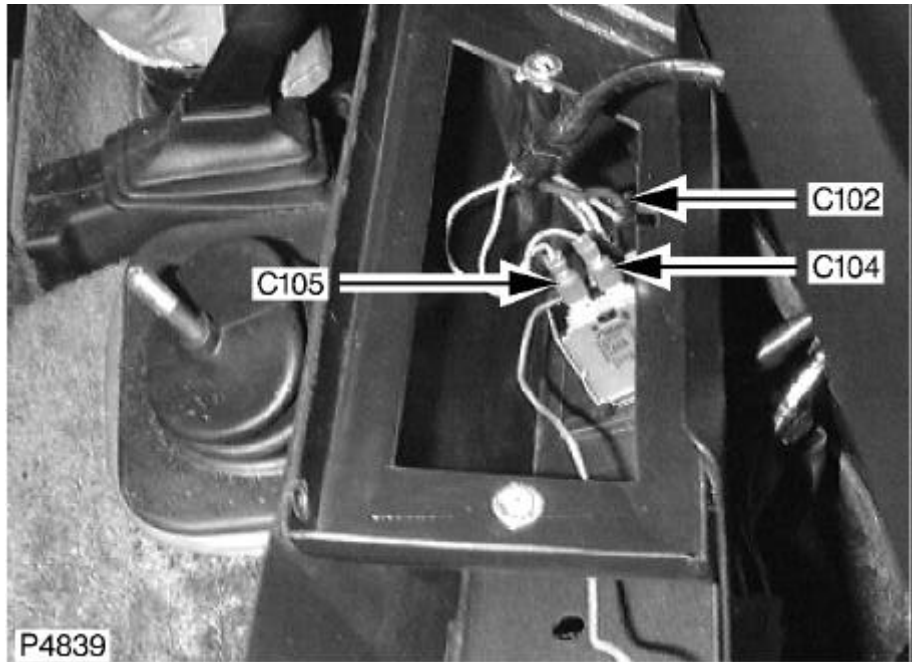
C103
 LOGIC RELAY
 5 Way
 Female
 BLACK
 Behind center of dash



86M4332

Cav	Color	Cct
1	UR	ALL
2	B	ALL
3	B	ALL
4	UY	ALL

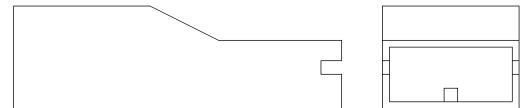
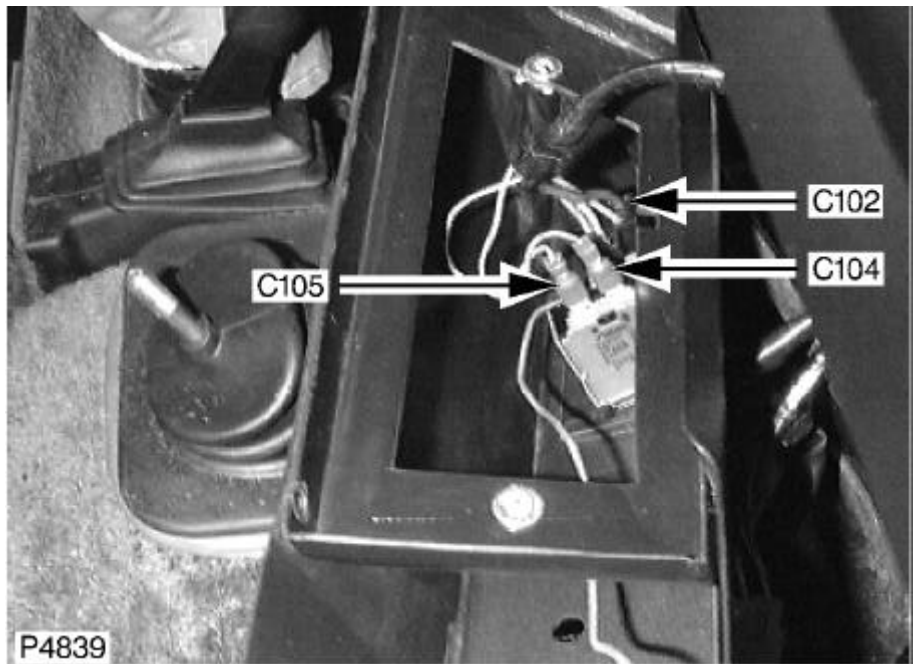
C104
 AIR CONDITIONING
 THERMOSTAT
 1 Way
 Female
 BLUE
 Behind center of dash



AAU1010

Cav	Color	Cct
1	UR	ALL

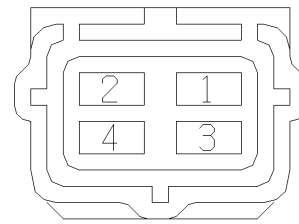
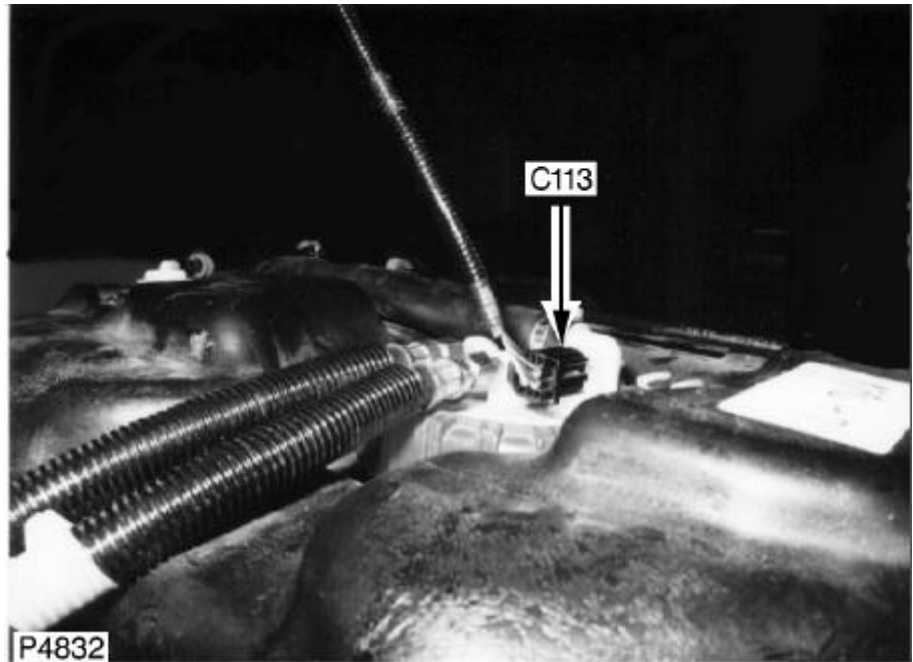
C105
 AIR CONDITIONING
 THERMOSTAT
 1 Way
 Female
 BLUE
 Behind center of dash



AAU1010

Cav	Color	Cct
1	UR	ALL

C113
 FUEL TANK
 4 Way
 Female
 BLACK
 Above fuel tank

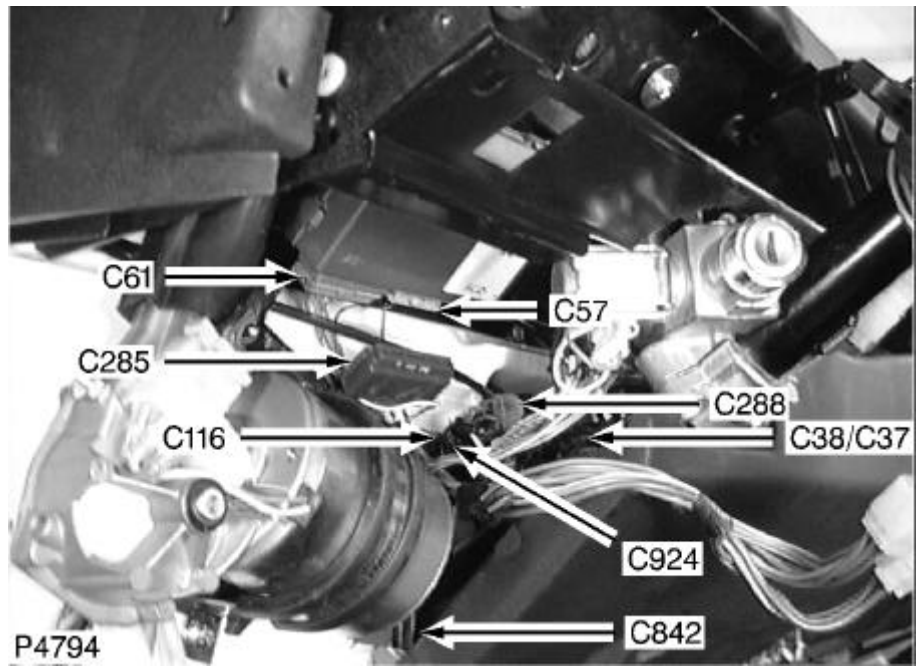


YPC10066

Cav	Color	Cct
1	GB	ALL
2	B	ALL
3	B	ALL
4	WP	ALL

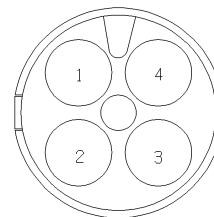
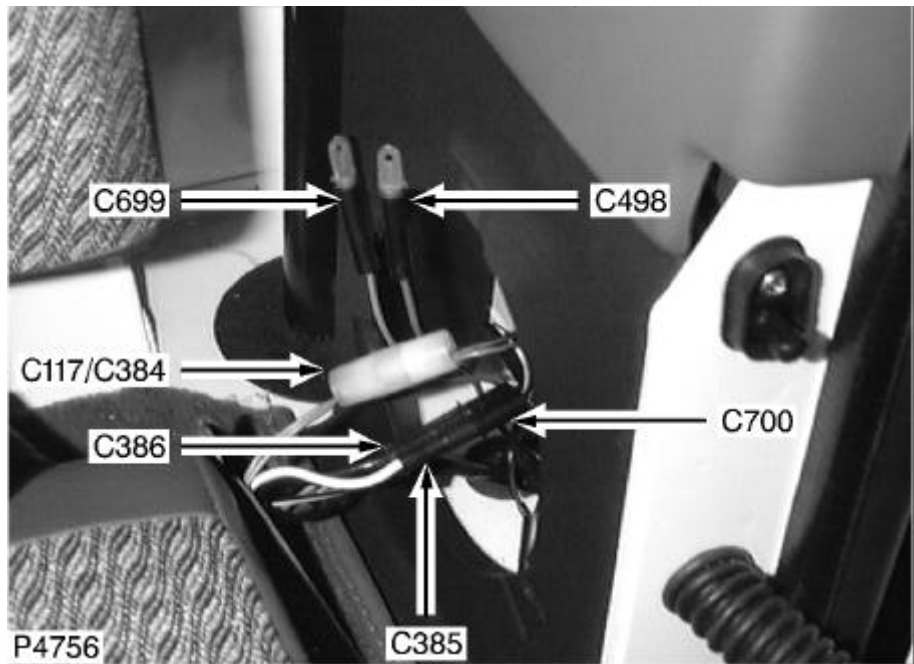
C116
DIODE

BLACK
Behind dash trim panel



Cav	Color	Cct
1	YN	ALL
2	NY	ALL

C117
 CHASSIS HARNESS TO
 TAILGATE HARNESS
 4 Way
 Female
 WHITE
 Behind RH rear speaker

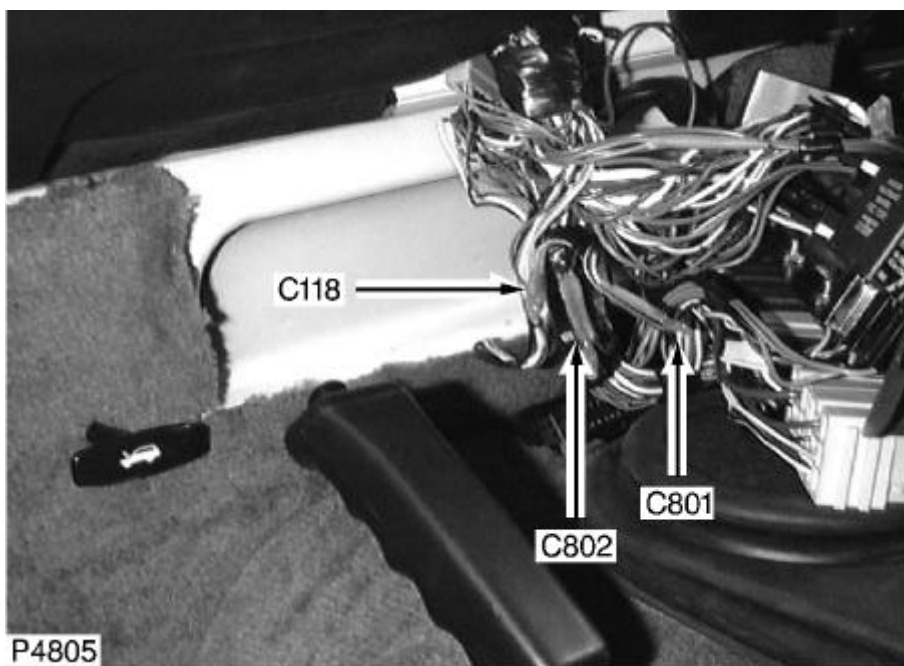


ADU6789

Cav	Color	Cct
1	G	ALL
2	NLG	ALL

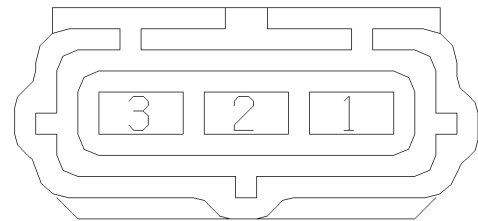
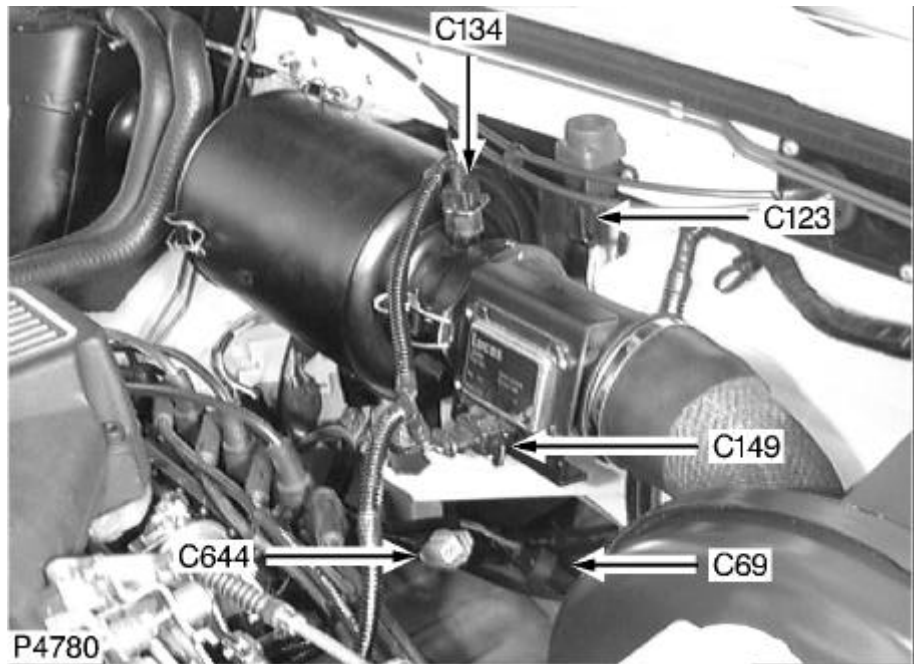
C118
DIODE

BLACK
Behind passenger
compartment fusebox



Cav	Color	Cct
1	OB	ALL
2	BY	ALL

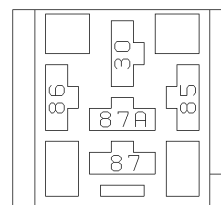
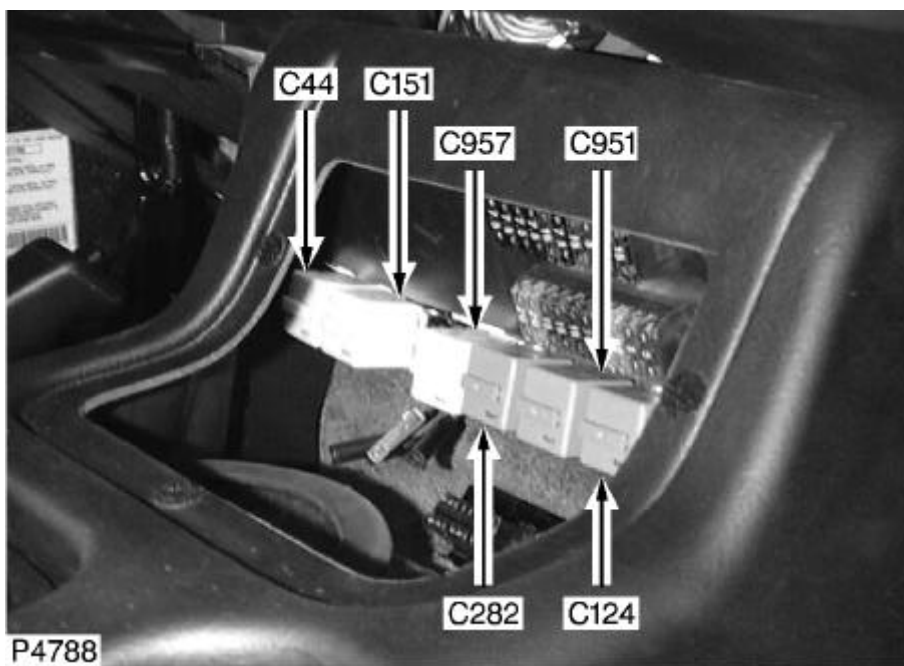
C123
 INERTIA FUEL SHUT-
 OFF SWITCH
 3 Way
 Female
 BLACK
 Top of fire wall - center



Cav	Color	Cct
1	WP	ALL
3	WP	ALL

C124
 WIPER RELAY - REAR
 5 Way

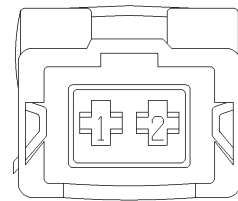
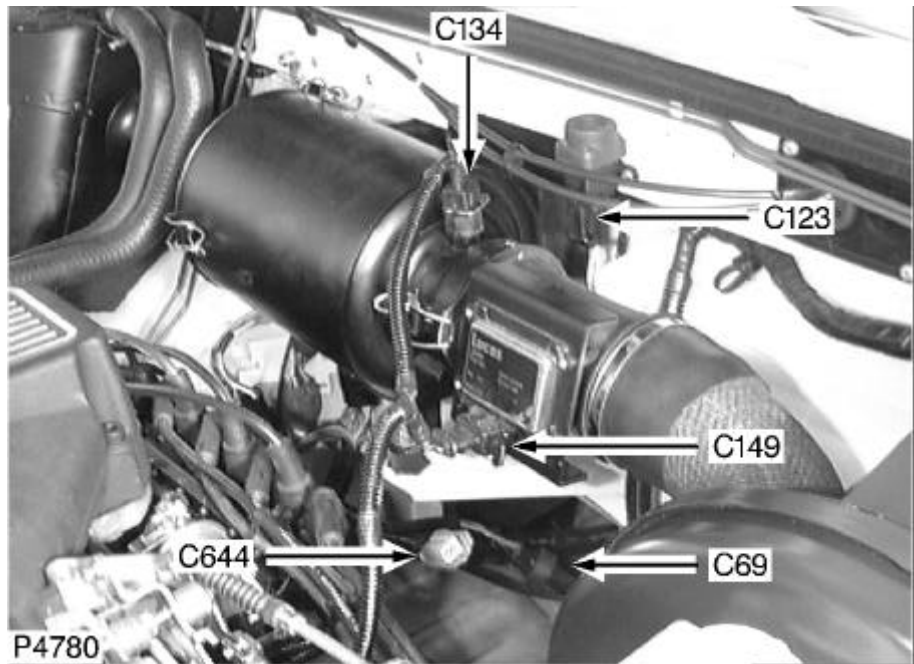
GREEN
 Behind front of center
 console



YPP100130

Cav	Color	Cct
30	NLG	ALL
85	G	ALL
86	NP	ALL
87	G	ALL
87A	B	ALL

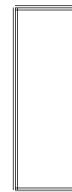
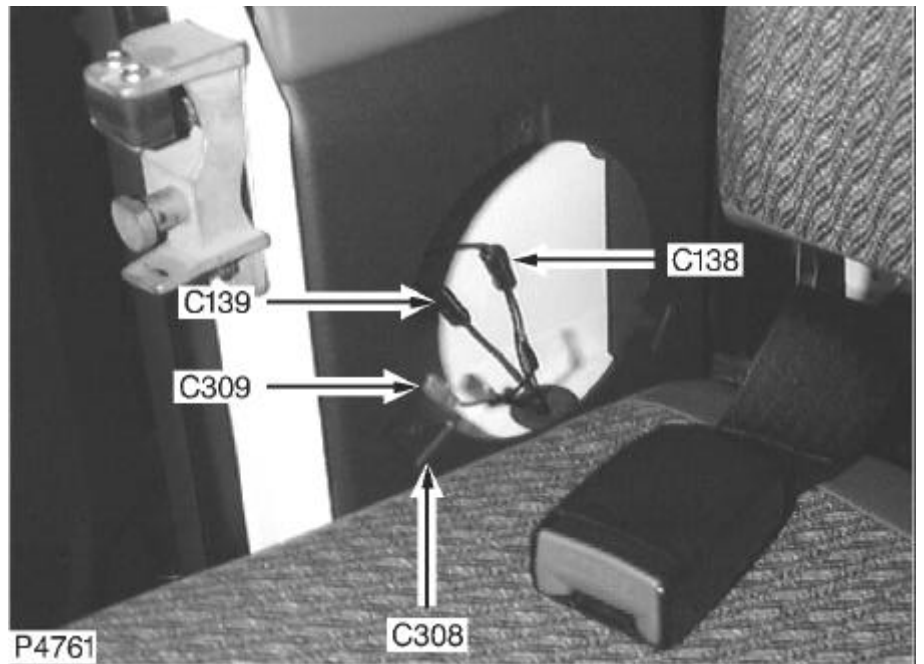
C134
 IAT SENSOR
 2 Way
 Female
 BLACK
 Rear of engine
 compartment - center



YPC107790

Cav	Color	Cct
1	RB	ALL
2	SLG	ALL

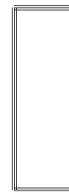
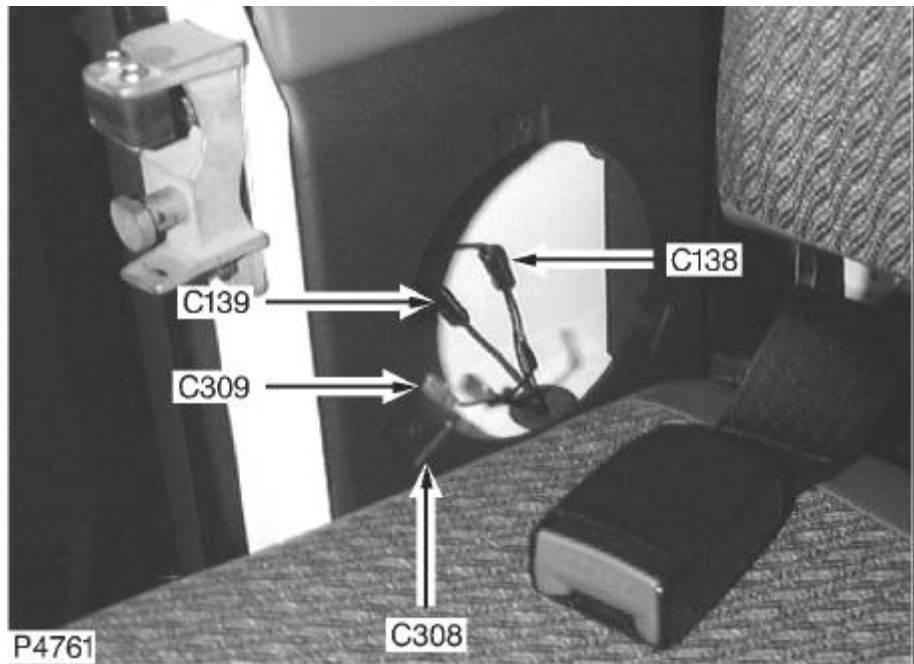
C138
 NUMBER PLATE
 ILLUMINATION
 1 Way
 Female
 BLACK
 Behind LH rear speaker



13H5155

Cav	Color	Cct
1	B	ALL

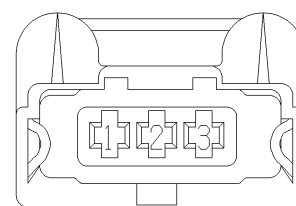
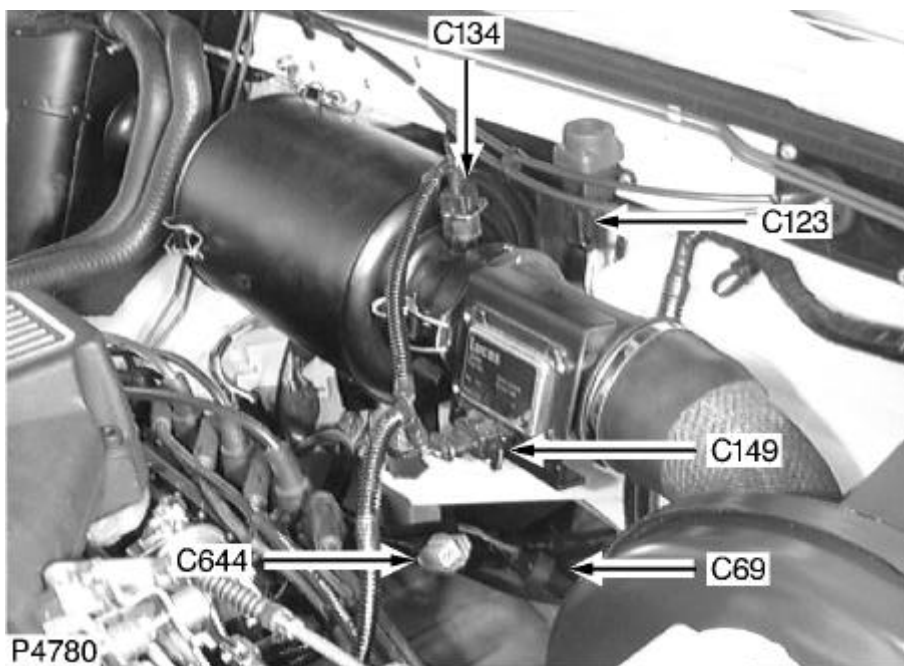
C139
 NUMBER PLATE
 ILLUMINATION
 1 Way
 Female
 BLACK
 Behind LH rear speaker



13H5155

Cav	Color	Cct
1	RB	ALL

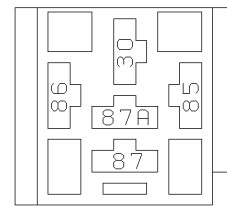
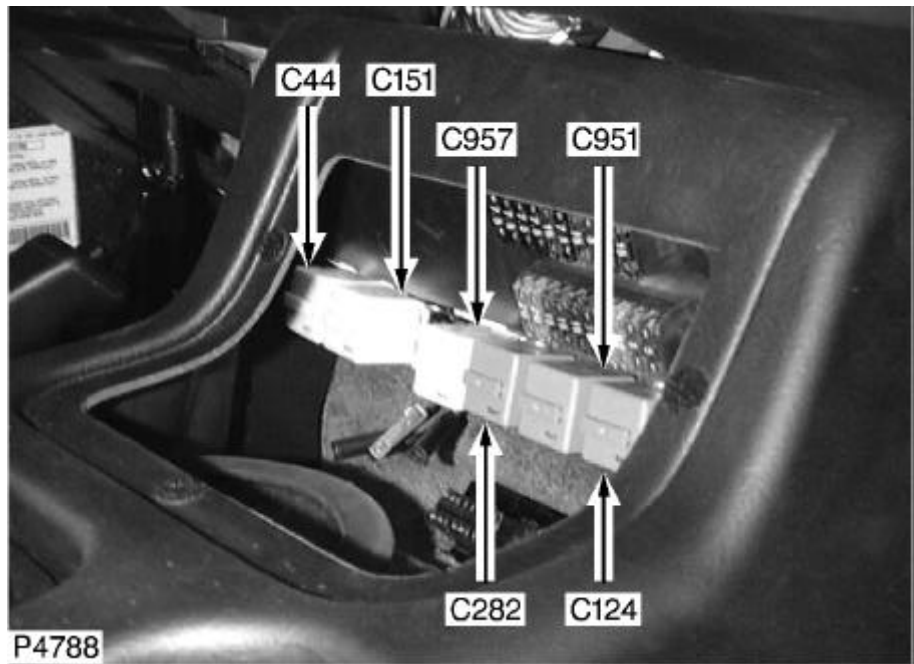
C149
 MAF SENSOR
 3 Way
 Female
 BLACK
 Rear of engine
 compartment - center



YPC107900

Cav	Color	Cct
1	NO	ALL
2	UG	ALL
3	RB	ALL

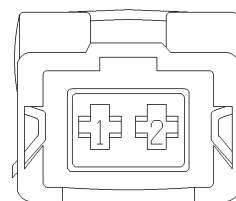
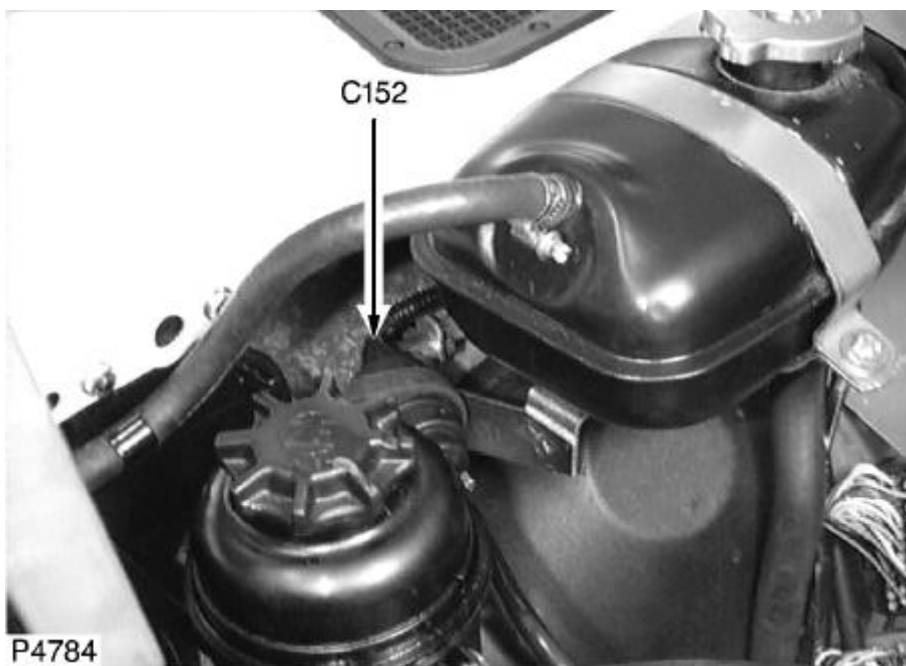
C151
 STARTER RELAY
 5 Way
 Female
 YELLOW
 Behind front of center
 console



YPP100090

Cav	Color	Cct
30	NR	ALL
85	WR	ALL
86	BY	ALL
87	N	ALL

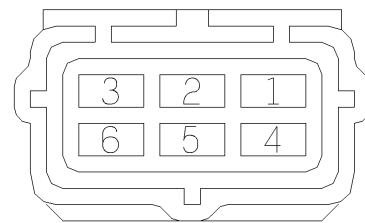
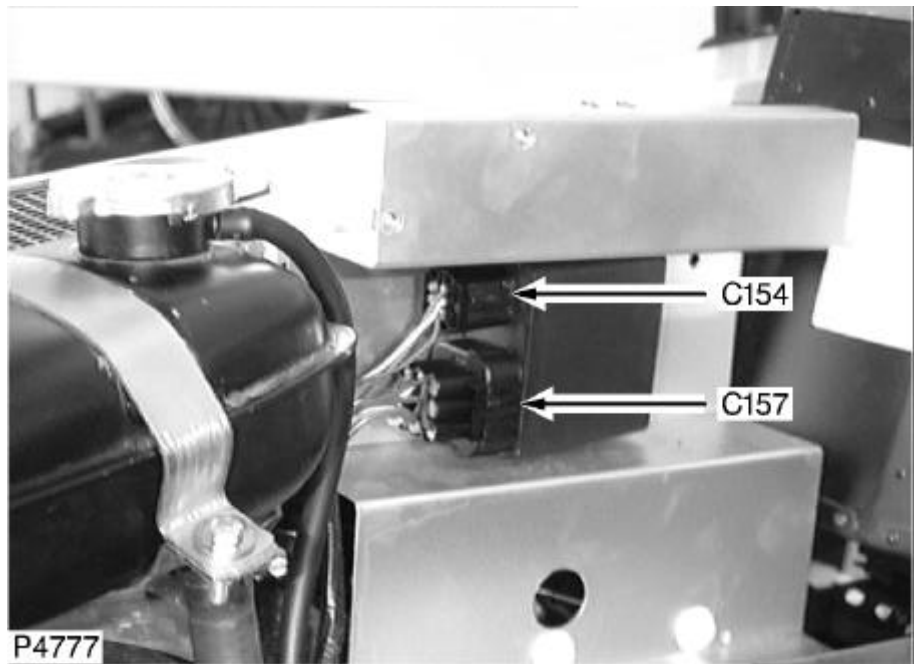
C152
 CANISTER PURGE
 VALVE
 2 Way
 Female
 BLACK
 Under bonnet, RH inner
 fender



YPC107790

Cav	Color	Cct
1	SY	ALL
2	NO	ALL

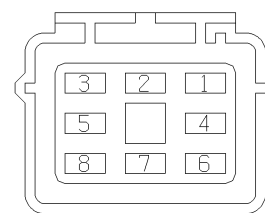
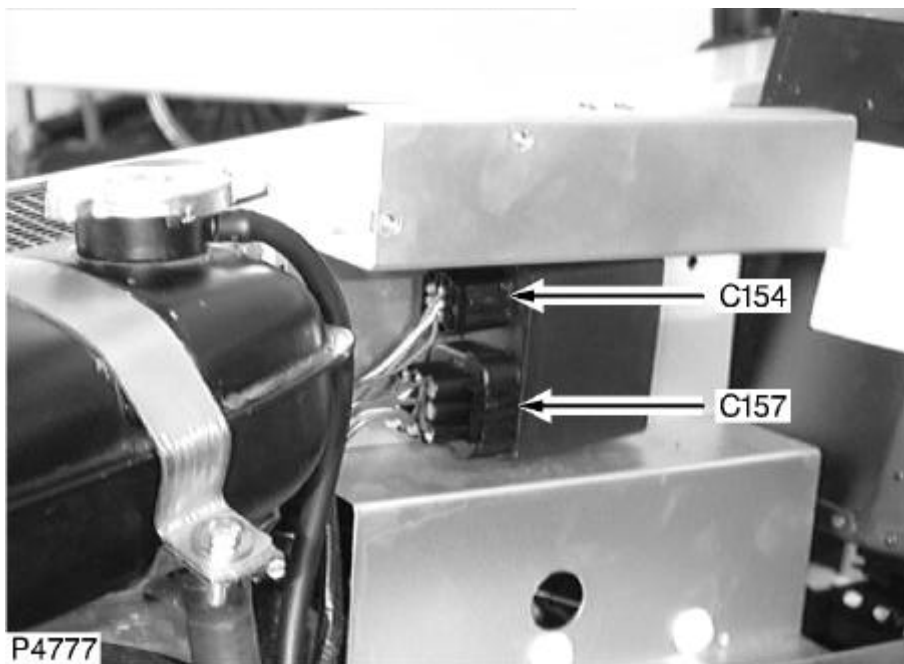
C154
 RELAY MODULE
 6 Way
 Female
 BLACK
 Rear RH side of engine
 compartment



YPC10064

Cav	Color	Cct
1	UP	ALL
2	WG	ALL
3	UR	ALL

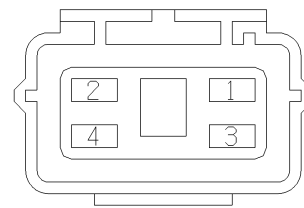
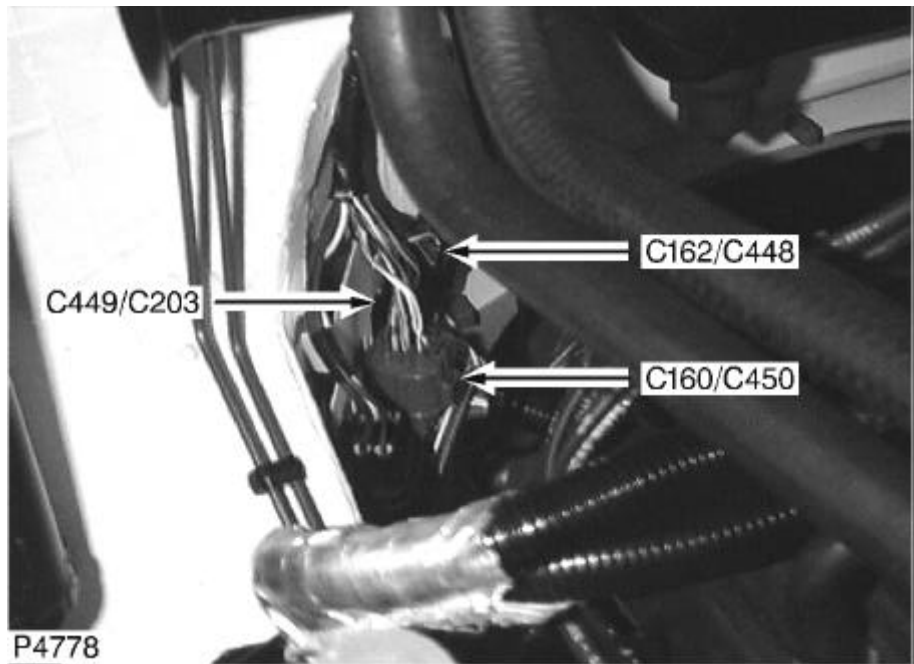
C157
 RELAY MODULE
 8 Way
 Female
 BLACK
 Rear RH side of engine
 compartment



AFU3822

Cav	Color	Cct
3	NO	ALL
4	WP	ALL
6	NLG	ALL
7	PW	ALL
8	NO	ALL

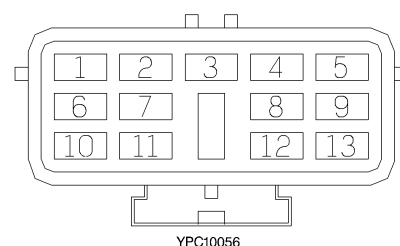
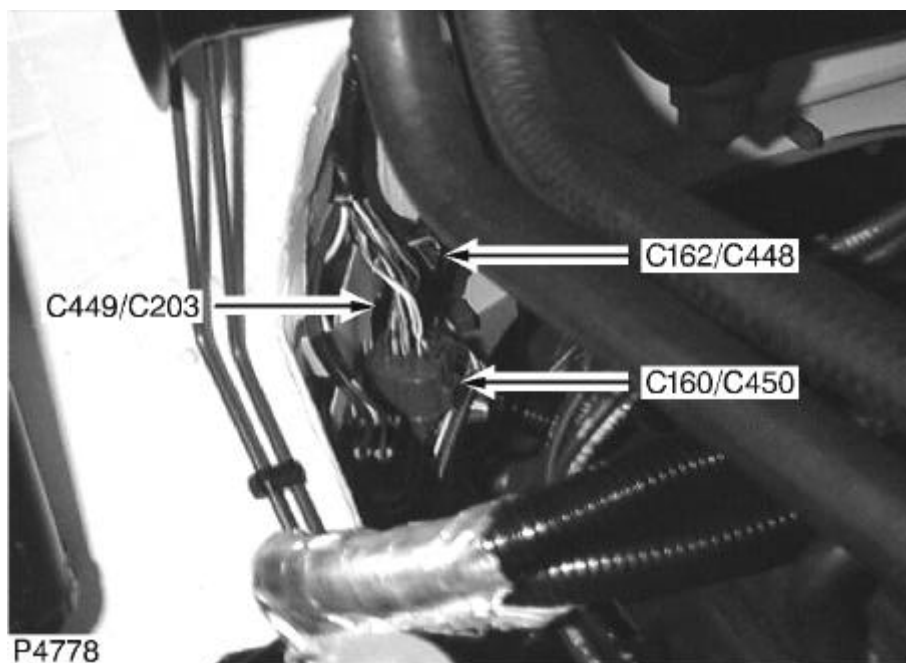
C160
 ENGINE HARNESS TO
 MAIN HARNESS
 4 Way
 Female
 BLACK
 RH side of fire wall



AFU3821

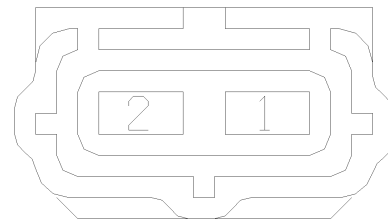
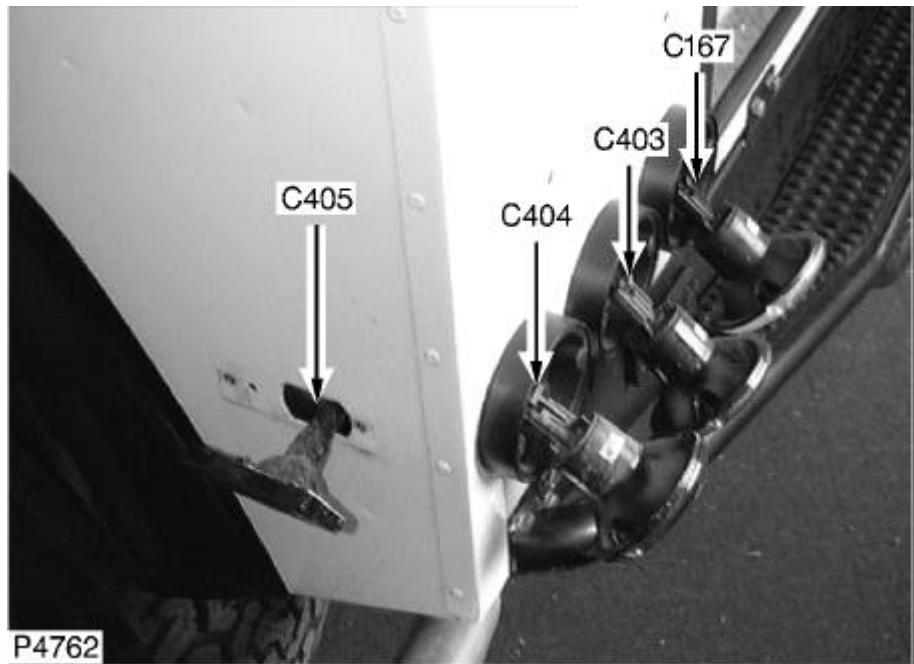
Cav	Color	Cct
1	PW	ALL
2	WP	ALL
3	NLG	ALL
4	NR	ALL

C162
 ENGINE HARNESS TO
 MAIN HARNESS
 13 Way
 Male
 BLACK
 RH side of fire wall



Cav	Color	Cct	Cav	Color	Cct
1	GU	ALL	8	BO	ALL
2	WS	ALL	9	BS	ALL
3	WN	ALL	10	BY	ALL
4	GN	ALL	11	RS	ALL
5	YK	ALL	12	NY	ALL
6	OB	ALL	13	G	ALL
7	YB	ALL			

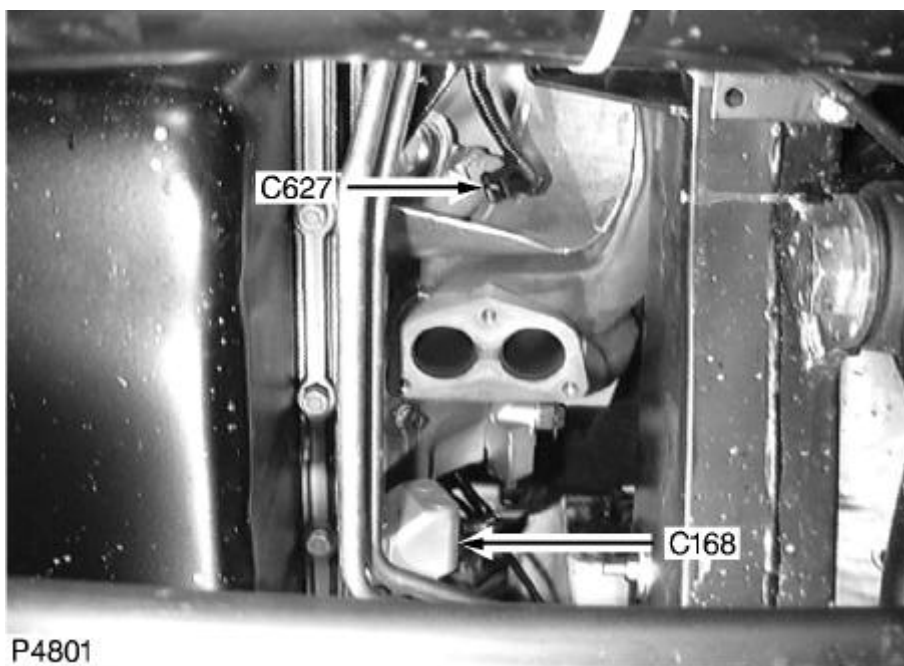
C167
 REVERSE LAMP
 2 Way
 Female
 BLACK
 Behind lamp



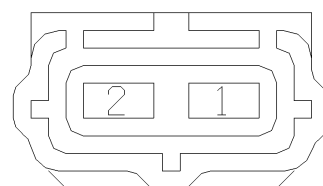
YPC10070

Cav	Color	Cct
1	B	ALL
2	GN	ALL

C168
 CKP SENSOR
 2 Way
 Female
 NATURAL
 LH side of engine



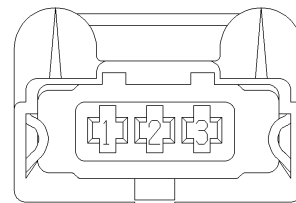
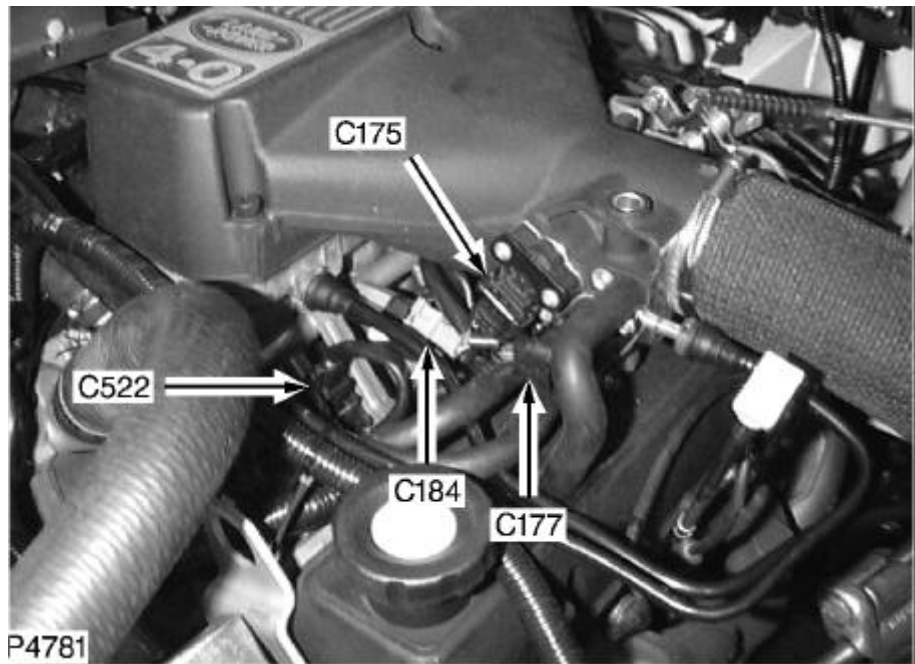
P4801



YPC109340

Cav	Color	Cct
SCR	SCR	ALL
1	G	ALL
2	N	ALL

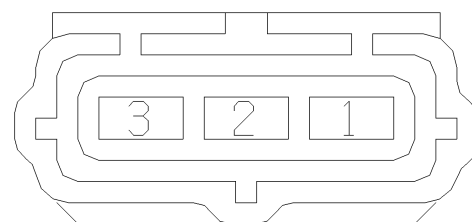
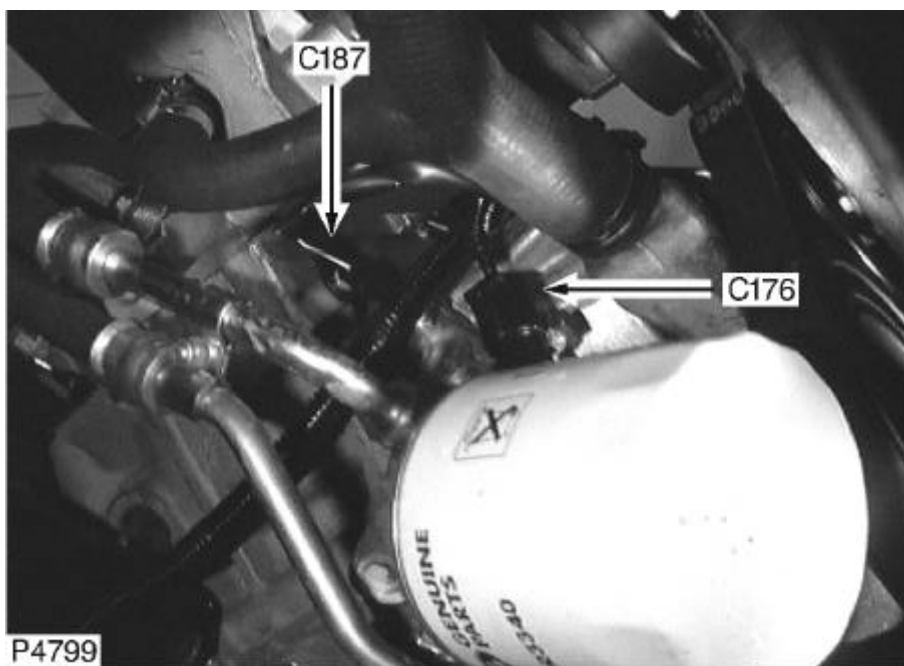
C175
 TP SENSOR
 3 Way
 Female
 BLACK
 Top of engine - LH side



YPC107900

Cav	Color	Cct
1	R	ALL
2	YLG	ALL
3	RB	ALL

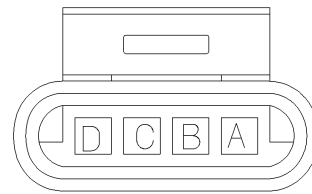
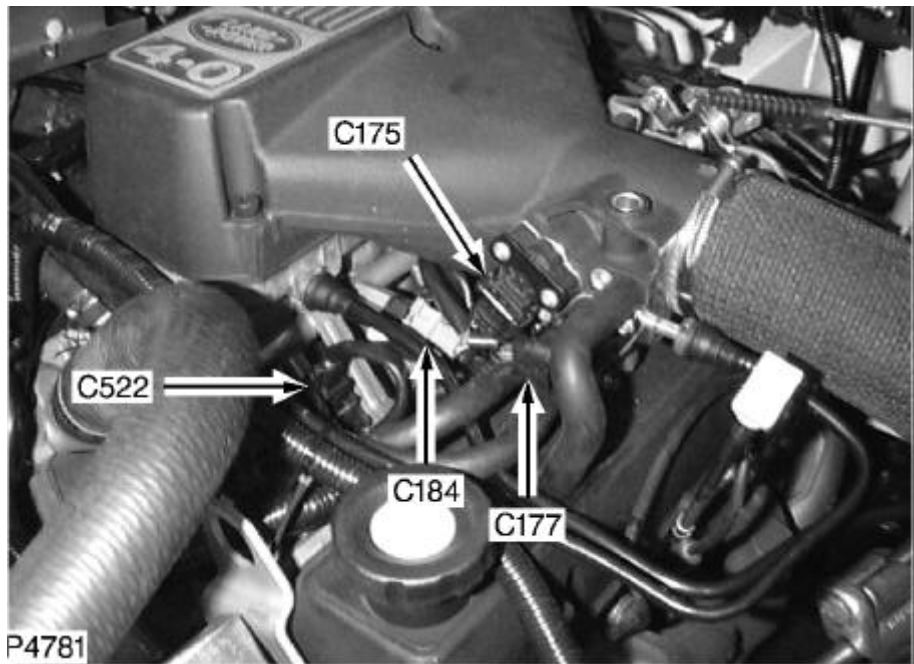
C176
 CMP SENSOR
 3 Way
 Female
 BLACK
 Bottom of engine - RH
 side



YPC10068

Cav	Color	Cct
1	RB	ALL
2	SU	ALL
3	NO	ALL

C177
 IAC VALVE
 4 Way
 Female
 BLACK
 Top of engine - LH side

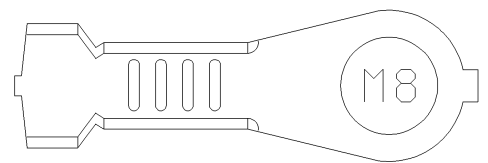
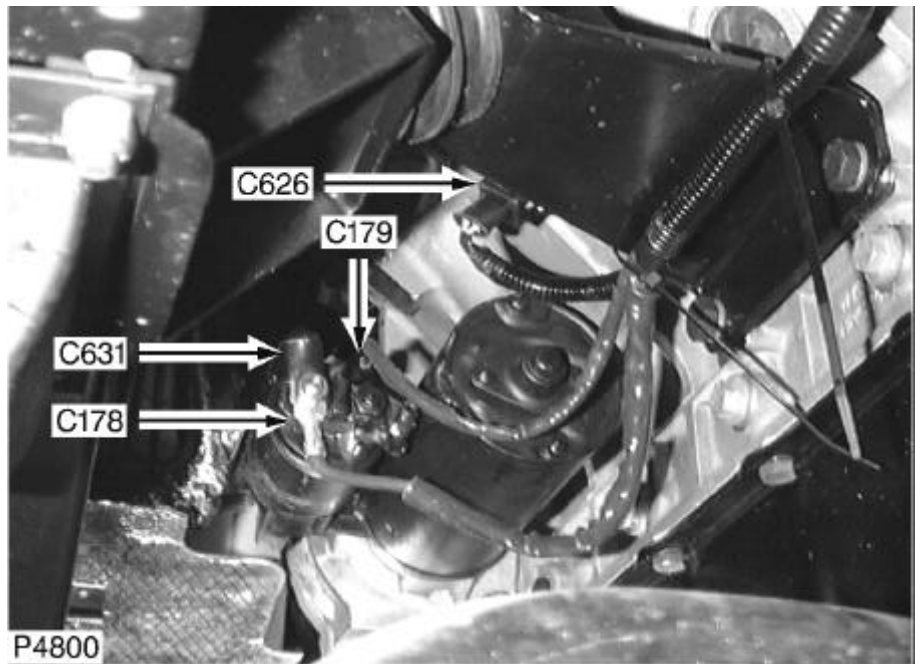


YPC10527

Cav	Color	Cct
A	OR	ALL
B	RG	ALL
C	GW	ALL
D	US	ALL

C178
 STARTER MOTOR
 1 Way

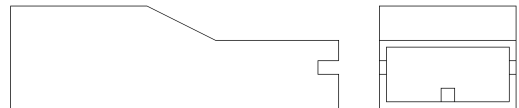
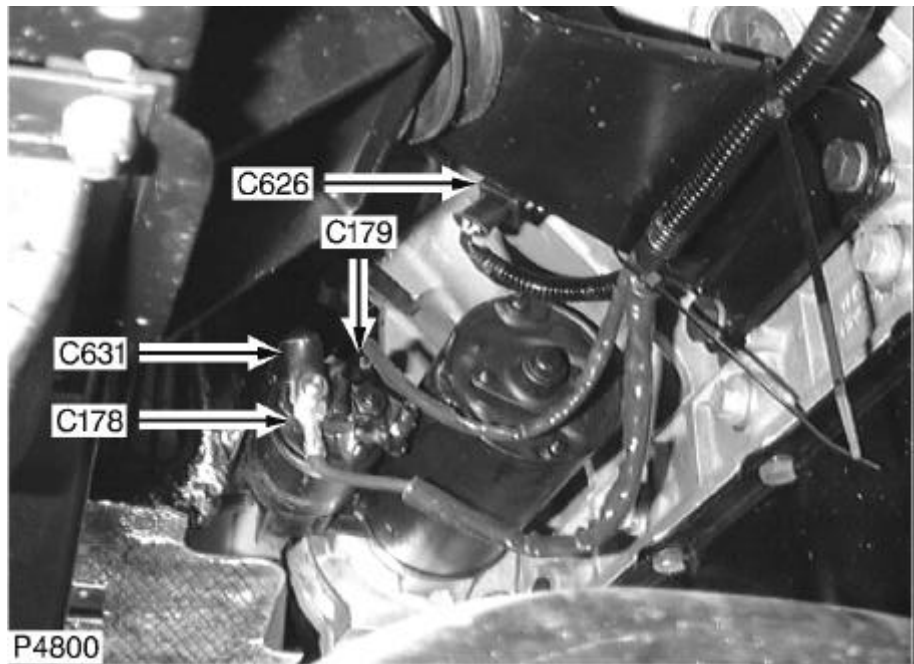
TIN-PLATE
 RH side of engine



YPG10018

Cav	Color	Cct
1	N	ALL

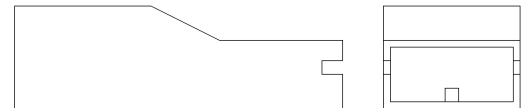
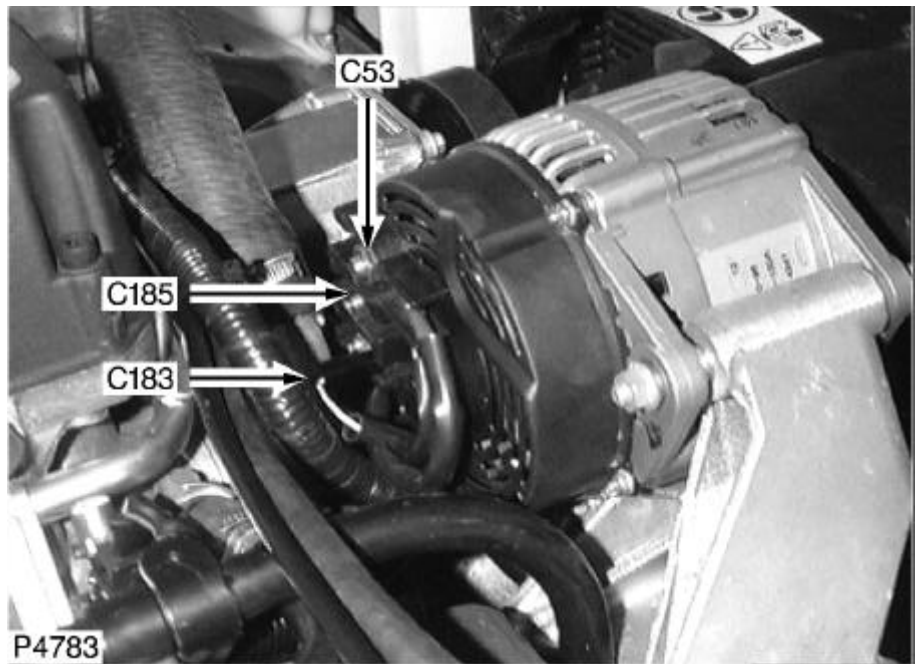
C179
 STARTER SOLENOID
 1 Way
 Female
 BLACK
 RH side of engine



AAU1010

Cav	Color	Cct
1	NR	ALL

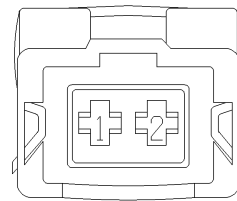
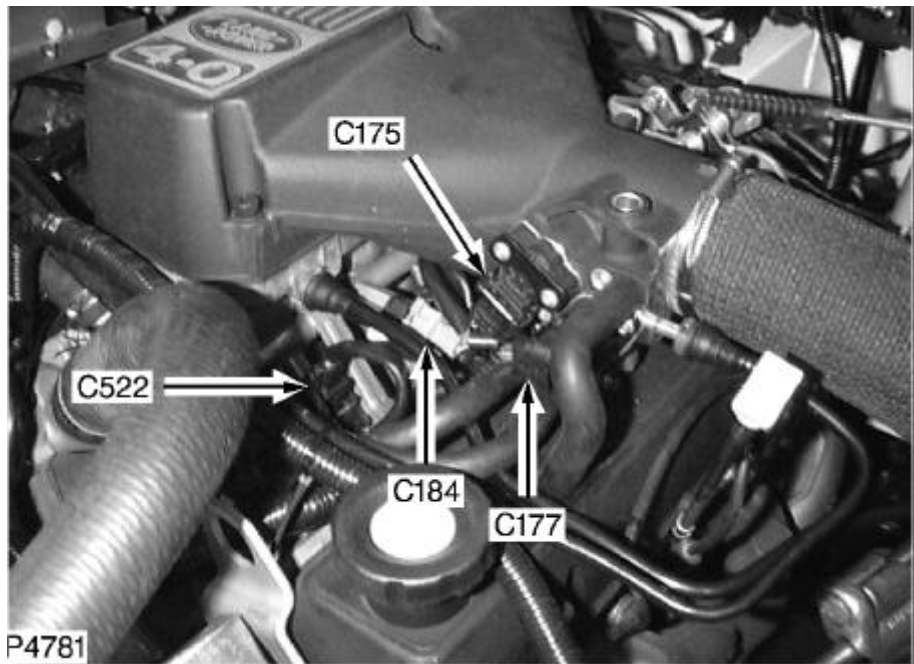
C183
 GENERATOR - POWER
 1 Way
 Female
 BLACK
 Front of engine - center



AAU1010

Cav	Color	Cct
1	WS	ALL

C184
 FUEL TEMPERATURE
 SENSOR
 2 Way
 Female
 GREY
 Top of engine - LH side

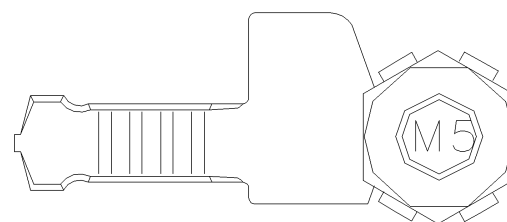
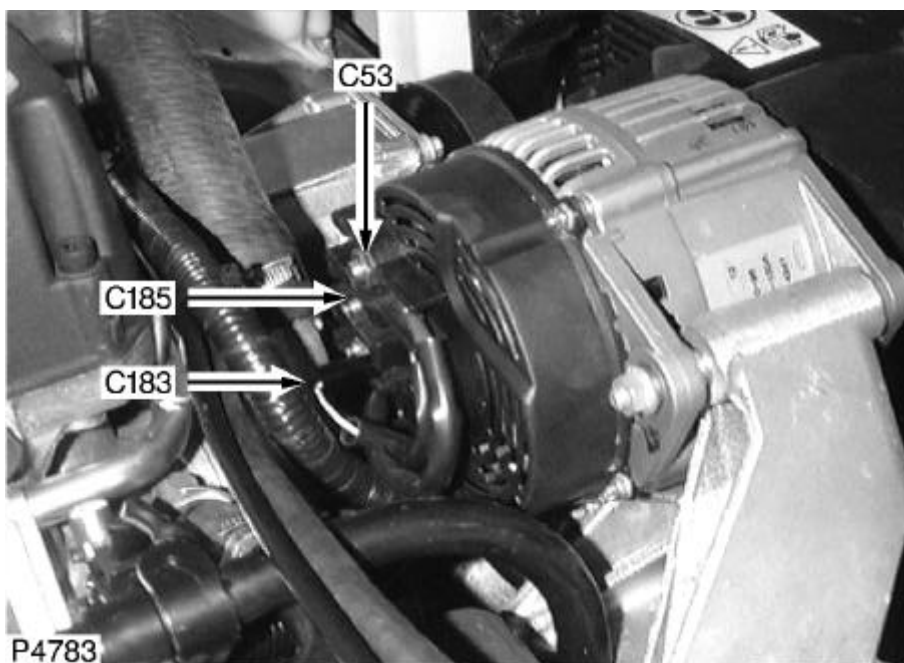


YPC107820

Cav	Color	Cct
1	RB	ALL
2	SW	ALL

C185
 GENERATOR
 WARNNG LIGHT
 1 Way

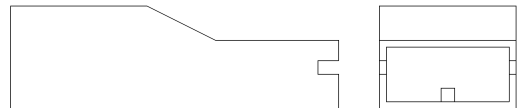
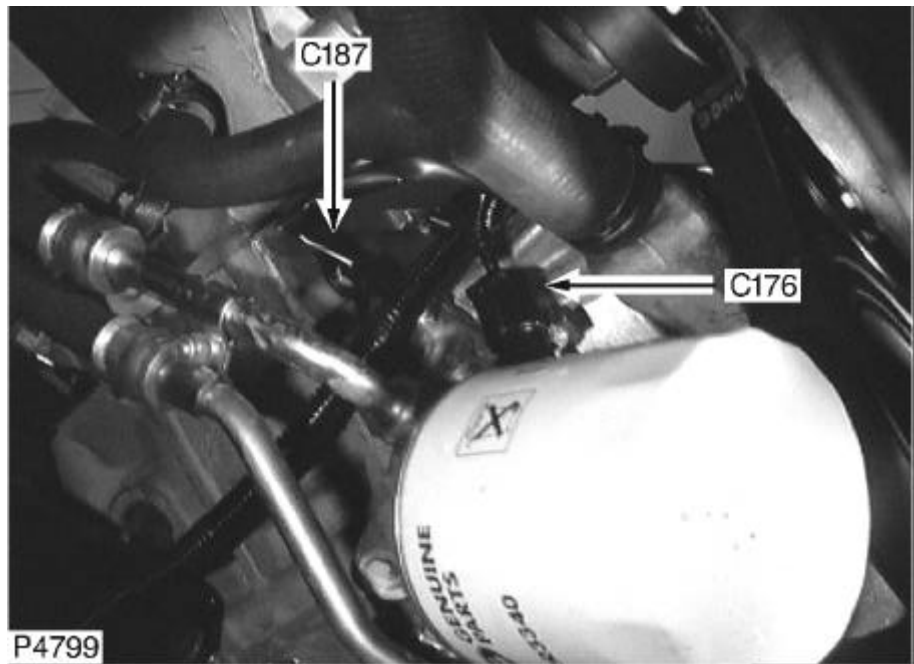
BRASS
 Front of engine - center



YPG10044

Cav	Color	Cct
1	NY	ALL

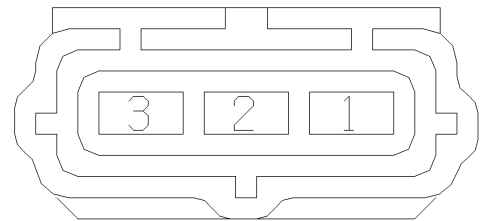
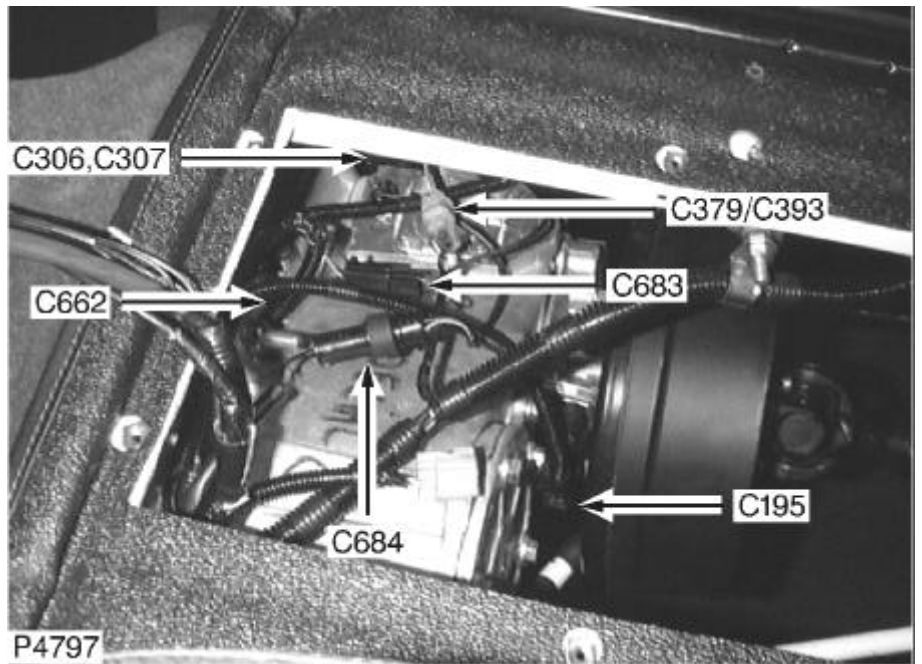
C187
 OIL PRESSURE
 SWITCH
 1 Way
 Female
 BLACK
 Bottom of engine - RH
 side



AAU1010

Cav	Color	Cct
1	WN	ALL

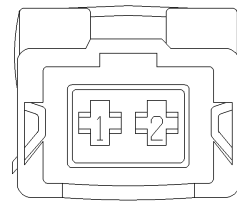
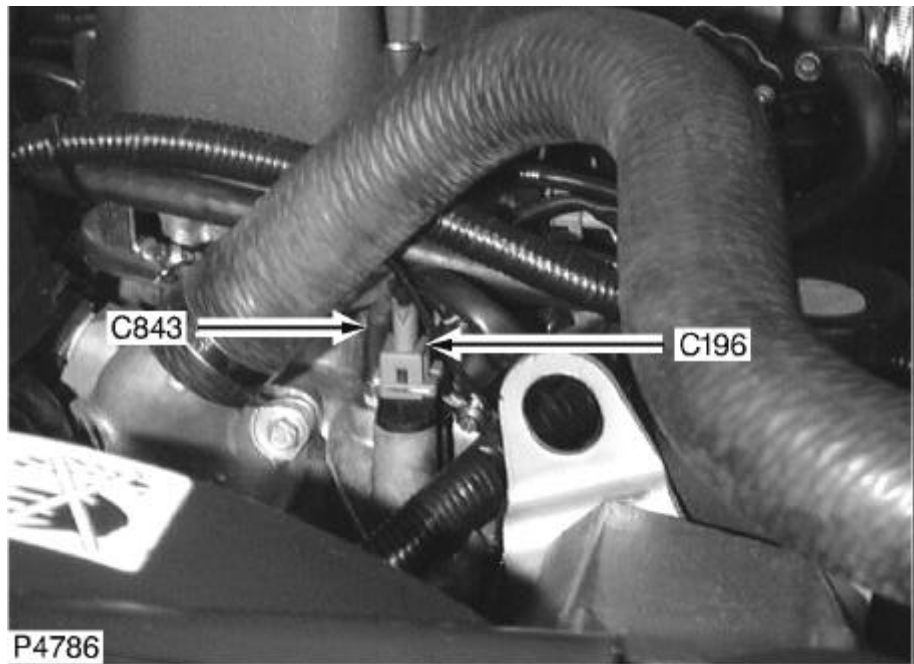
C195
 SPEED TRANSDUCER
 3 Way
 Female
 BLACK
 Above gearbox



YPC10068

Cav	Color	Cct
1	G	ALL
3	BR	ALL

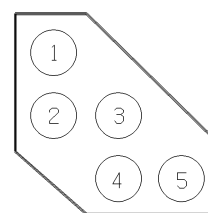
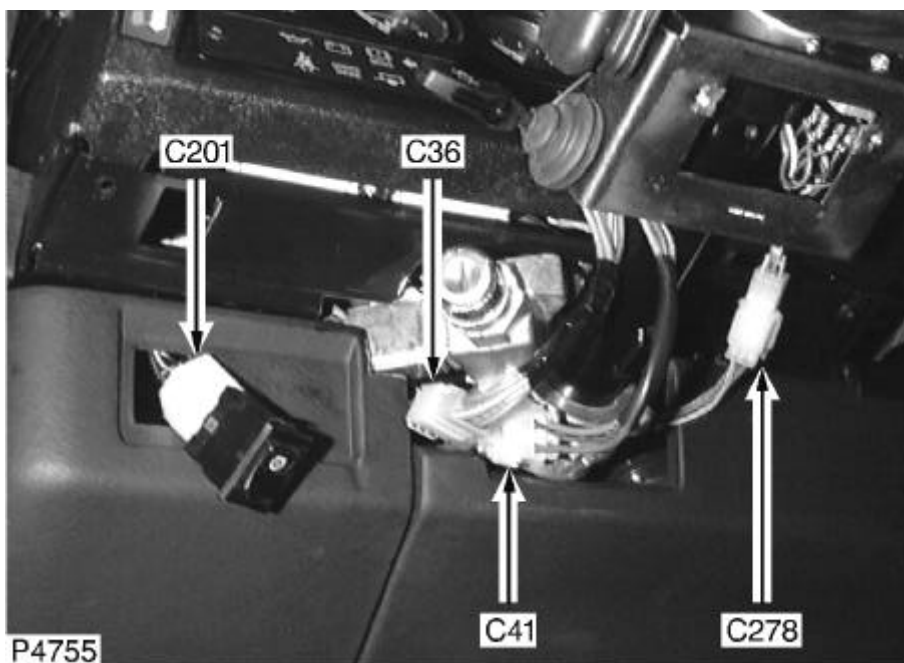
C196
 ENGINE COOLANT
 TEMPERATURE
 SENSOR
 2 Way
 Female
 BROWN
 Front RH side of engine



YPC107780

Cav	Color	Cct
1	RB	ALL
2	G	ALL

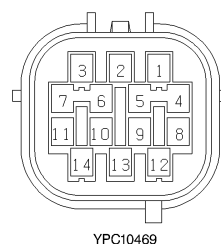
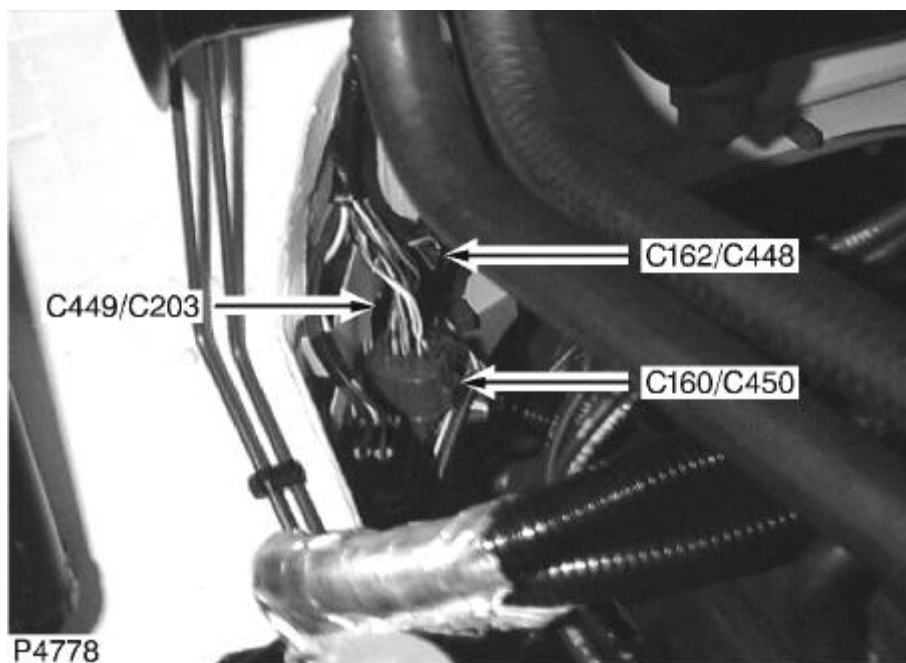
C201
 INSTRUMENT
 DIMMER SWITCH
 5 Way
 Female
 NATURAL
 Behind dash trim panel



13H9236

Cav	Color	Cct
2	RW	ALL
3	RB	ALL

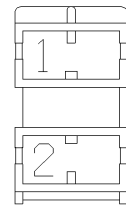
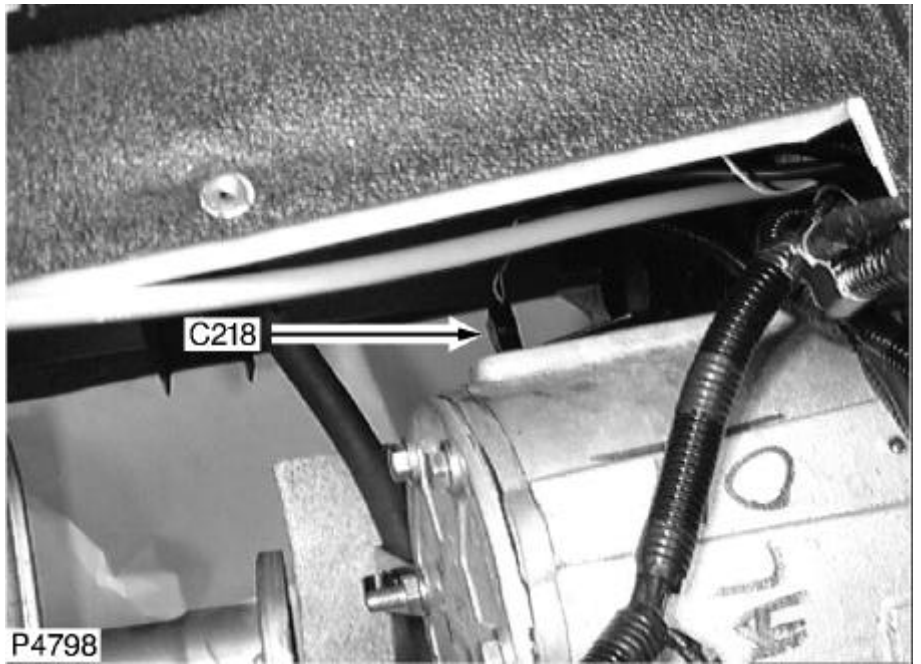
C203
 ENGINE HARNESS TO
 MAIN HARNESS
 14 Way
 Male
 GREY
 RH side of fire wall



YPC10469

Cav	Color	Cct	Cav	Color	Cct
1	WLG	ALL	8	YR	ALL
2	WK	ALL	9	SB	ALL
3	B	ALL	10	BK	ALL
4	WG	ALL	11	GW	ALL
5	BR	ALL	12	SR	ALL
6	BU	ALL	13	GB	ALL
7	NO	ALL	14	PB	ALL

C218
 NOT USED
 2 Way
 Female
 BLACK
 Above gearbox

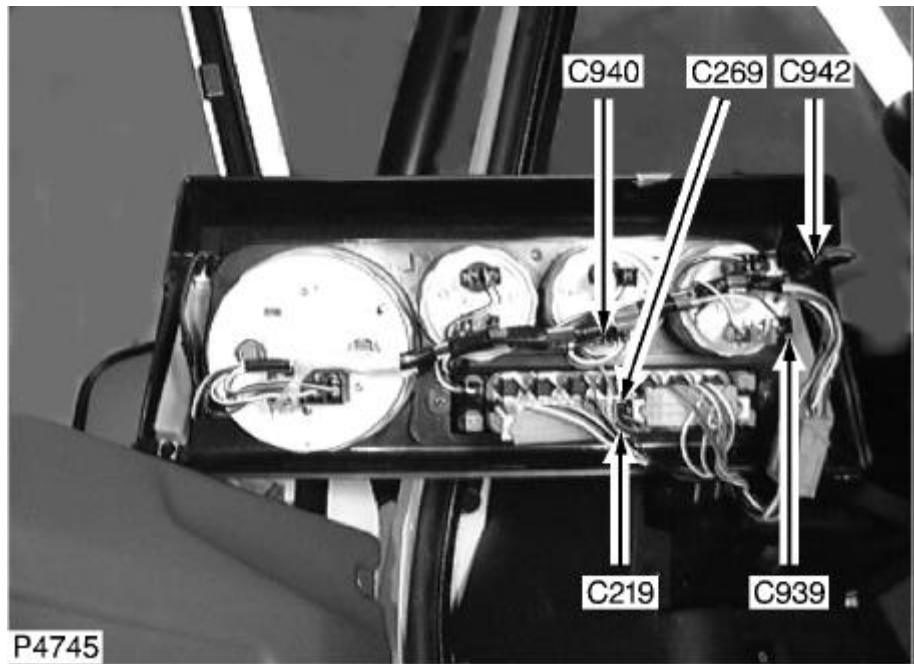


ADU8885

Cav	Color	Cct
1	SR	ALL
2	B	ALL

C219
NOT USED

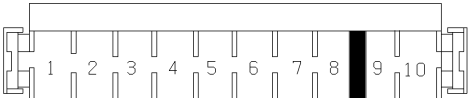
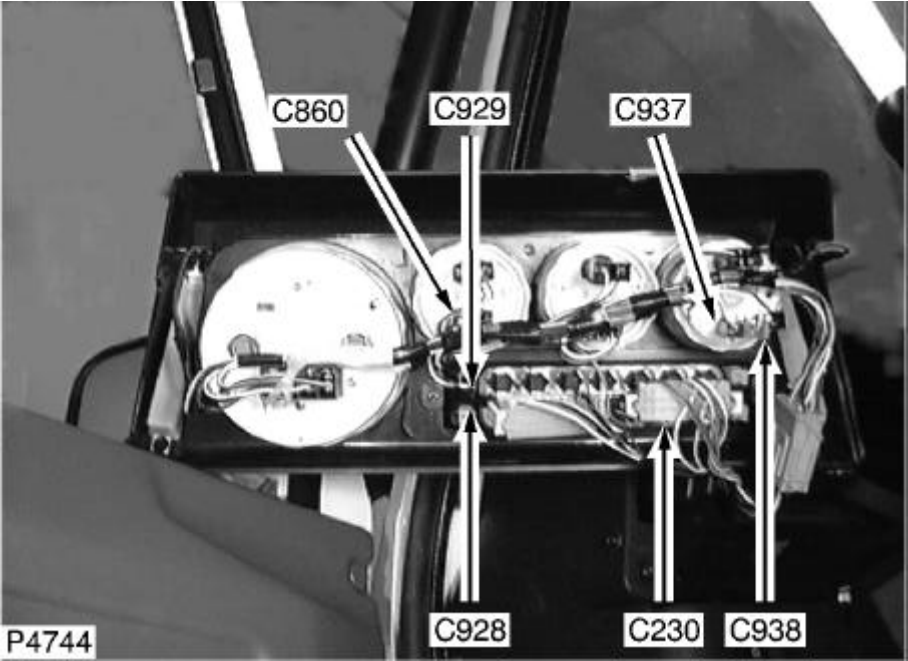
Behind instrument pack



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Cav	Color	Cct
1	SR	ALL

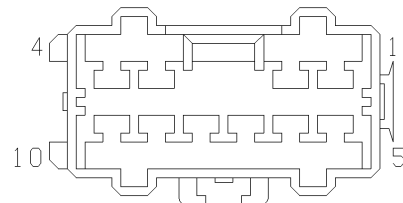
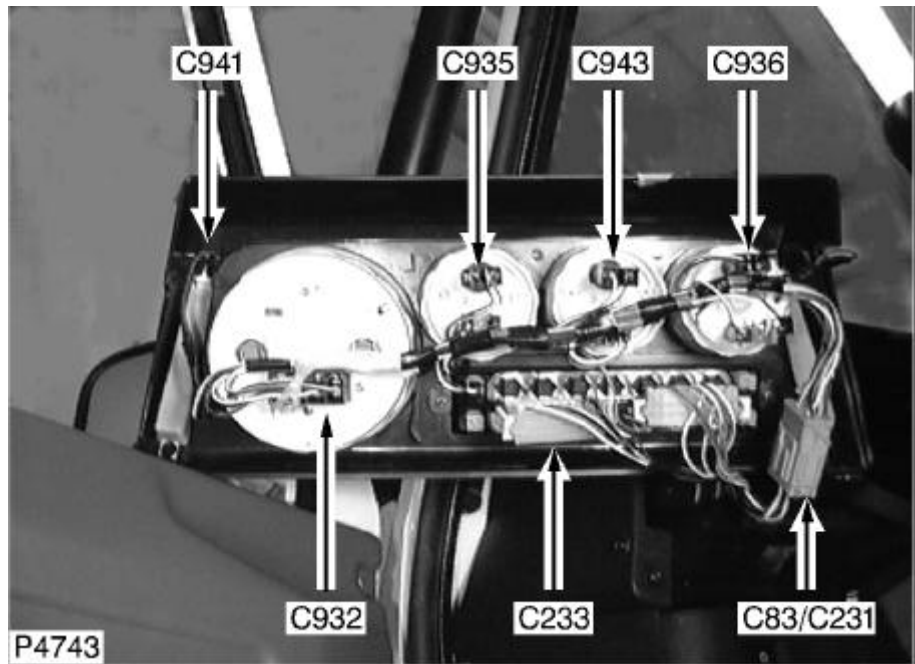
C230
INSTRUMENT PACK
10 Way
Female
NATURAL
Behind instrument pack



AAU8172

Cav	Color	Cct	Cav	Color	Cct
1	WB	ALL	6	WY	ALL
3	WN	ALL	8	PY	ALL
4	WG	ALL	9	GW	ALL
5	YN	ALL	10	GR	ALL

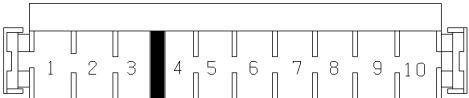
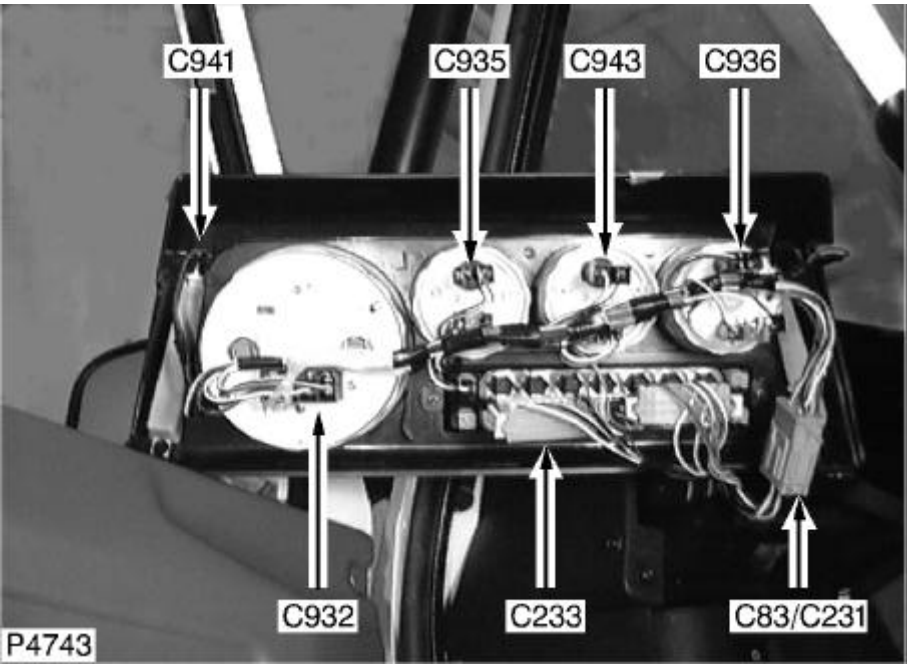
C231
 INSTRUMENT
 HARNESS TO MAIN
 HARNESS
 10 Way
 Male
 LIGHT GREY
 Behind instrument pack



YPC10544

Cav	Color	Cct	Cav	Color	Cct
1	WG	ALL	6	WS	ALL
2	B	ALL	7	GB	ALL
3	YK	ALL	8	GU	ALL
4	RW	ALL	9	WB	ALL
5	SR	ALL	10	BR	ALL

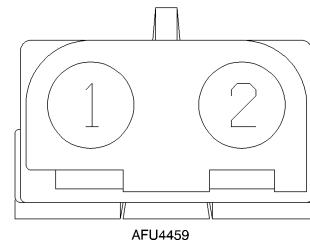
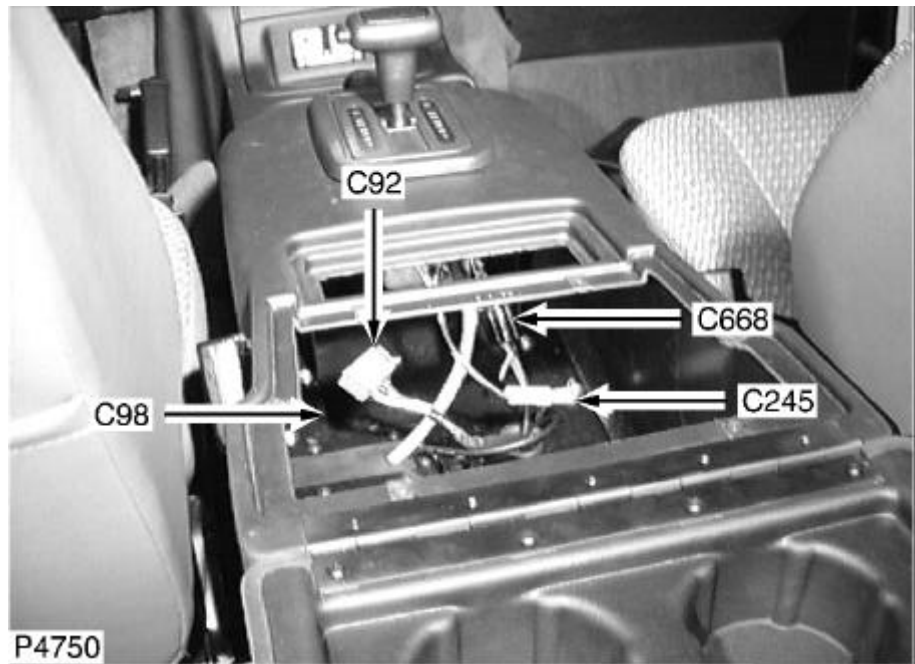
C233
INSTRUMENT PACK
10 Way
Female
NATURAL
Behind instrument pack



AAU8171

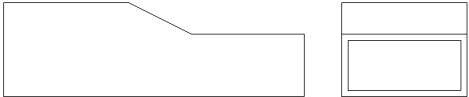
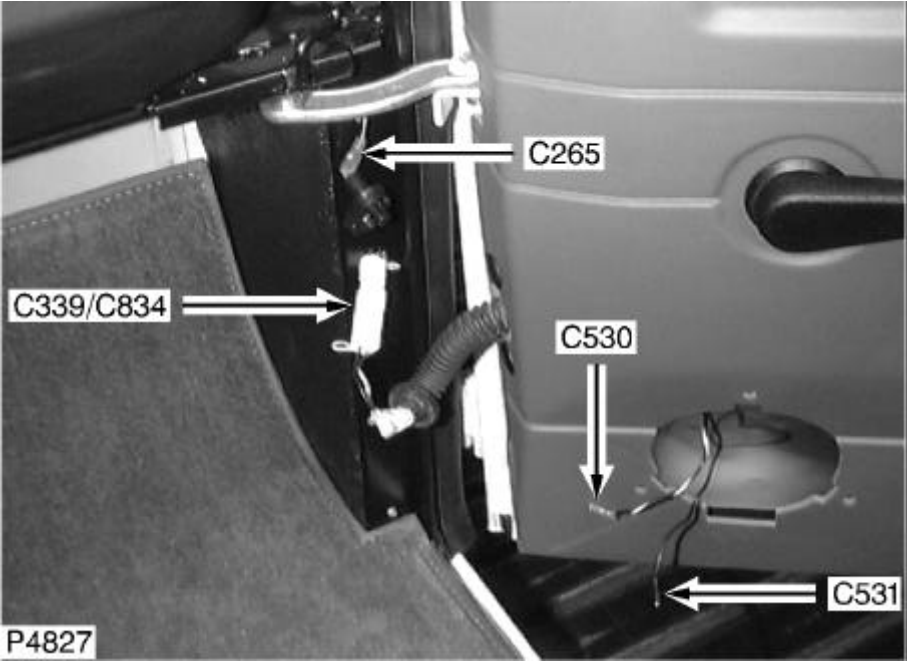
Cav	Color	Cct
1	LGP	ALL
2	B	ALL
3	RO	ALL
5	UW	ALL
8	BU	ALL
9	WG	ALL
10	RS	ALL

C245
 ILLUMINATION -
 TRANSMISSION
 SELECTOR
 2 Way
 Female
 BLUE
 Behind center console



Cav	Color	Cct
1	RK	ALL
2	B	ALL

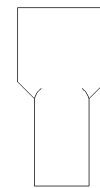
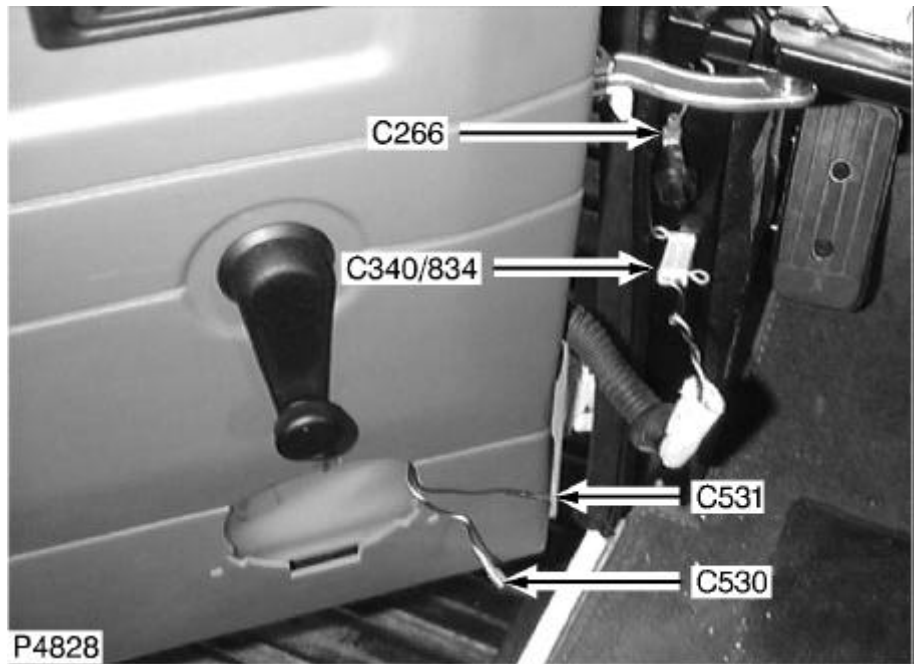
C265
DOOR SWITCH - RH
1 Way
Female
NATURAL
In front of passenger's
door



ADU1790

Cav	Color	Cct
1	PW	ALL

C266
 DOOR SWITCH - LH
 1 Way
 Female
 NATURAL
 In front of driver's door

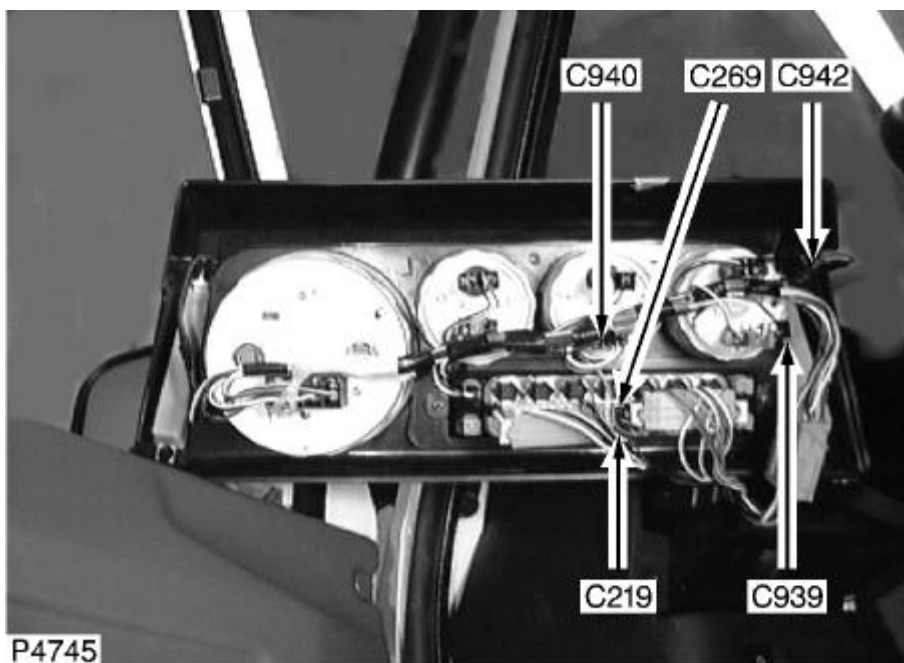


ADU1291

Cav	Color	Cct
1	PG	ALL

C269
NOT USED

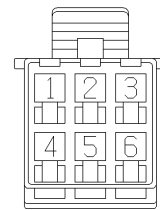
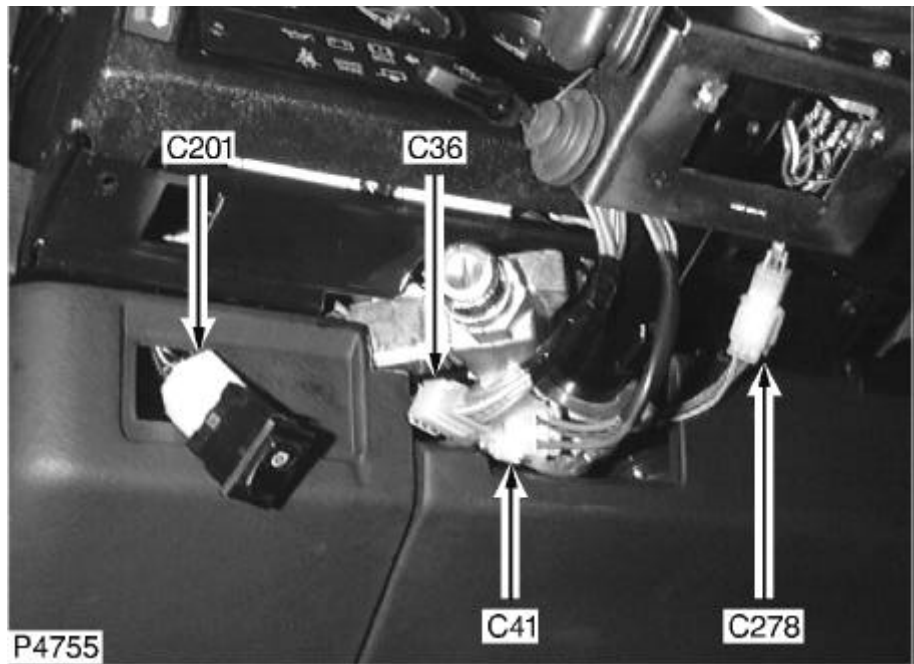
Behind instrument pack



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Cav	Color	Cct
1	WG	ALL

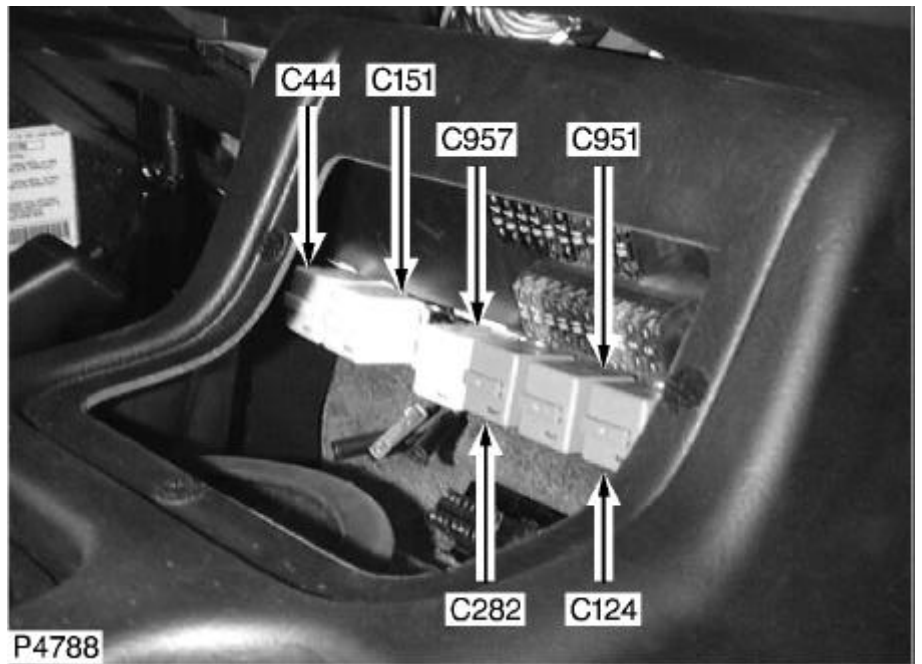
C278
 WASHER/WIPER
 SWITCH
 6 Way
 Female
 NATURAL
 Behind steering column
 cowl - RH side



YPC10038

Cav	Color	Cct
1	ULG	ALL
2	LGB	ALL
3	LGG	ALL
4	YLG	ALL
5	RLG	ALL
6	G	ALL

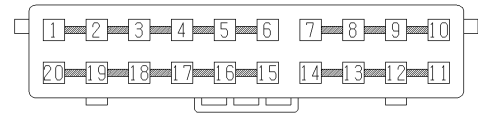
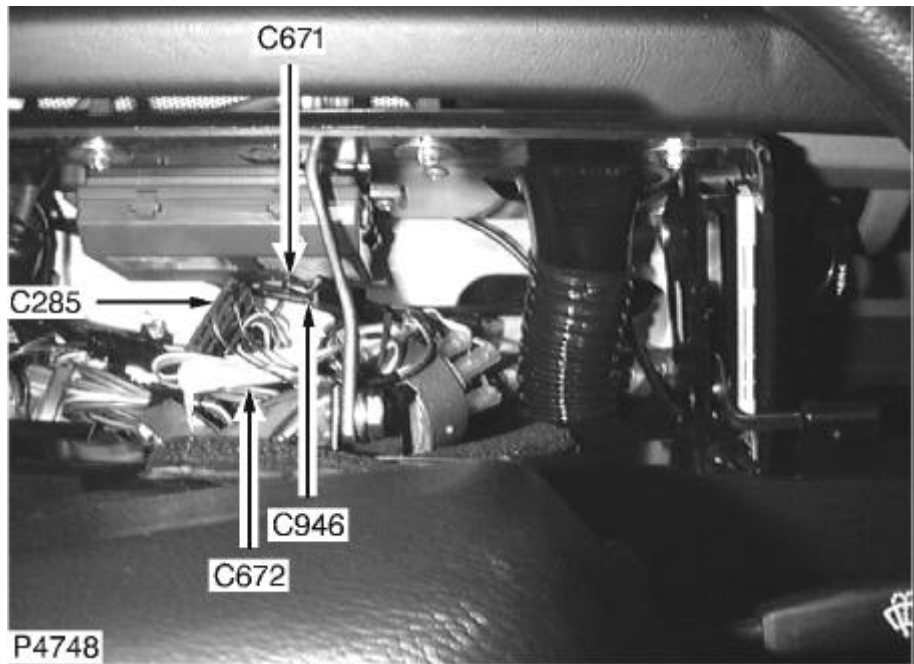
C282
 HEADLAMP RELAY
 5 Way
 Female
 YELLOW
 Behind front of center
 console



t:\compuset\erl\faceview\YPP10009.tif

Cav	Color	Cct
30	U	ALL
85	WG	ALL
86	B	ALL
87	UY	ALL

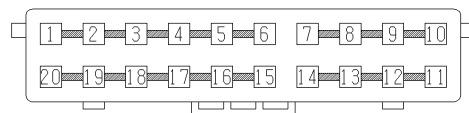
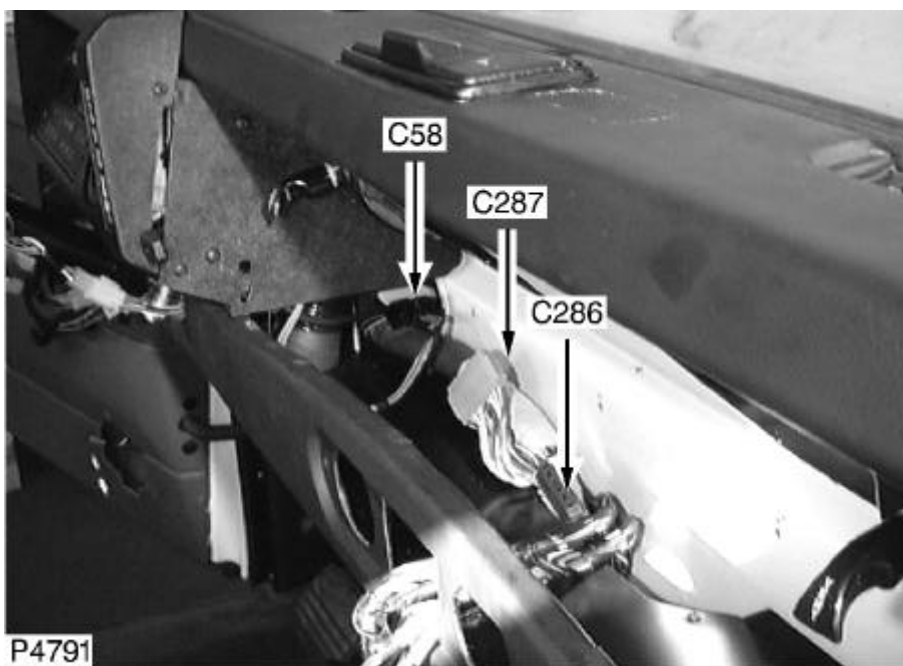
C285
 HEADER 1
 20 Way
 Female
 BLUE
 Behind instrument pack



YQC10005

Cav	Color	Cct	Cav	Color	Cct	Cav	Color	Cct
1	B	ALL	8	RB	ALL	15	RW	ALL
2	B	ALL	9	RB	ALL	16	RW	ALL
3	B	ALL	10	RB	ALL	17	RW	ALL
4	B	ALL	11	WY	ALL	18	RW	ALL
5	B	ALL	12	WY	ALL	19	RW	ALL
6	B	ALL	13	WY	ALL	20	RW	ALL
7	RB	ALL	14	WY	ALL			

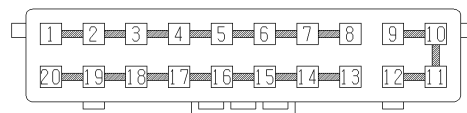
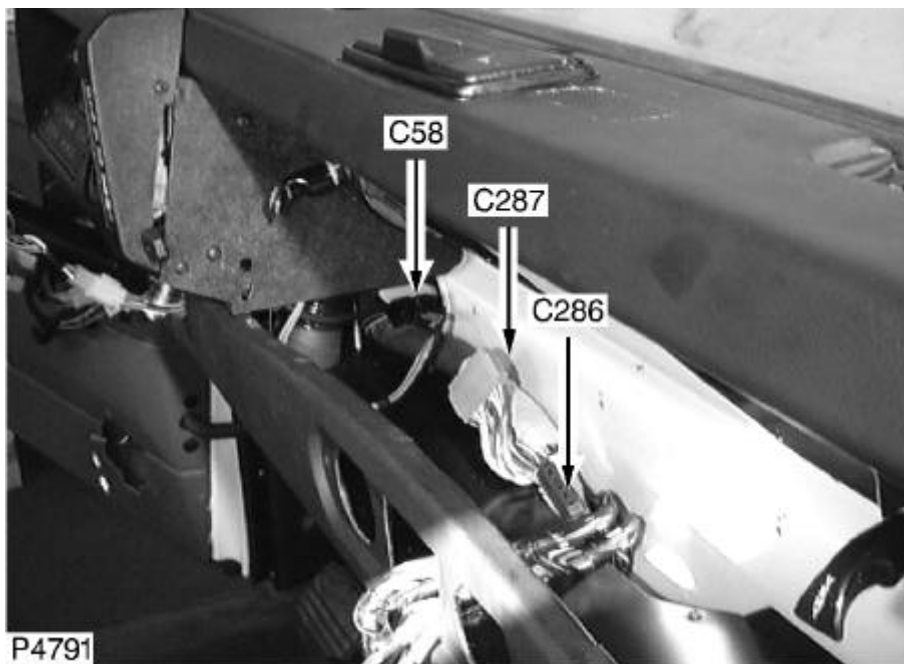
C286
 HEADER 2
 20 Way
 Female
 BLUE
 Behind dash trim panel



YQC10005

Cav	Color	Cct	Cav	Color	Cct
1	B	ALL	11	GW	ALL
2	B	ALL	12	GW	ALL
4	B	ALL	13	GW	ALL
5	B	ALL	14	GW	ALL
6	B	ALL	15	BY	ALL
7	GR	ALL	16	BY	ALL
8	GR	ALL	17	BY	ALL
9	GR	ALL	18	BY	ALL
10	GR	ALL			

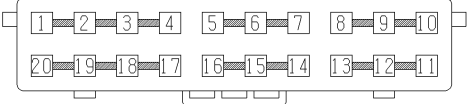
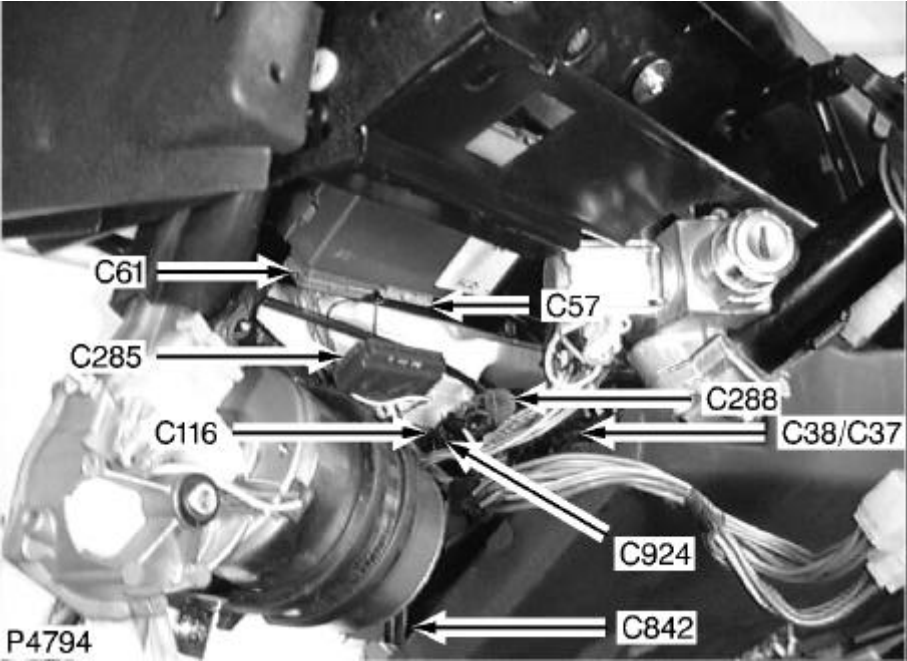
C287
 HEADER 3
 20 Way
 Female
 GREY
 Behind dash trim panel



YQC10002

Cav	Color	Cct	Cav	Color	Cct
1	WG	ALL	10	BY	ALL
2	WG	ALL	11	BY	ALL
3	WG	ALL	13	G	ALL
4	WG	ALL	14	G	ALL
5	WG	ALL	16	G	ALL
6	WG	ALL	17	G	ALL
7	WG	ALL	18	G	ALL
8	WG	ALL	19	G	ALL
9	BY	ALL	20	G	ALL

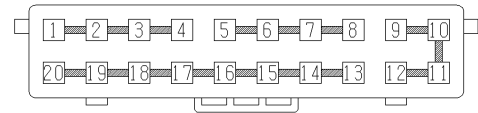
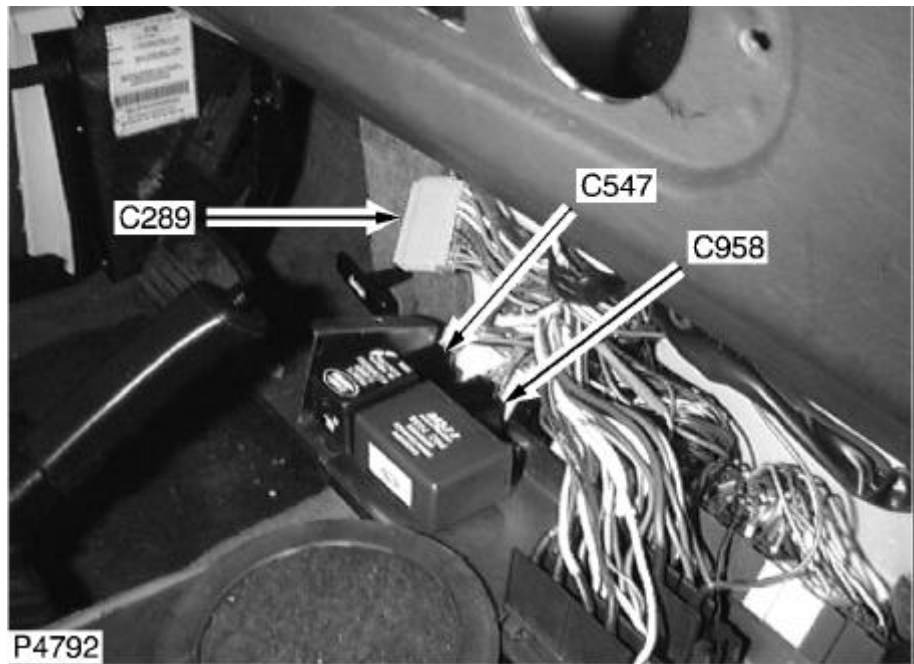
C288
 HEADER 4
 20 Way
 Female
 ORANGE
 Behind instrument pack



YQC10003

Cav	Color	Cct	Cav	Color	Cct
1	LGB	ALL	11	PU	ALL
2	LGB	ALL	12	PU	ALL
3	LGB	ALL	13	PU	ALL
5	RS	ALL	14	WN	ALL
6	RS	ALL	15	WN	ALL
7	RS	ALL	16	WN	ALL
8	BLG	ALL	17	YK	ALL
9	BLG	ALL	18	YK	ALL
10	BLG	ALL	20	YK	ALL

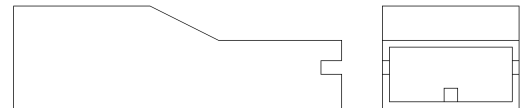
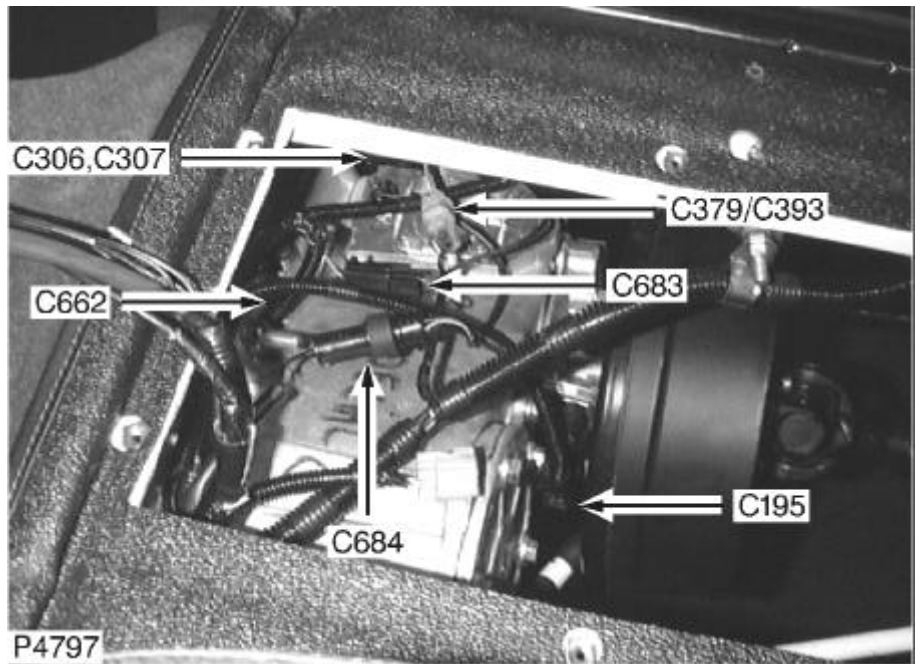
C289
 HEADER 5
 20 Way
 Female
 GREEN
 Behind front of center
 console



YQC10006

Cav	Color	Cct	Cav	Color	Cct
1	UW	ALL	11	P	ALL
2	UW	ALL	13	G	ALL
3	UW	ALL	14	G	ALL
4	UW	ALL	15	G	ALL
6	BR	ALL	16	G	ALL
7	BR	ALL	17	G	ALL
8	BR	ALL	18	G	ALL
9	P	ALL	19	G	ALL
10	P	ALL	20	G	ALL

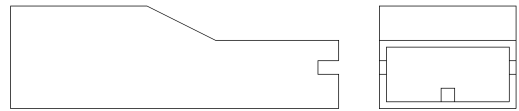
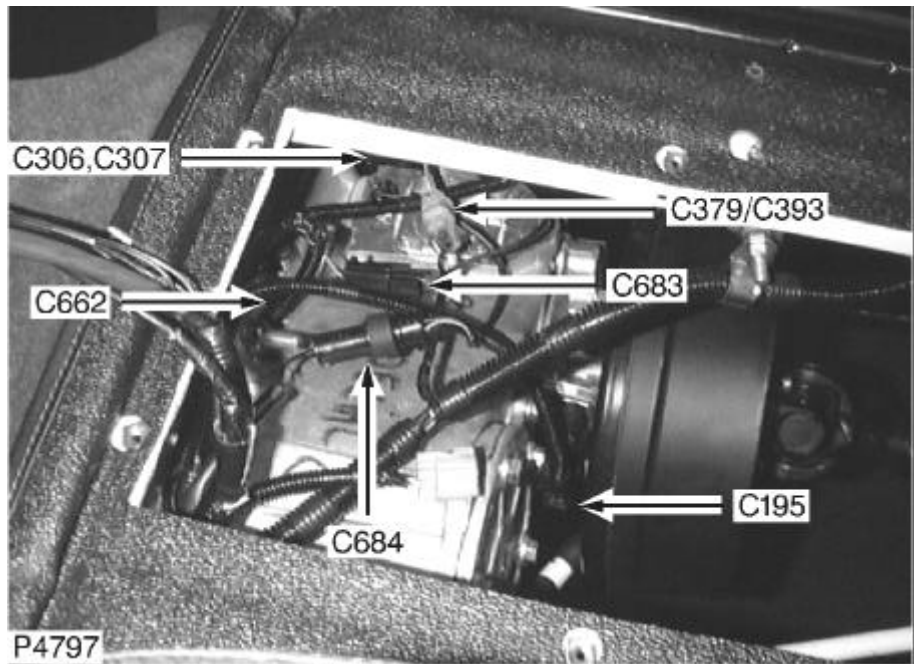
C306
 DIFFERENTIAL LOCK
 1 Way
 Female
 BLACK
 Above gearbox



AAU1010

Cav	Color	Cct
1	BU	ALL

C307
 DIFFERENTIAL LOCK
 1 Way
 Female
 BLACK
 Above gearbox

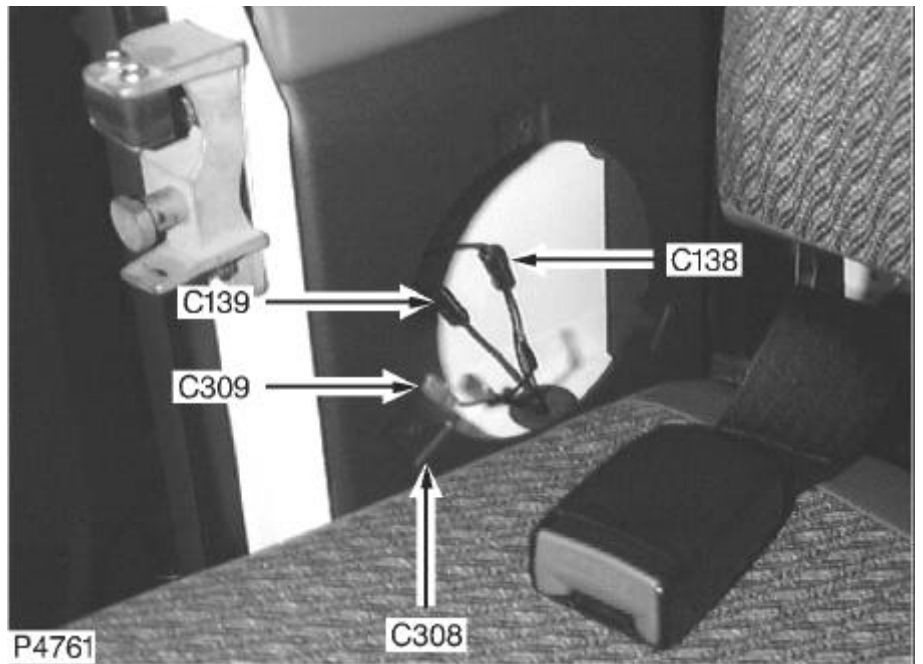


AAU1010

Cav	Color	Cct
1	B	ALL

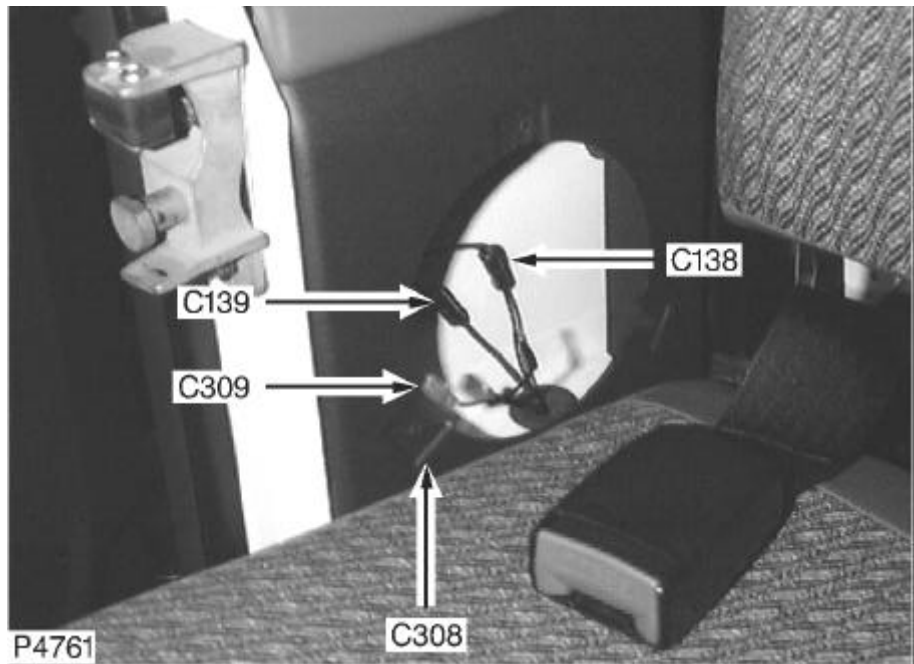
C308
REAR SPEAKER D

Behind LH rear speaker



Cav	Color	Cct
1	BU	ALL

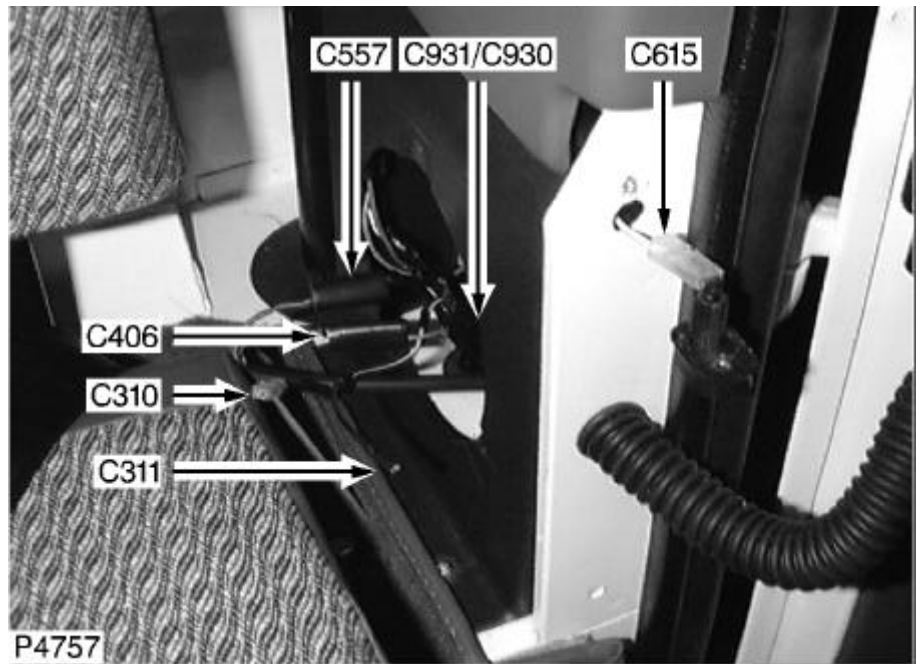
C309
 REAR SPEAKER C
 1 Way
 Female
 NATURAL
 Behind LH rear speaker



37H3684

Cav	Color	Cct
1	BG	ALL

C310
 REAR SPEAKER A
 1 Way
 Female
 NATURAL
 Behind RH rear speaker

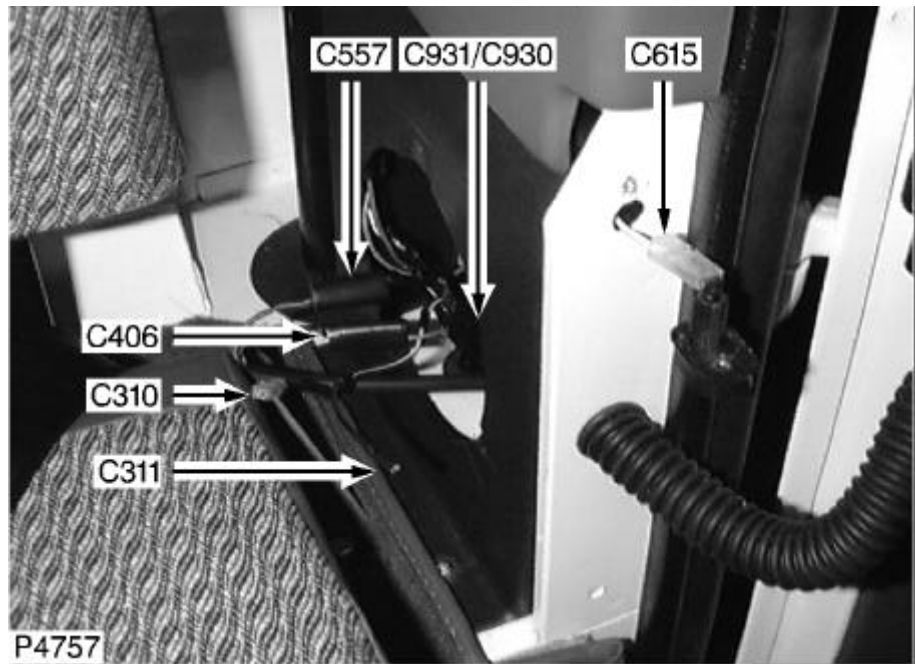


37H3684

Cav	Color	Cct
1	BW	ALL

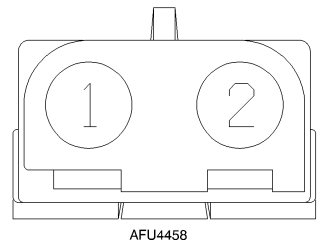
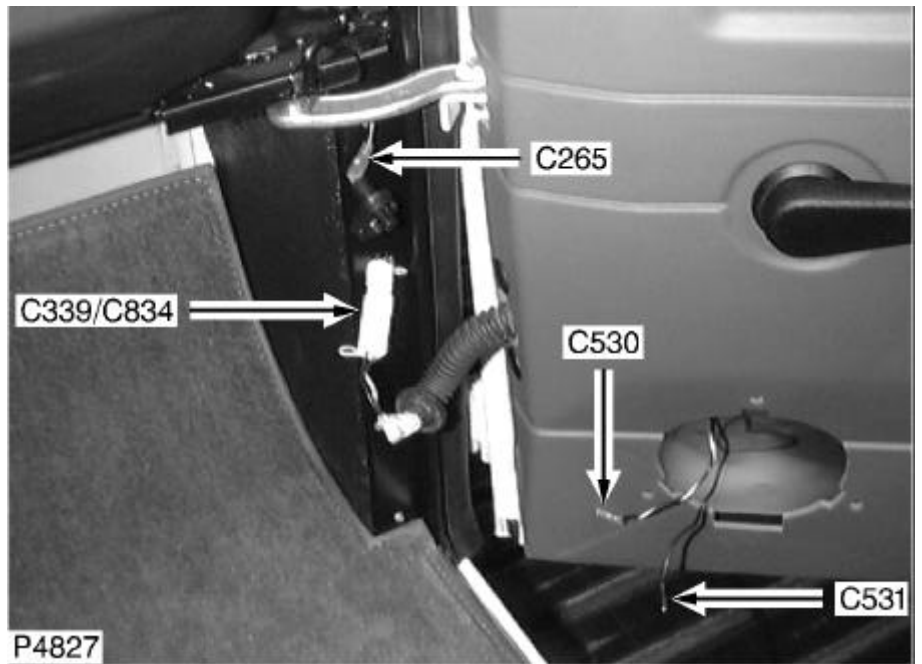
C311
REAR SPEAKER B

Behind RH rear speaker



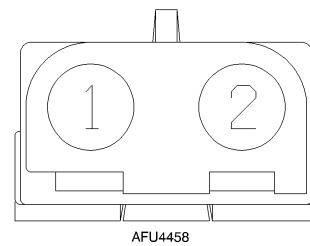
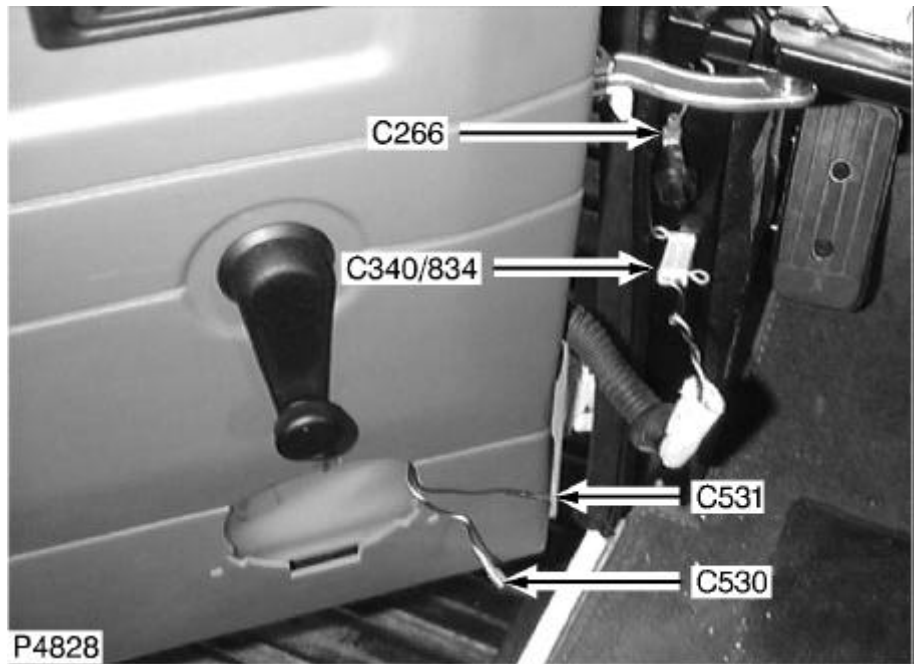
Cav	Color	Cct
1	BN	ALL

C339
 SPEAKER - FRONT -
 RH
 2 Way
 Female
 WHITE
 In front of passenger's
 door



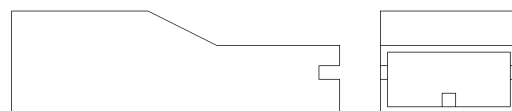
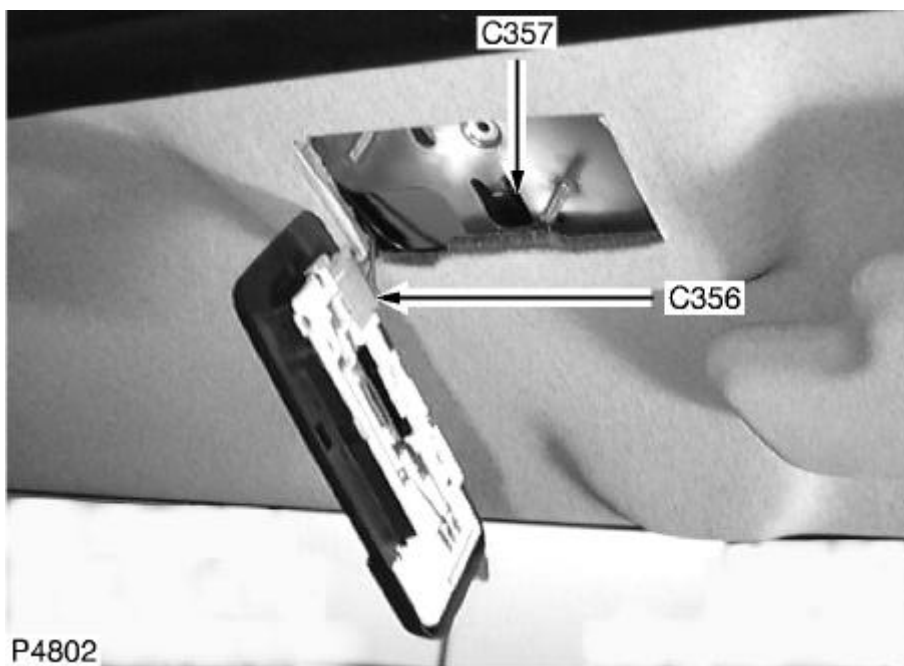
Cav	Color	Cct
1	BR	ALL
2	BK	ALL

C340
 SPEAKER - FRONT -
 LH
 2 Way
 Female
 WHITE
 In front of driver's door



Cav	Color	Cct
1	BO	ALL
2	BY	ALL

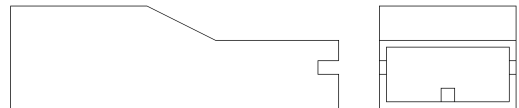
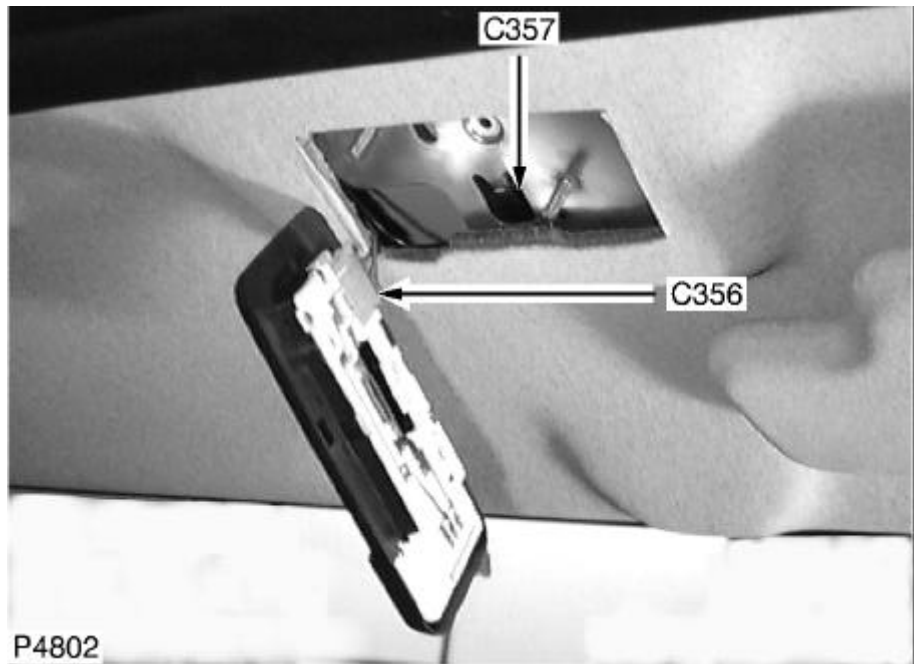
C356
 INTERIOR LAMP
 1 Way
 Female
 BLACK
 Behind interior light



AAU1010

Cav	Color	Cct
1	PU	ALL
3	P	ALL

C357
 INTERIOR LAMP
 1 Way
 Female
 BLACK
 Behind interior light



AAU1010

Cav	Color	Cct
1	B	ALL

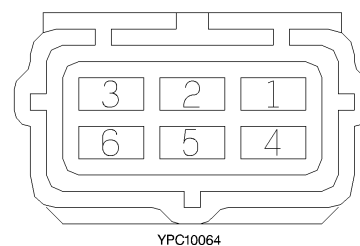
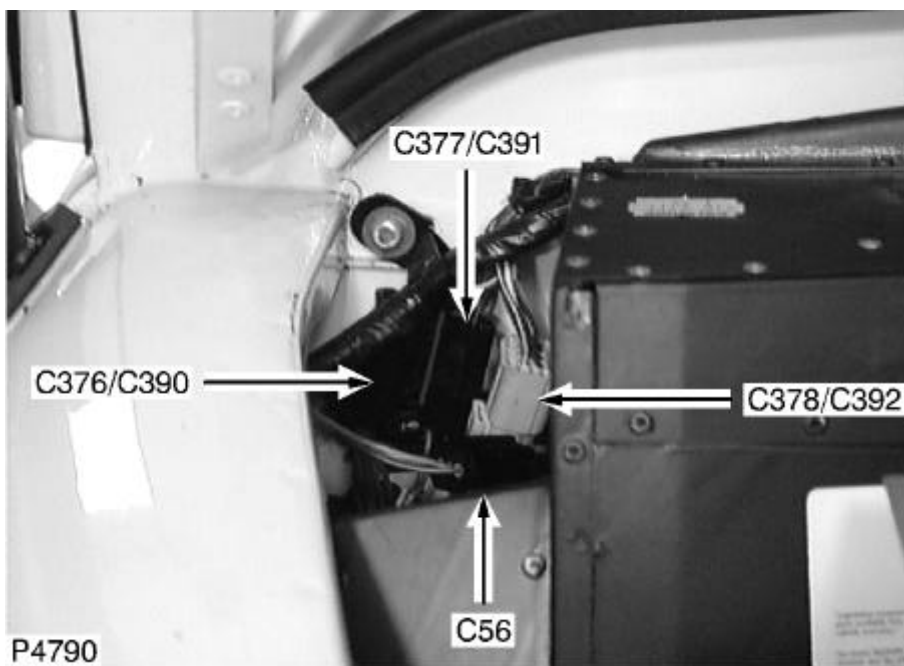
C358
INTERIOR LIGHT
3 Way
Female
NATURAL
Front of headlining in the
center



YPC10026

Cav	Color	Cct
1	PU	ALL
3	P	ALL

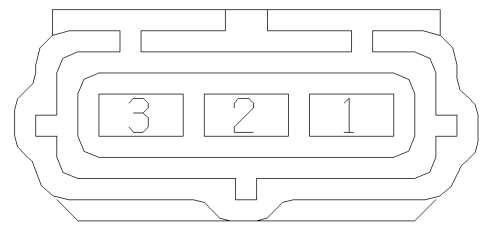
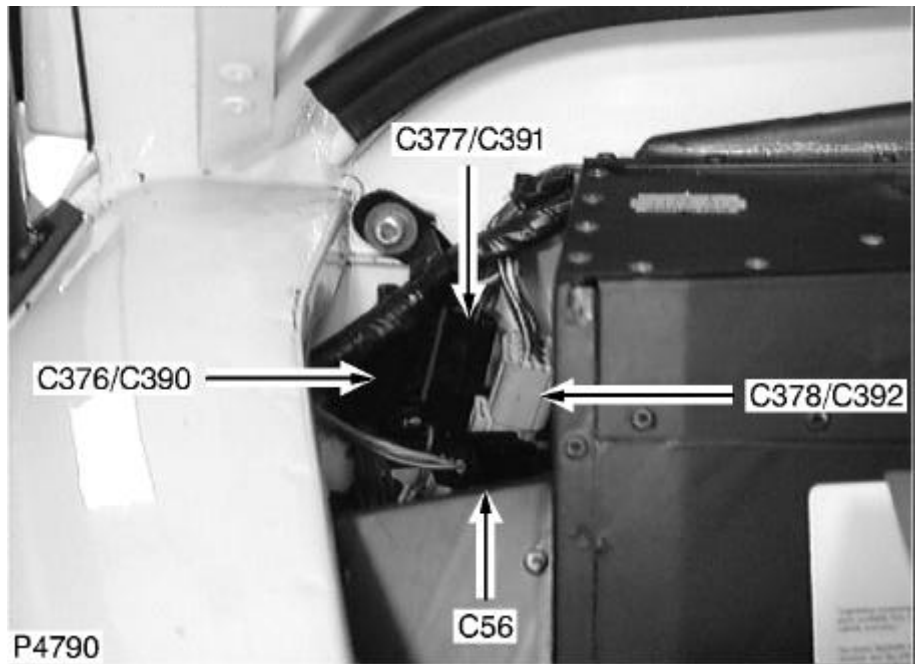
C376
 MAIN HARNESS TO
 CHASSIS HARNESS
 6 Way
 Female
 BLACK
 Under bonnet, RH inner
 fender



YPC10064

Cav	Color	Cct
1	GP	ALL
2	RO	ALL
3	GN	ALL
4	GR	ALL
5	GW	ALL
6	RB	ALL

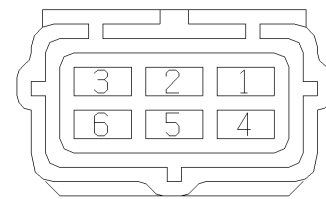
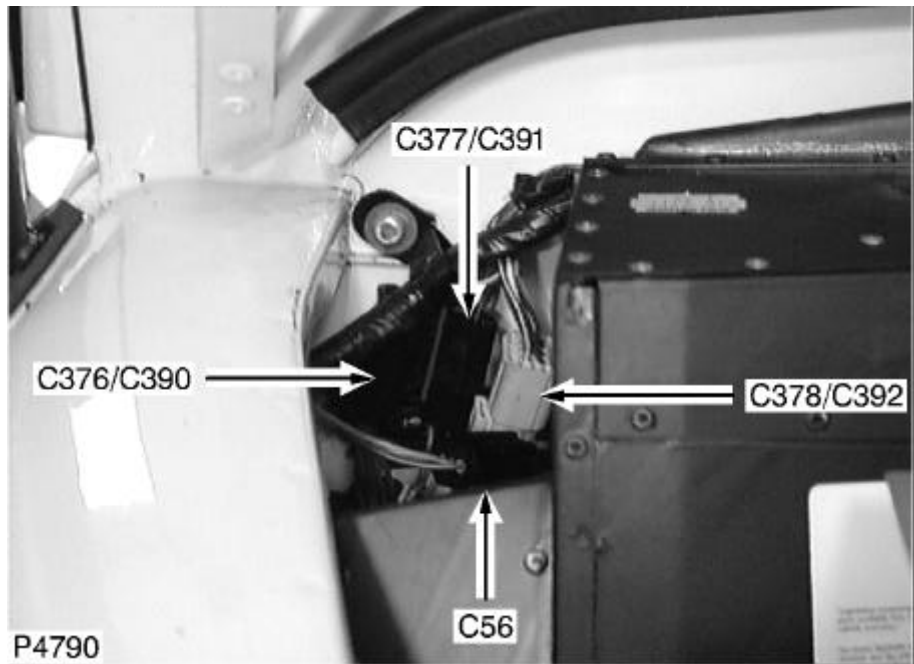
C377
 MAIN HARNESS TO
 CHASSIS HARNESS
 3 Way
 Female
 BLACK
 Under bonnet, RH inner
 fender



YPC10068

Cav	Color	Cct
1	GB	ALL
2	WP	ALL
3	P	ALL

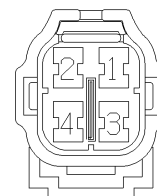
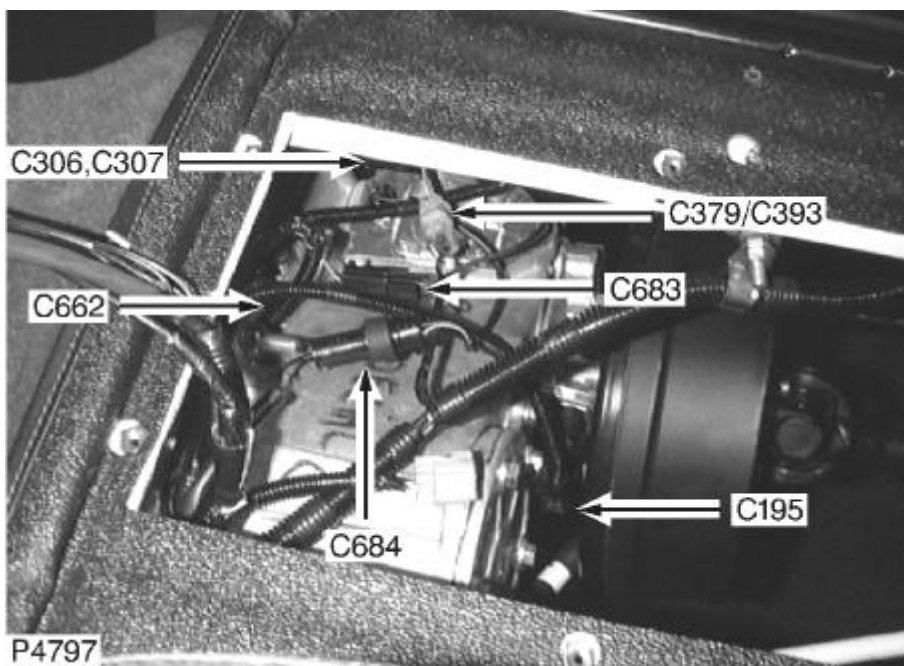
C378
 MAIN HARNESS TO
 CHASSIS HARNESS
 6 Way
 Female
 WHITE
 Under bonnet, RH inner
 fender



YPC10197

Cav	Color	Cct
1	WB	ALL
2	PU	ALL
3	G	ALL
4	NLG	ALL
6	PW	ALL

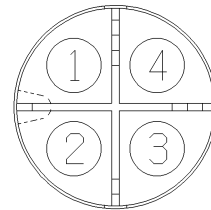
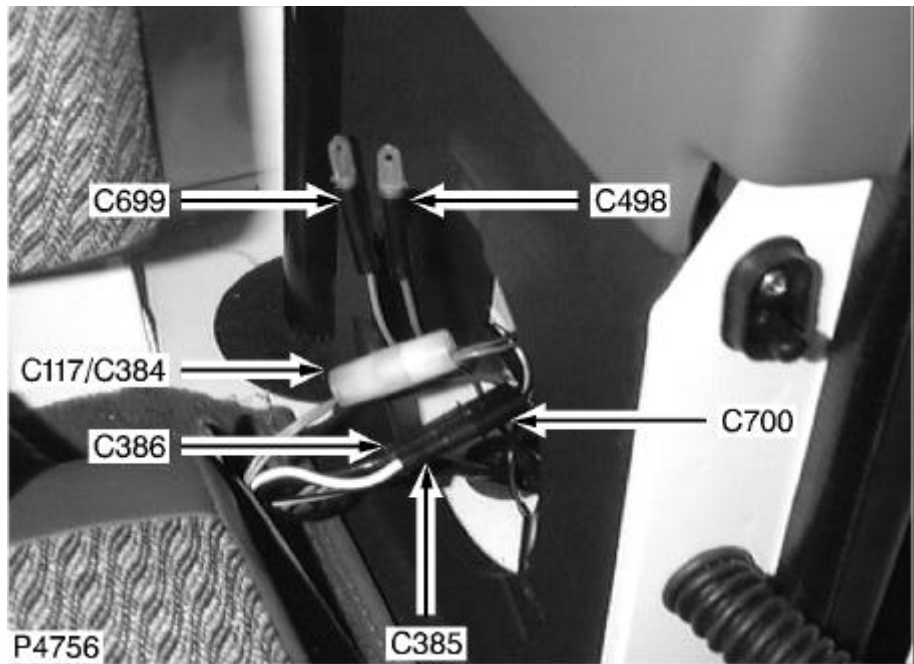
C379
 MAIN HARNESS TO
 CHASSIS HARNESS
 4 Way
 Male
 NATURAL
 Above gearbox



DBP8581

Cav	Color	Cct
1	BW	ALL
2	BG	ALL
3	BN	ALL
4	BU	ALL

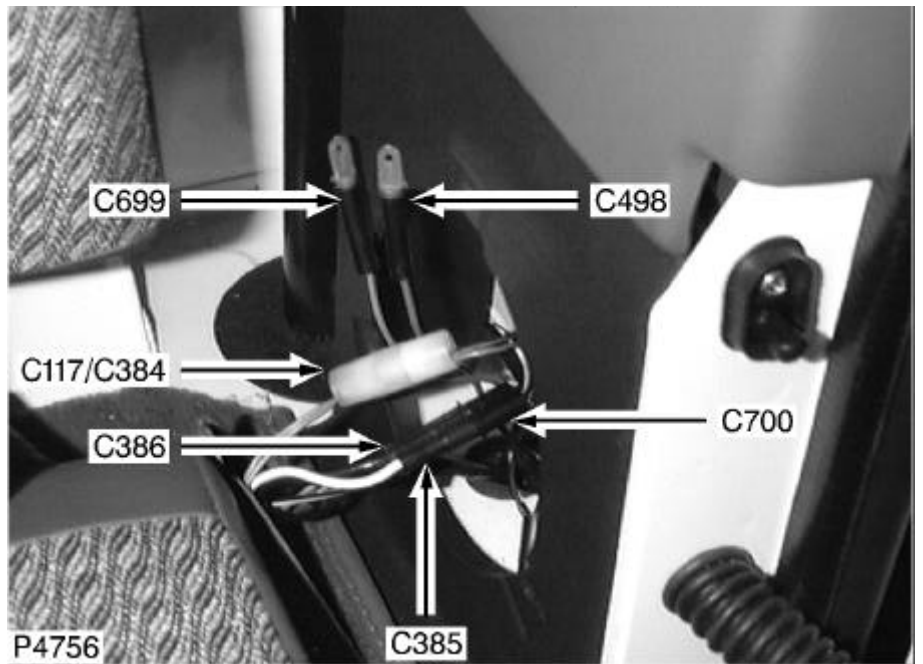
C384
 TAILGATE HARNESS
 TO CHASSIS HARNESS
 4 Way
 Male
 WHITE
 Behind RH rear speaker



ADU6788

Cav	Color	Cct
1	G	ALL
2	NLG	ALL

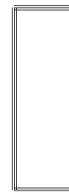
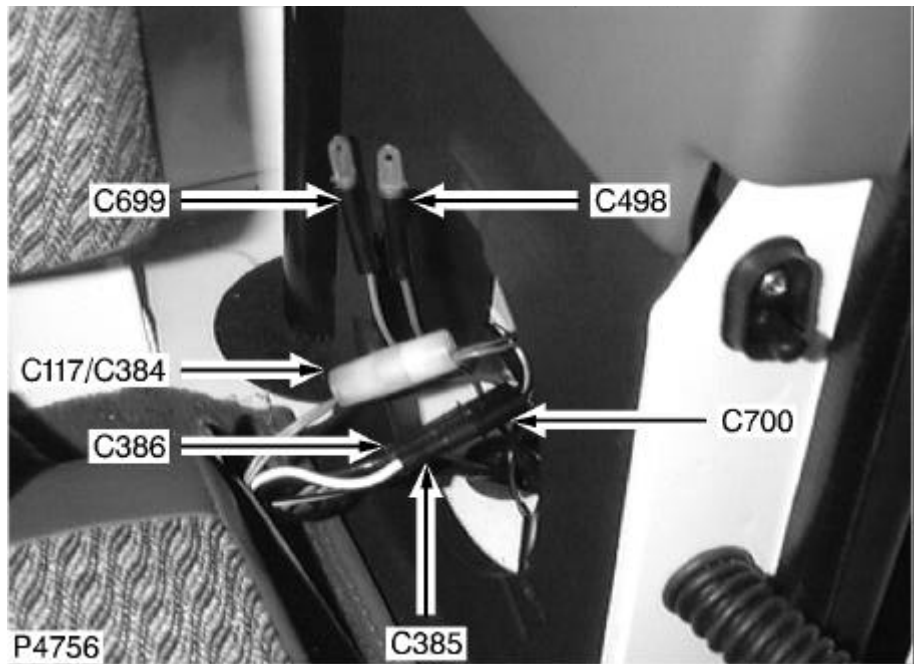
C385
 TAILGATE HARNESS
 TO CHASSIS HARNESS
 1 Way
 Female
 BLACK
 Behind RH rear speaker



YPC10450

Cav	Color	Cct
1	WB	ALL

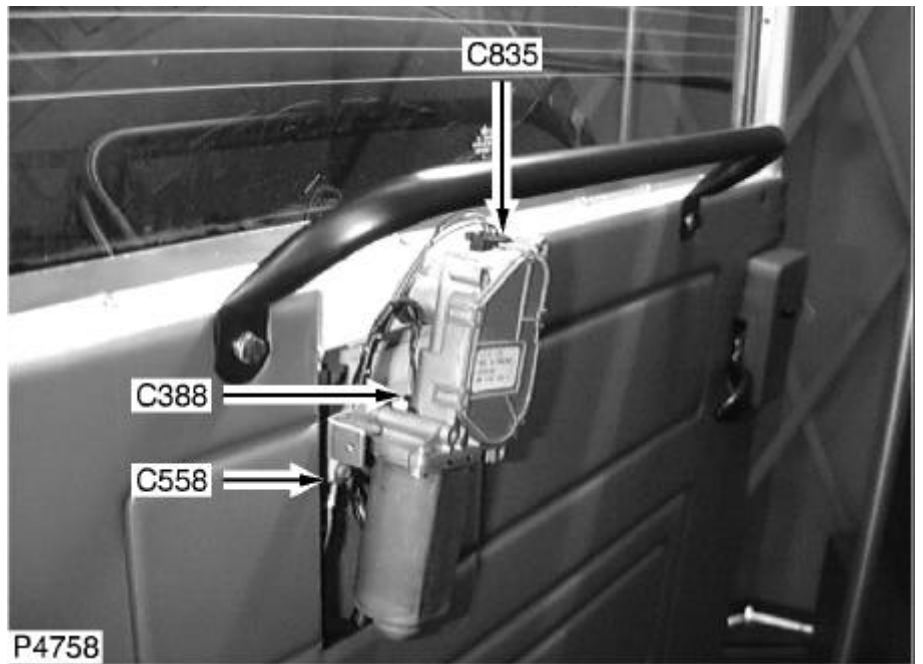
C386
 TAILGATE HARNESS
 TO CHASSIS HARNESS
 1 Way
 Female
 BLACK
 Behind RH rear speaker



13H5155

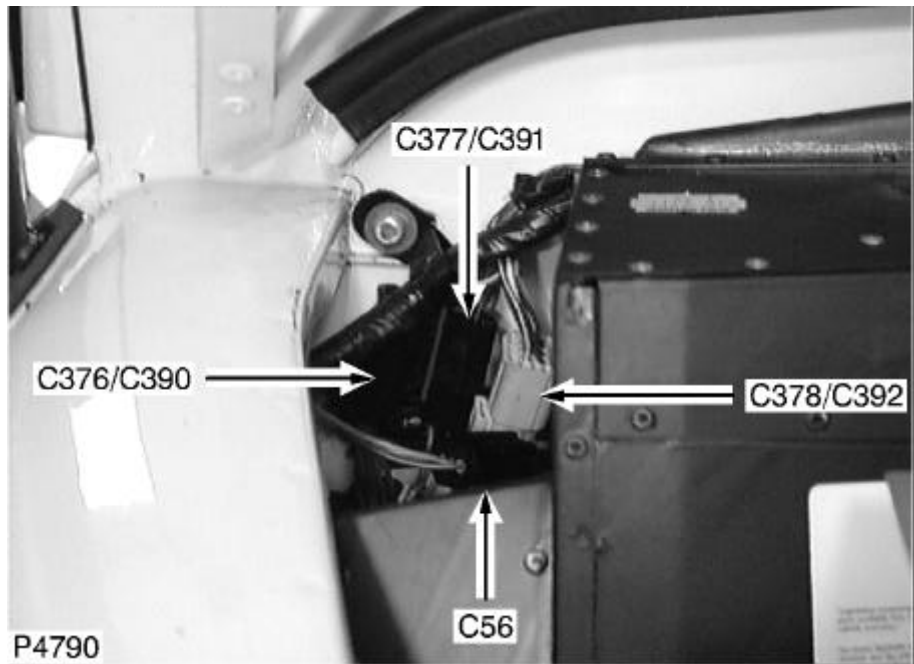
Cav	Color	Cct
1	B	ALL

C388
 REAR WIPER MOTOR
 2 Way
 Female
 BLACK
 Center of taildoor, behind
 trim panel

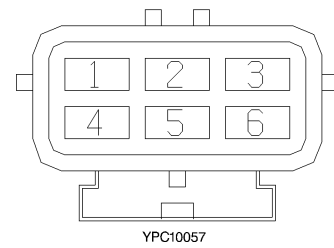


Cav	Color	Cct
1	B	ALL
2	NY	ALL

C390
 CHASSIS HARNESS TO
 MAIN HARNESS
 6 Way
 Male
 BLACK
 Under bonnet, RH inner
 fender

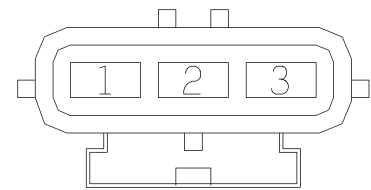
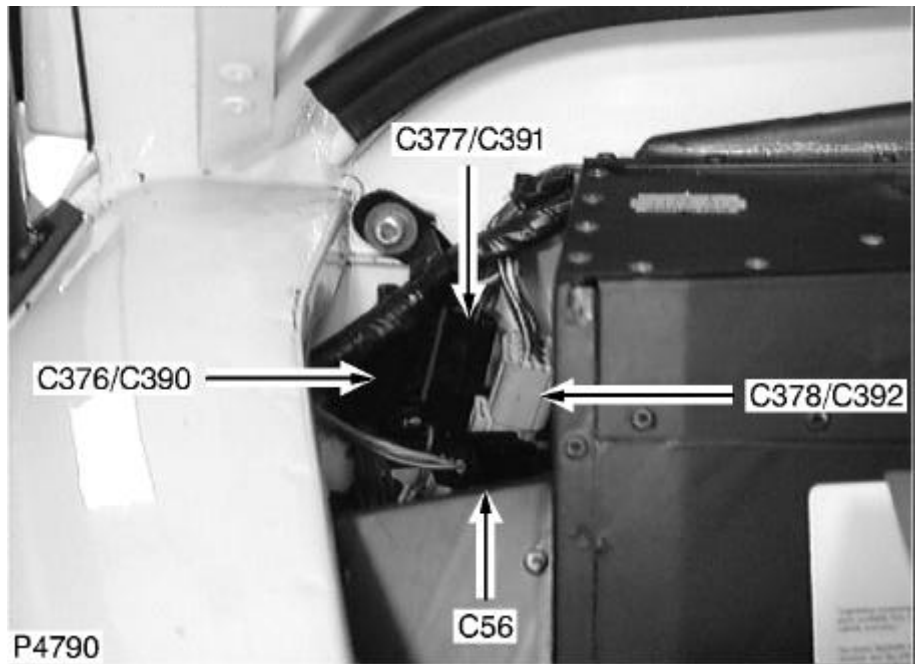


P4790



Cav	Color	Cct
1	GP	ALL
2	RO	ALL
3	GN	ALL
4	GR	ALL
5	GW	ALL
6	RB	ALL

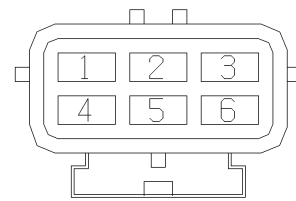
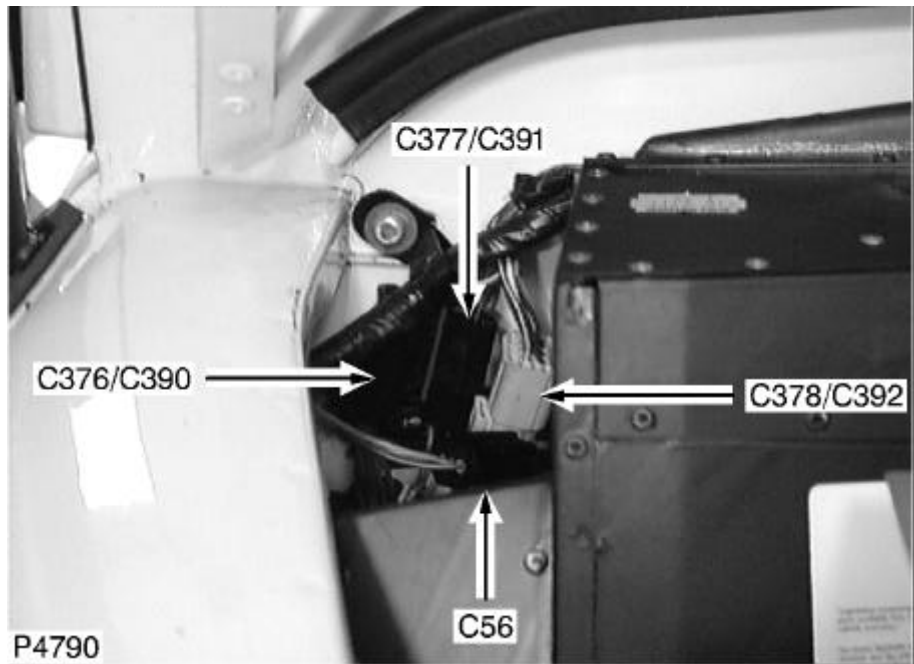
C391
 CHASSIS HARNESS TO
 MAIN HARNESS
 3 Way
 Male
 BLACK
 Under bonnet, RH inner
 fender



YPC10059

Cav	Color	Cct
1	GB	ALL
2	WP	ALL
3	P	ALL

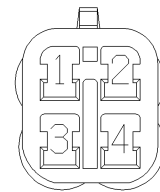
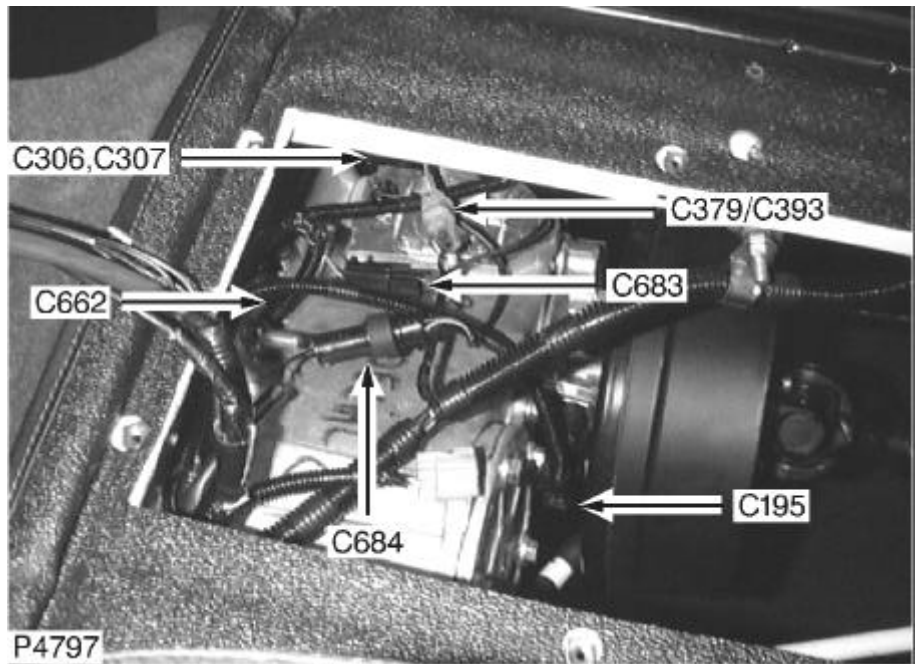
C392
 CHASSIS HARNESS TO
 MAIN HARNESS
 6 Way
 Male
 WHITE
 Under bonnet, RH inner
 fender



YPC10221

Cav	Color	Cct
1	WB	ALL
2	PU	ALL
3	G	ALL
4	NLG	ALL
6	PW	ALL

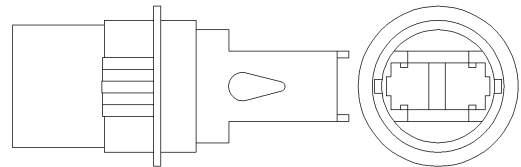
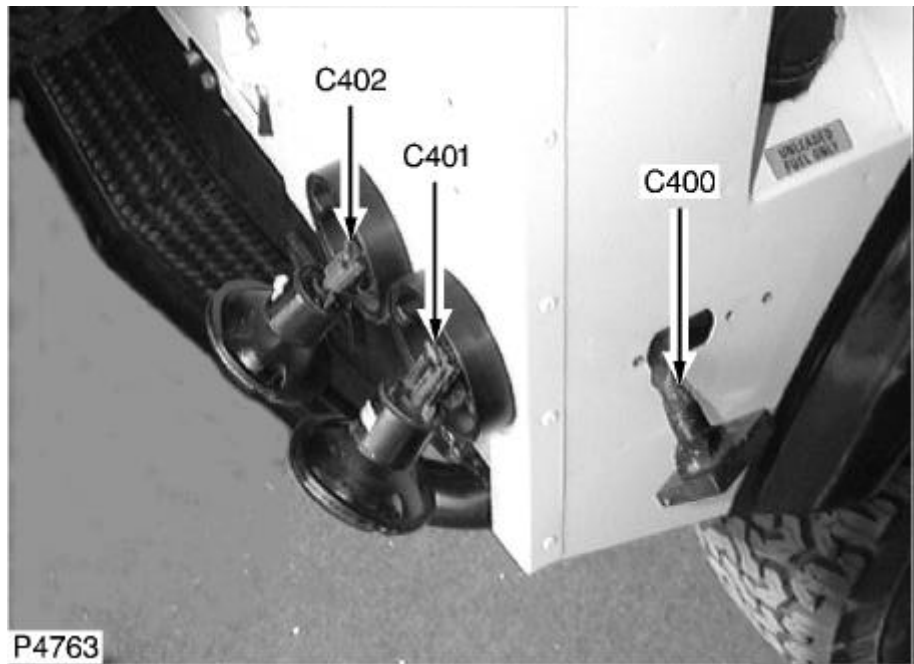
C393
 CHASSIS HARNESS TO
 MAIN HARNESS
 4 Way
 Female
 NATURAL
 Above gearbox



DBP8582

Cav	Color	Cct
1	BW	ALL
2	BG	ALL
3	BN	ALL
4	BU	ALL

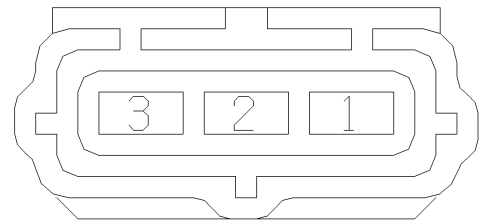
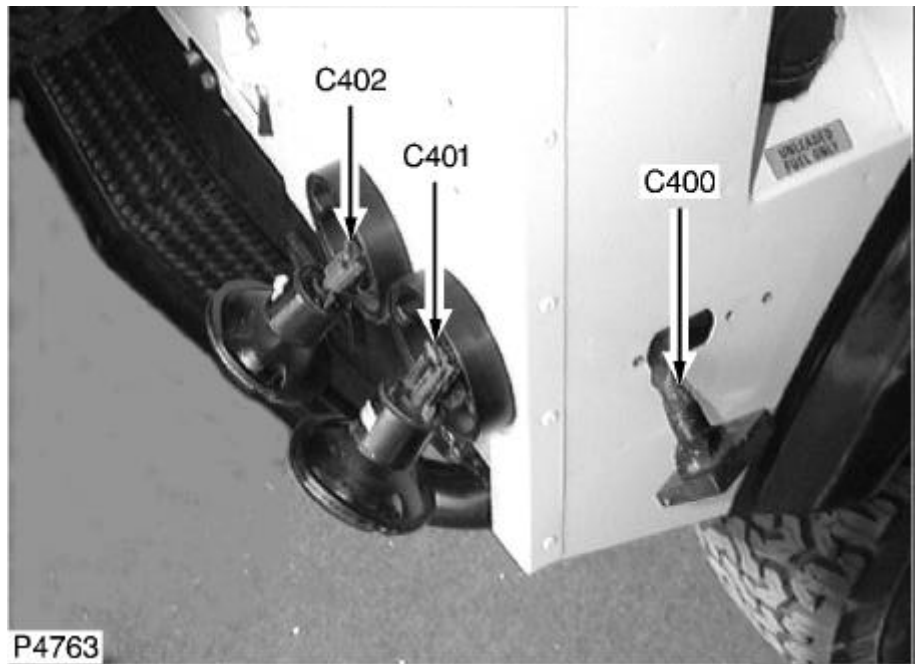
C400
 SIDE MARKER - RH
 2 Way
 Female
 BLACK
 Behind lamp



AFU3698

Cav	Color	Cct
1	RO	ALL
2	B	ALL

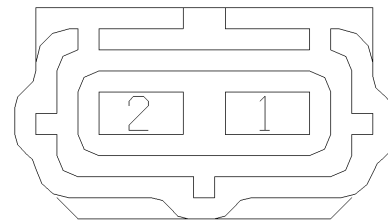
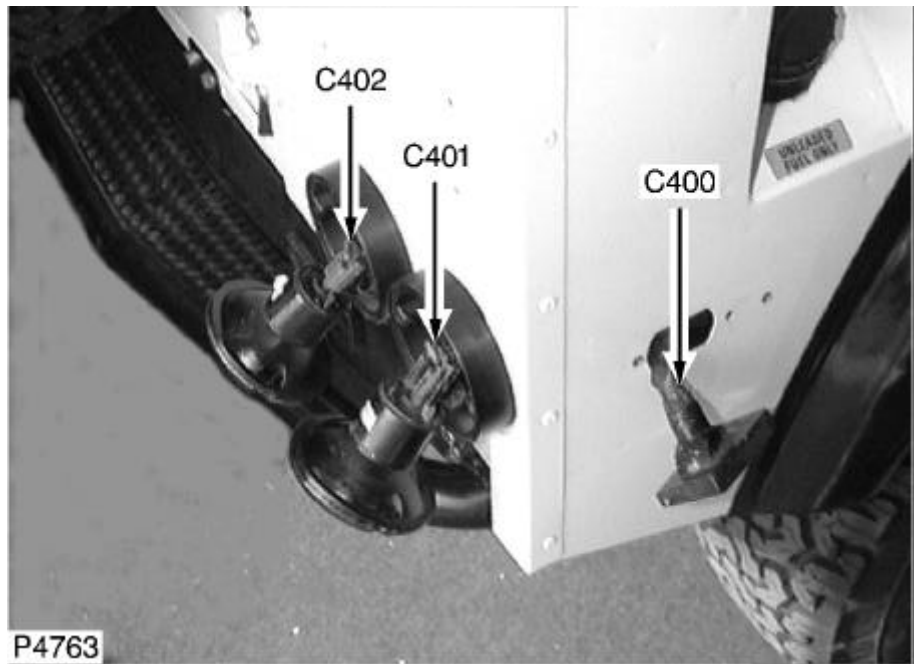
C401
 STOP/TAIL LAMP - RH
 3 Way
 Female
 BLACK
 Behind lamp



YPC10068

Cav	Color	Cct
1	B	ALL
2	GP	ALL
3	RO	ALL

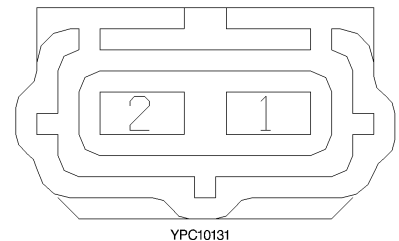
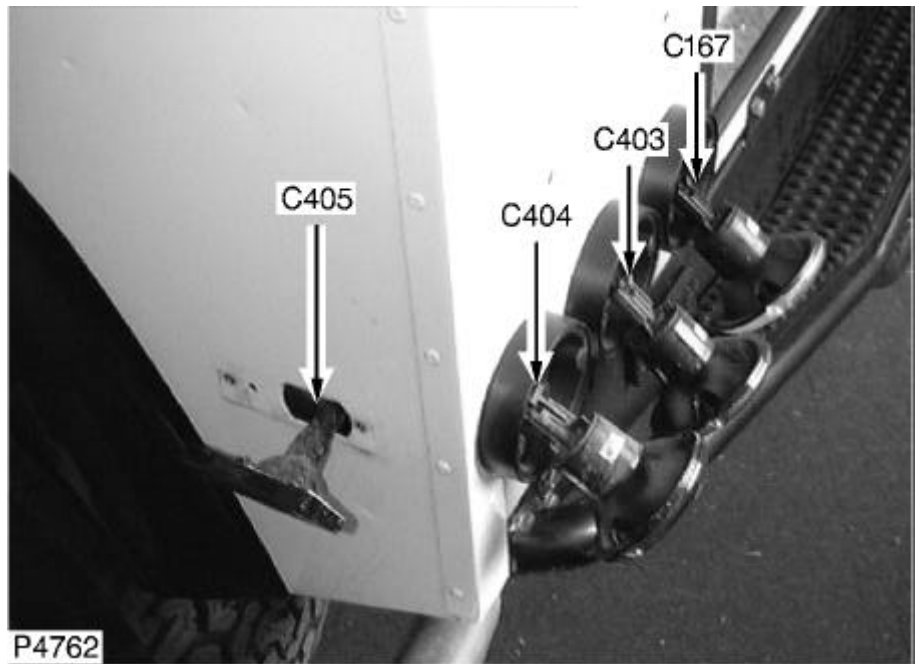
C402
 REAR FLASHER - RH
 2 Way
 Female
 RED
 Behind lamp



YPC10131

Cav	Color	Cct
1	B	ALL
2	GW	ALL

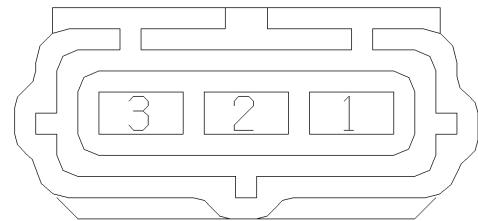
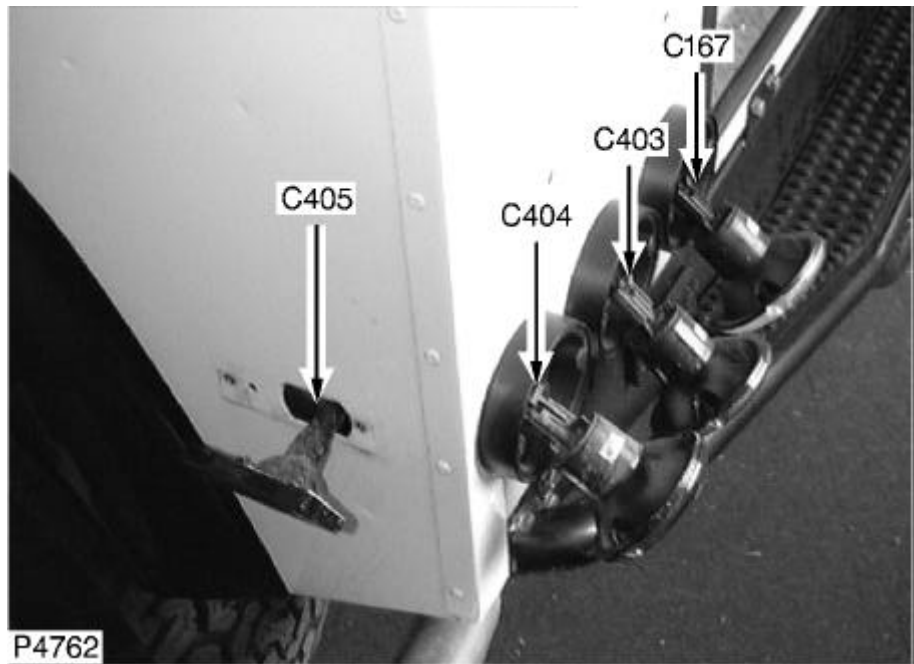
C403
 REAR L.H FLASHER
 2 Way
 Female
 RED
 Behind lamp



YPC10131

Cav	Color	Cct
1	B	ALL
2	GR	ALL

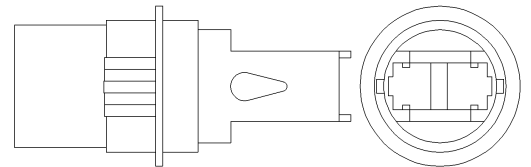
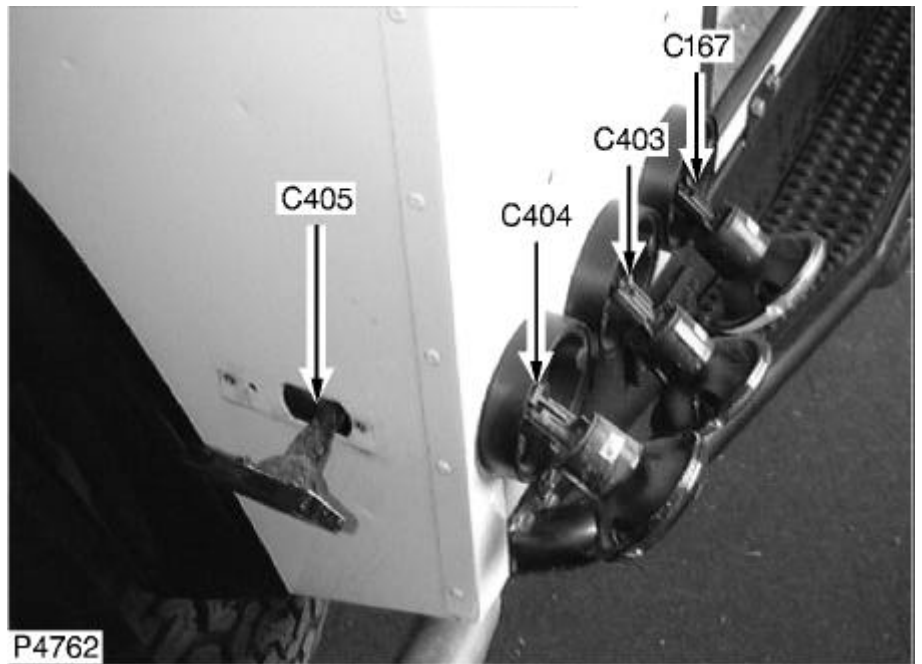
C404
 L.H. STOP TAIL
 3 Way
 Female
 BLACK
 Behind lamp



YPC10068

Cav	Color	Cct
1	B	ALL
2	GP	ALL
3	RB	ALL

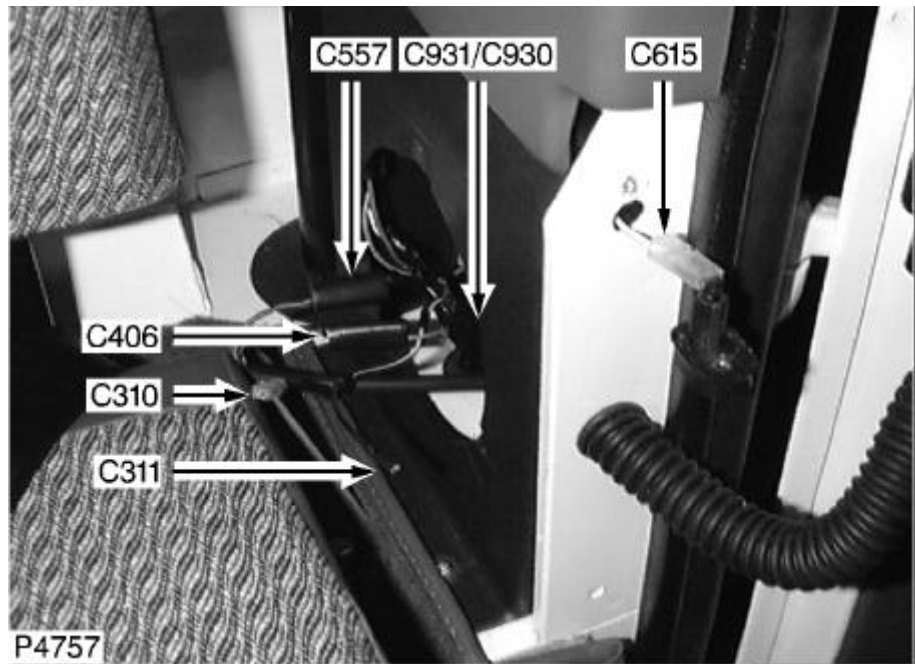
C405
 SIDE MARKER - LH
 2 Way
 Female
 BLACK
 Behind lamp



AFU3698

Cav	Color	Cct
1	RB	ALL
2	B	ALL

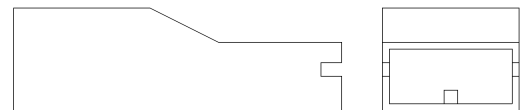
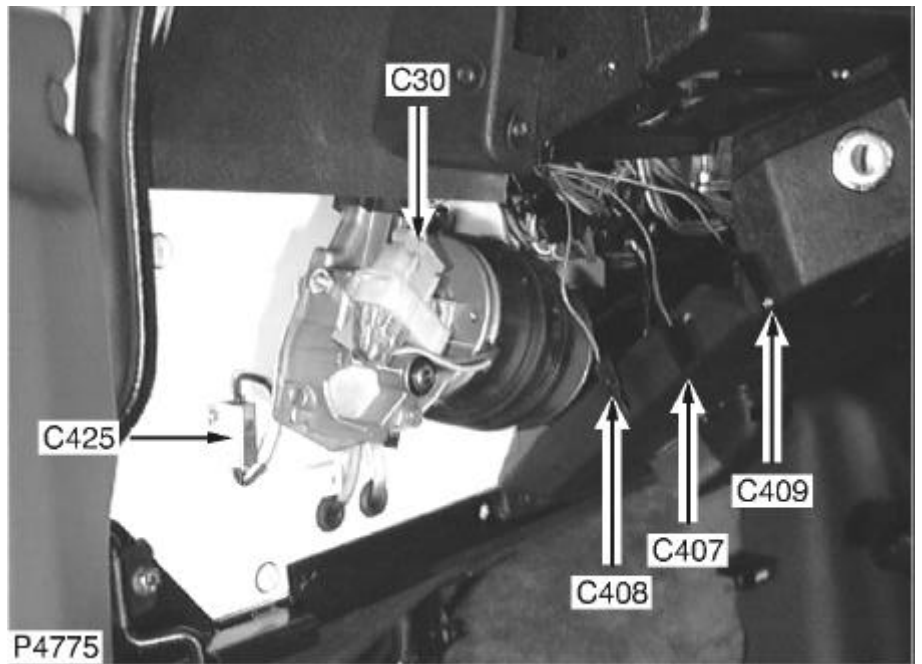
C406
 BRAKE LAMP - HIGH
 MOUNTED
 2 Way
 Male
 BLACK
 Behind RH rear speaker



YPO10010

Cav	Color	Cct
1	GP	ALL

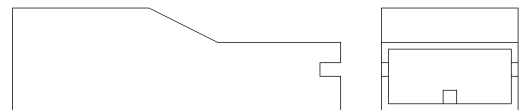
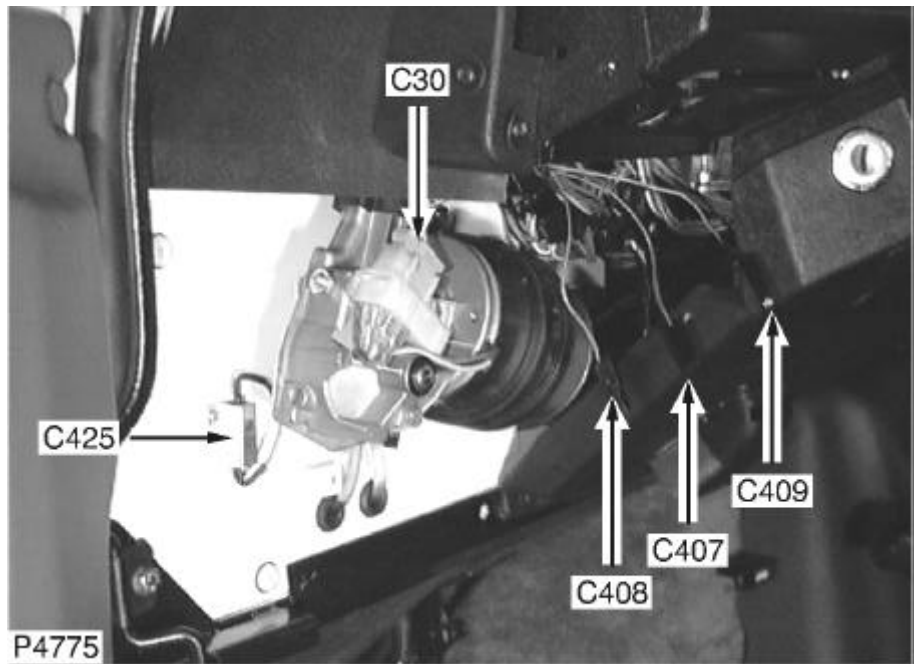
C407
 SIDE LAMP FEED
 1 Way
 Female
 BLACK
 Under LH side of dash



AAU1010

Cav	Color	Cct
1	RB	ALL

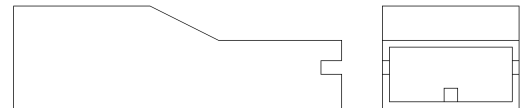
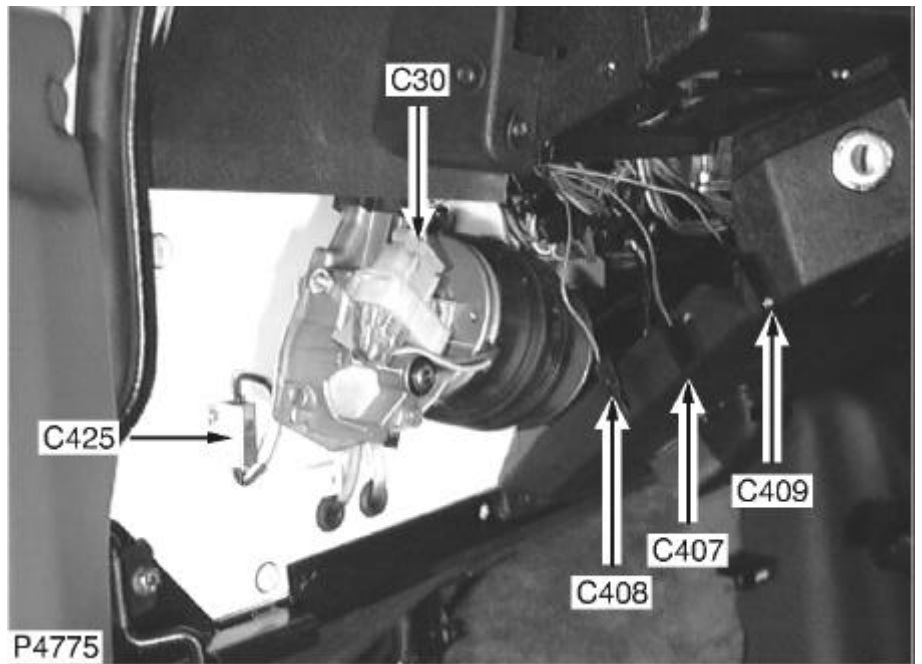
C408
 MAIN LAMP FEED
 1 Way
 Female
 BLACK
 Under LH side of dash



AAU1010

Cav	Color	Cct
1	UO	ALL

C409
 DIP LAMP FEED
 1 Way
 Female
 BLACK
 Under LH side of dash

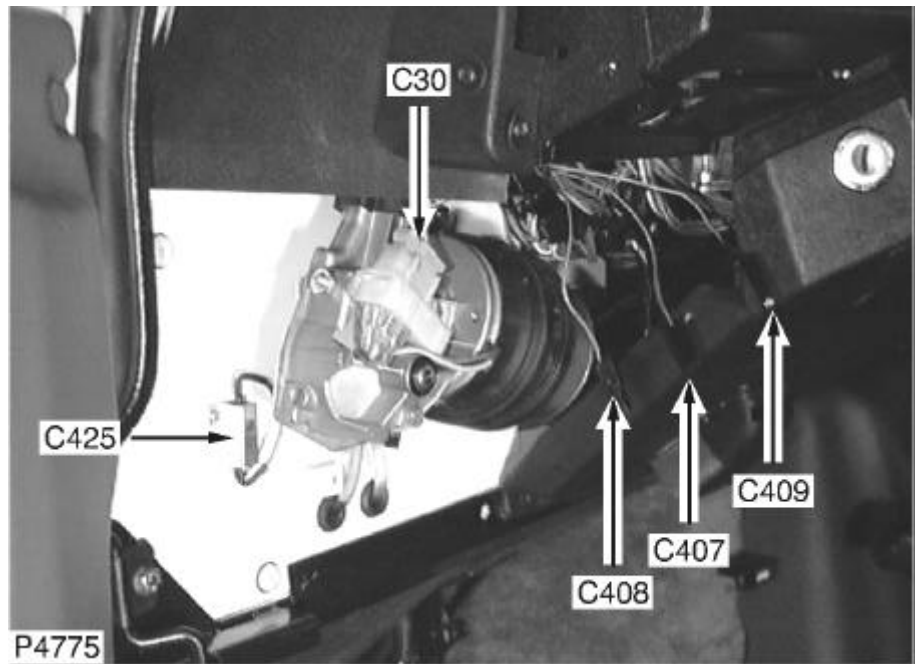


AAU1010

Cav	Color	Cct
1	UB	ALL

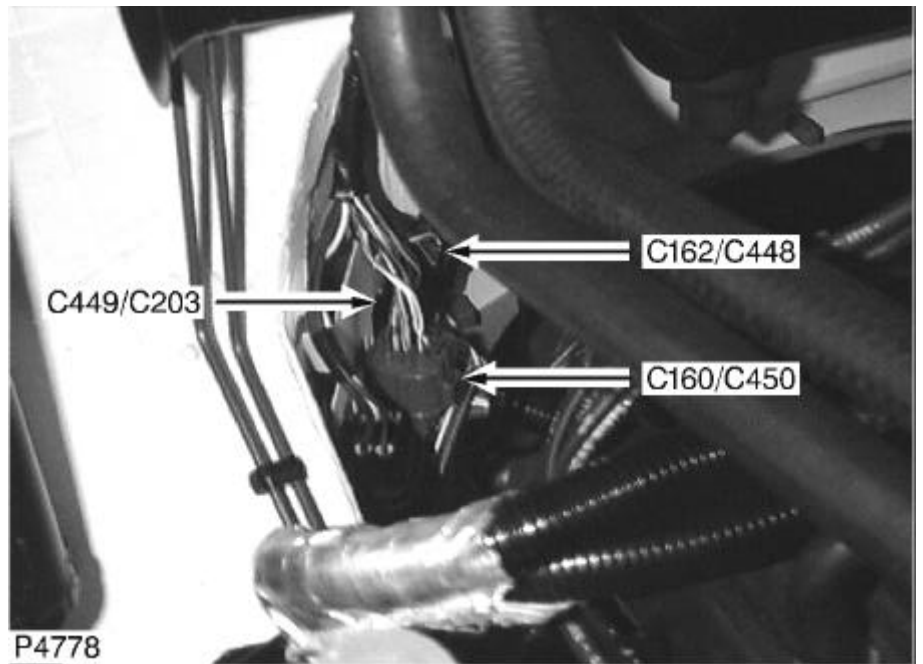
C425
HEATSINK RESISTOR

Under LH side of dash

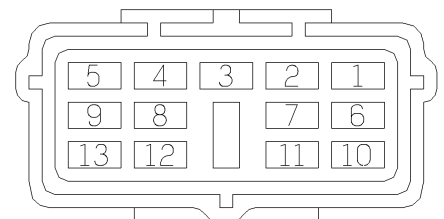


Cav	Color	Cct
1	RB	ALL
2	RW	ALL

C448
 MAIN HARNESS TO
 ENGINE HARNESS
 13 Way
 Female
 BLACK
 RH side of fire wall



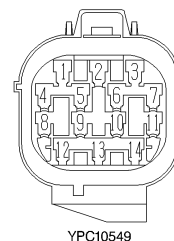
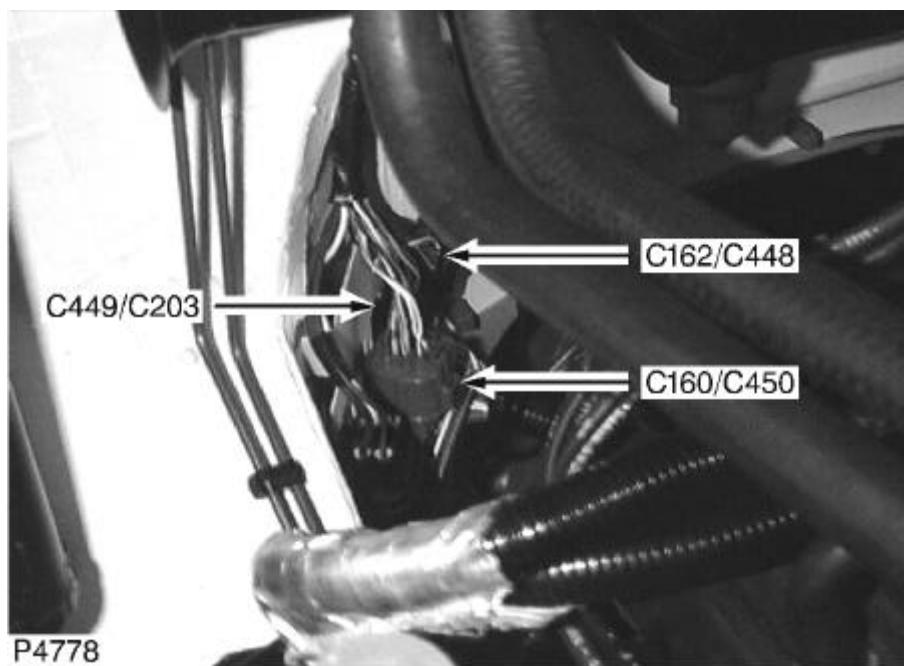
P4778



YPC10062

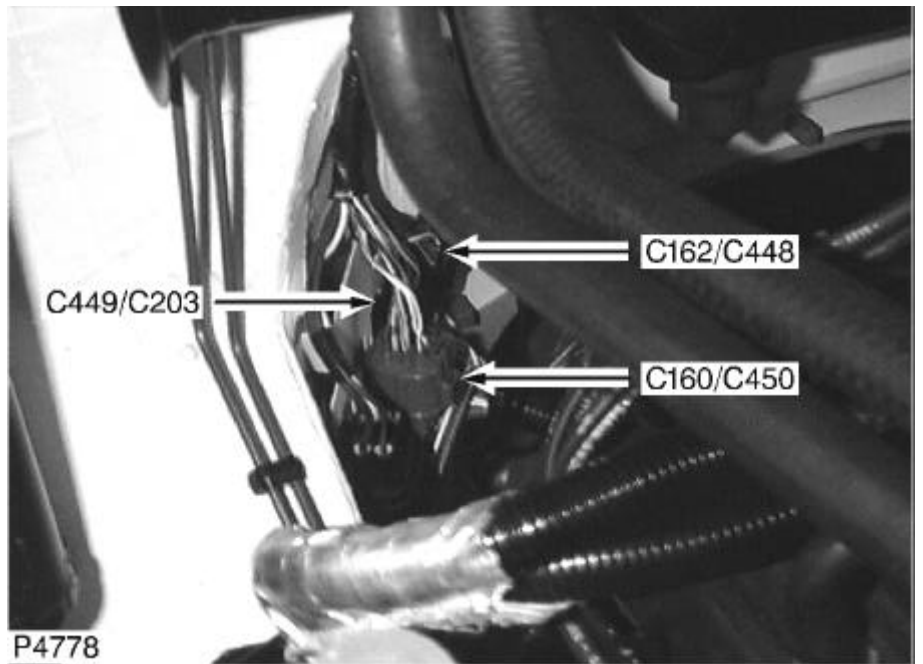
Cav	Color	Cct	Cav	Color	Cct
1	GU	ALL	8	BO	ALL
2	WS	ALL	9	BS	ALL
3	WN	ALL	10	BY	ALL
4	GN	ALL	11	RS	ALL
5	YK	ALL	12	NY	ALL
6	OB	ALL	13	G	ALL
7	YB	ALL			

C449
 MAIN HARNESS TO
 ENGINE HARNESS
 14 Way
 Female
 GREY
 RH side of fire wall

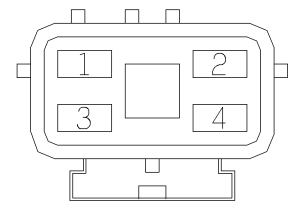


Cav	Color	Cct	Cav	Color	Cct
1	WLG	ALL	8	YR	ALL
2	WK	ALL	9	SB	ALL
3	B	ALL	10	BK	ALL
4	WG	ALL	11	GW	ALL
5	BR	ALL	12	SR	ALL
6	BU	ALL	13	GB	ALL
7	NO	ALL	14	PB	ALL

C450
 MAIN HARNESS TO
 ENGINE HARNESS
 4 Way
 Male
 BLACK
 RH side of fire wall



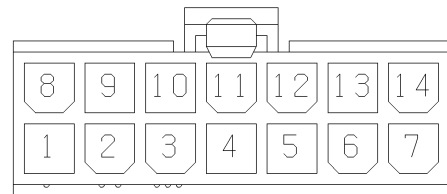
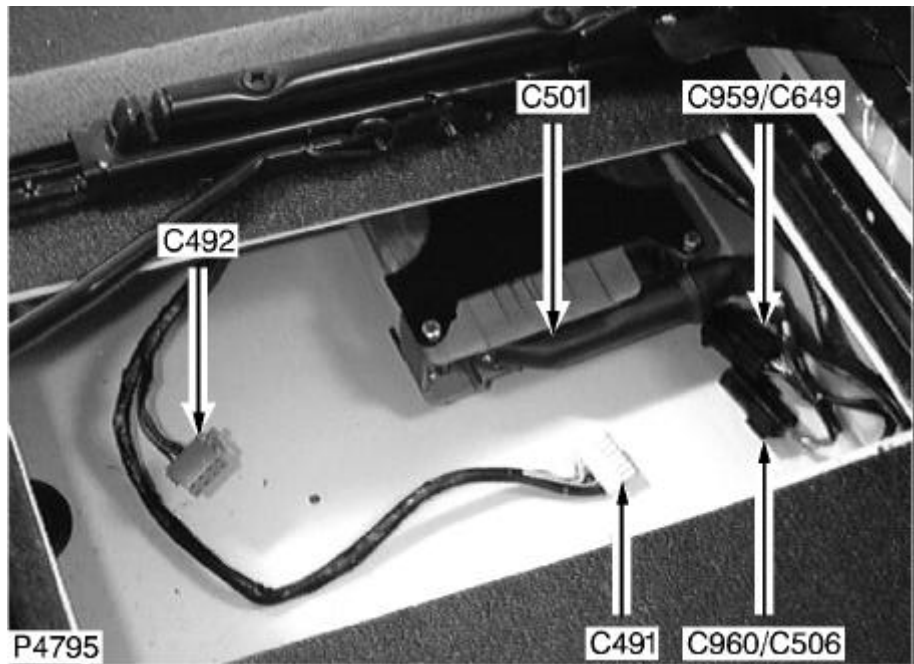
P4778



AFU3815

Cav	Color	Cct
1	PW	ALL
2	WP	ALL
3	NLG	ALL
4	NR	ALL

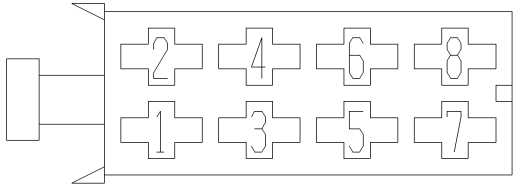
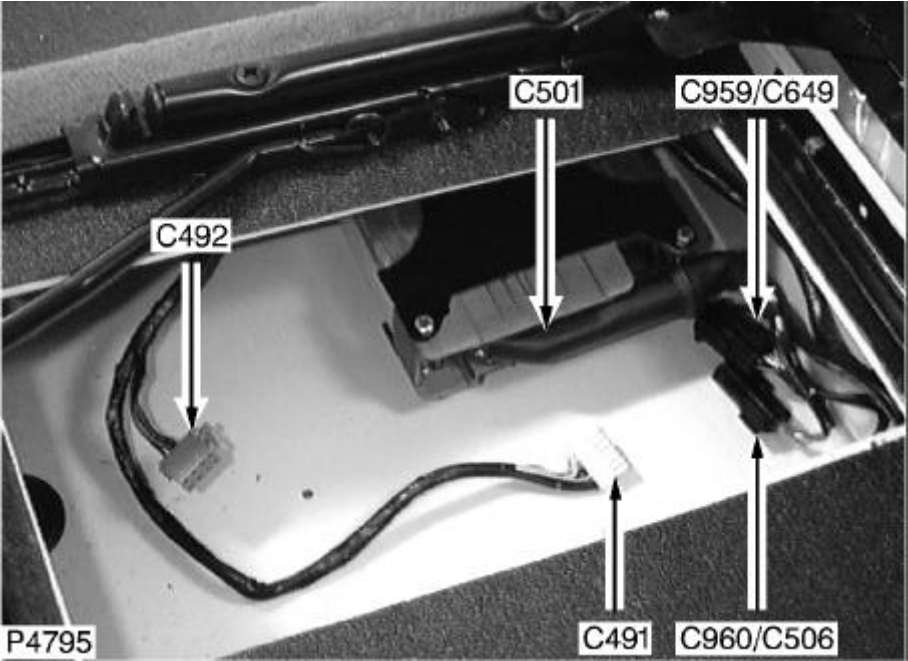
C491
 POWER AMPLIFIER
 14 Way
 Female
 NATURAL
 Beneath front passenger's
 seat



YPC108960

Cav	Color	Cct	Cav	Color	Cct
1	WLG	ALL	8	B	ALL
2	WLG	ALL	9	B	ALL
3	YP	ALL	11	BU	ALL
4	BG	ALL	12	BN	ALL
5	BW	ALL	13	BO	ALL
6	BY	ALL	14	BR	ALL
7	BK	ALL			

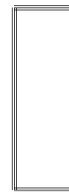
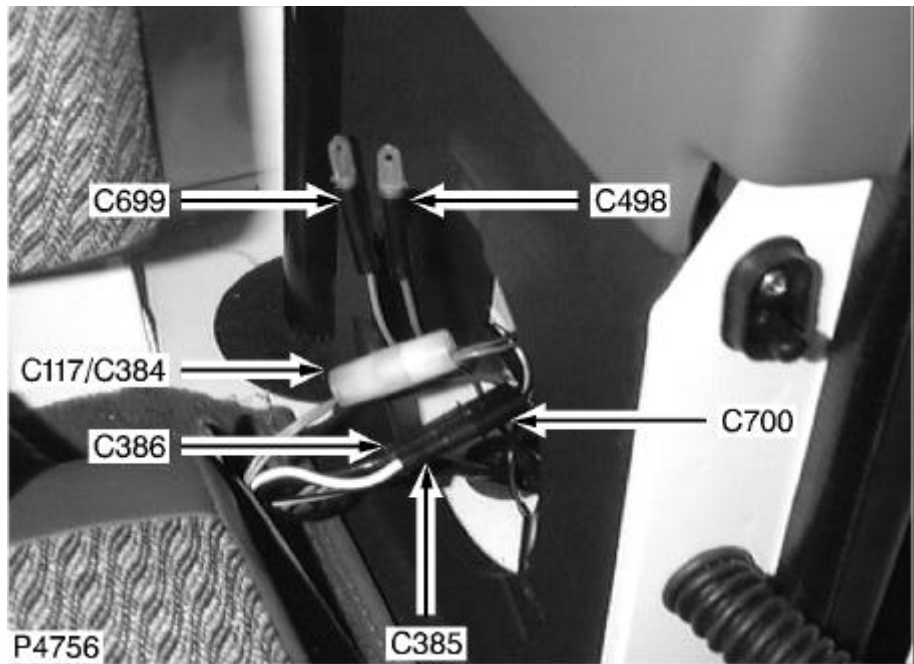
C492
POWER AMPLIFIER
8 Way
Female
BROWN
Beneath front passenger's
seat



YPC10191

Cav	Color	Cct
1	BW	ALL
2	BN	ALL
3	BK	ALL
4	BR	ALL
5	BY	ALL
6	BO	ALL
7	BG	ALL
8	BU	ALL

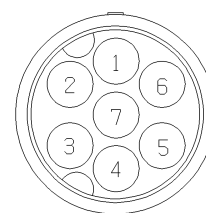
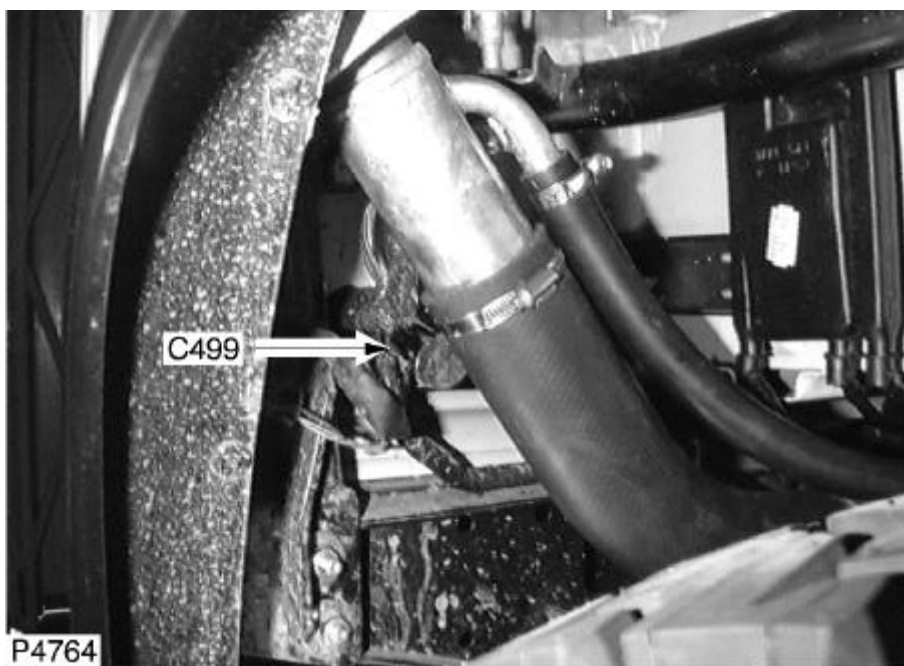
C498
 TRAILER
 1 Way
 Female
 BLACK
 Behind RH rear speaker



13H5155

Cav	Color	Cct
1	P	ALL

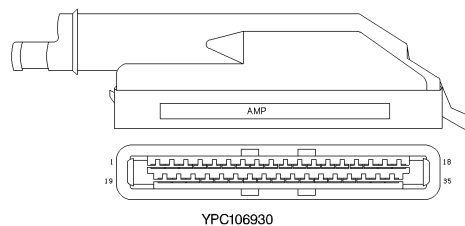
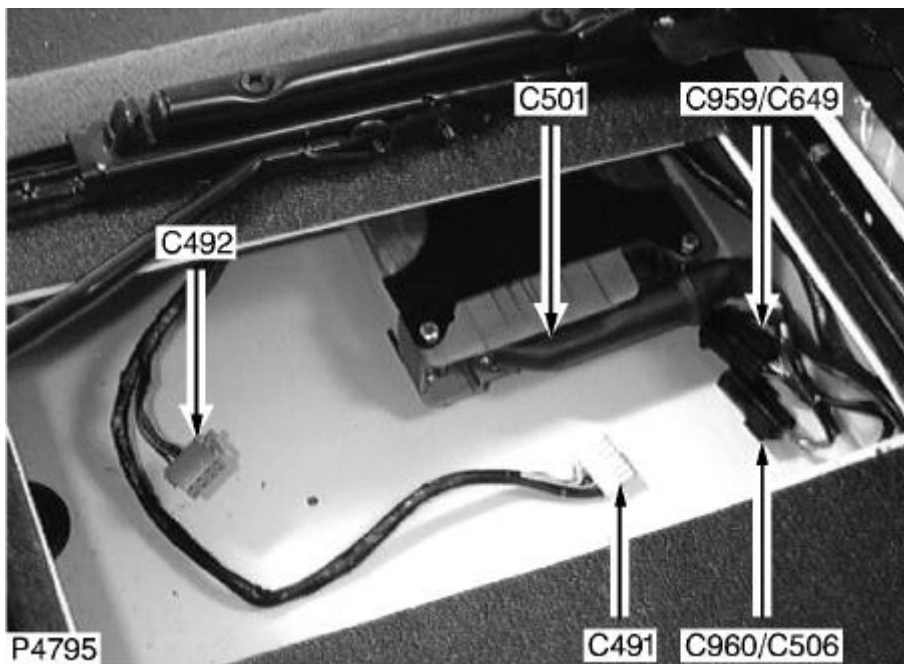
C499
 TRAILER
 CONNECTION
 7 Way
 Male
 BLACK
 Below RH rear wheelarch



AJU1980

Cav	Color	Cct
1	RO	ALL
2	GP	ALL
3	GW	ALL
4	GR	ALL
5	B	ALL
7	RB	ALL

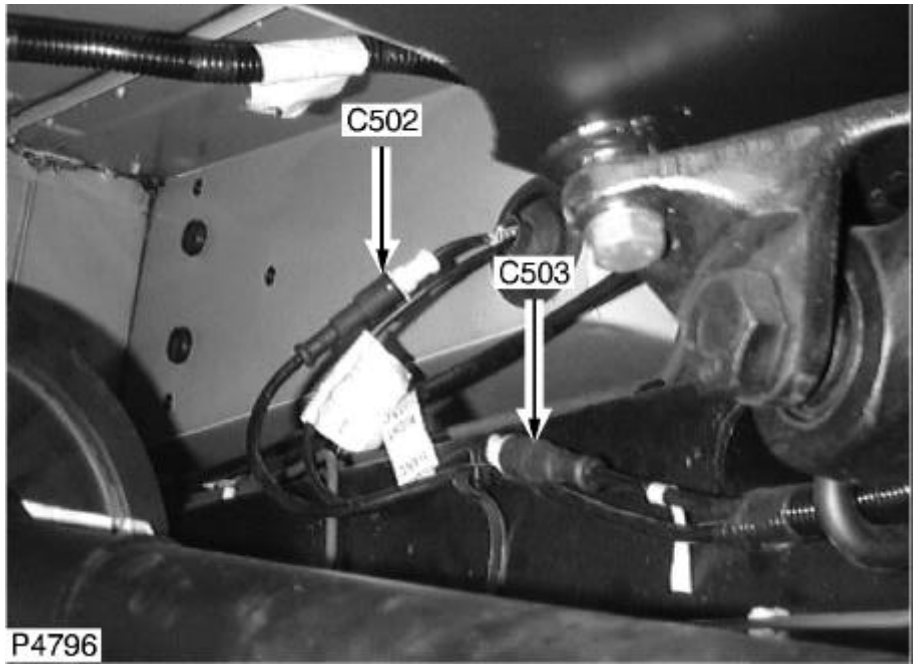
C501
 ECU - OFF-ROAD
 DETECTION
 35 Way
 Female
 BLACK
 Beneath front passenger's
 seat



Cav	Color	Cct	Cav	Color	Cct
9	G	ALL	27	B	ALL
13	WLG	ALL	29	YR	ALL
14	WK	ALL	32	R	ALL
15	R	ALL	33	R	ALL
16	R	ALL	34	R	ALL
17	R	ALL	35	R	ALL
18	R	ALL			

C502
SPEED SENSOR -
REAR - LH

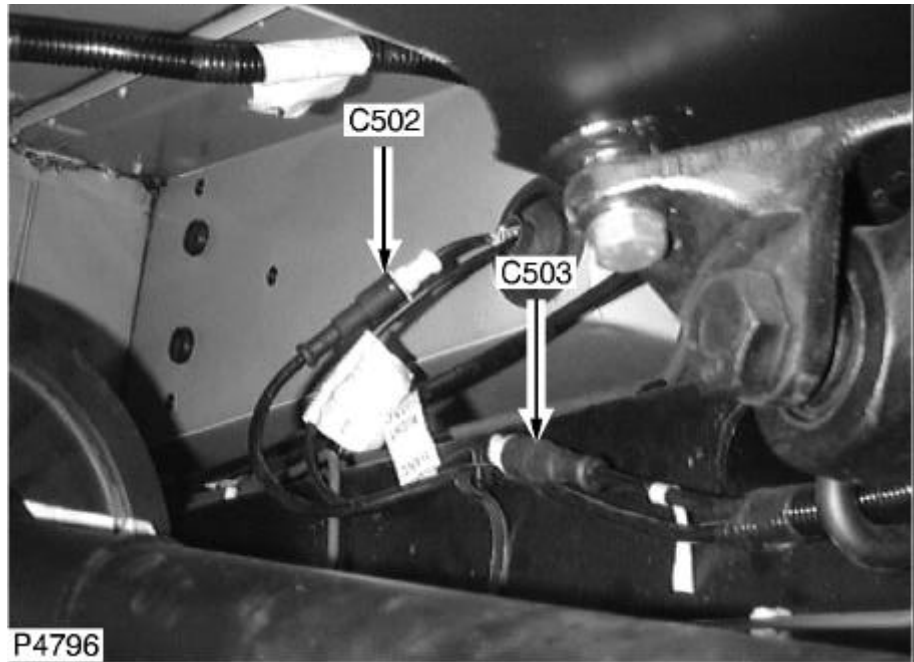
Beneath rear of vehicle
RH side



Cav	Color	Cct
1	R	ALL
2	R	ALL

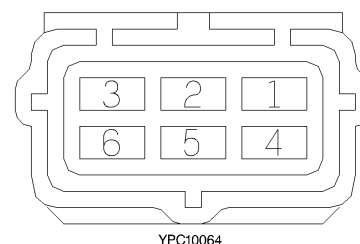
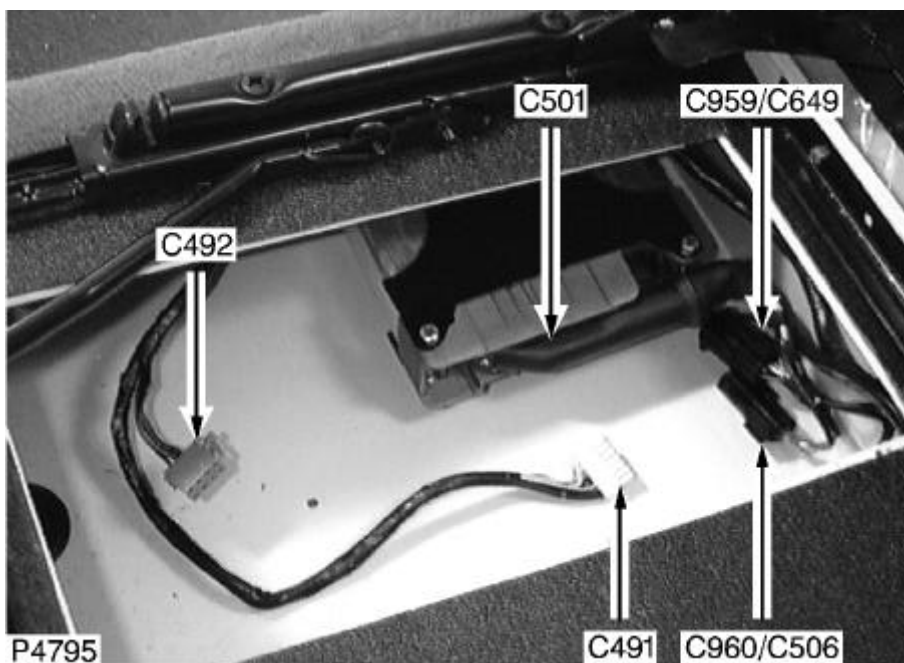
C503
SPEED SENSOR -
REAR - RH

Beneath rear of vehicle
RH side



Cav	Color	Cct
1	R	ALL
2	R	ALL

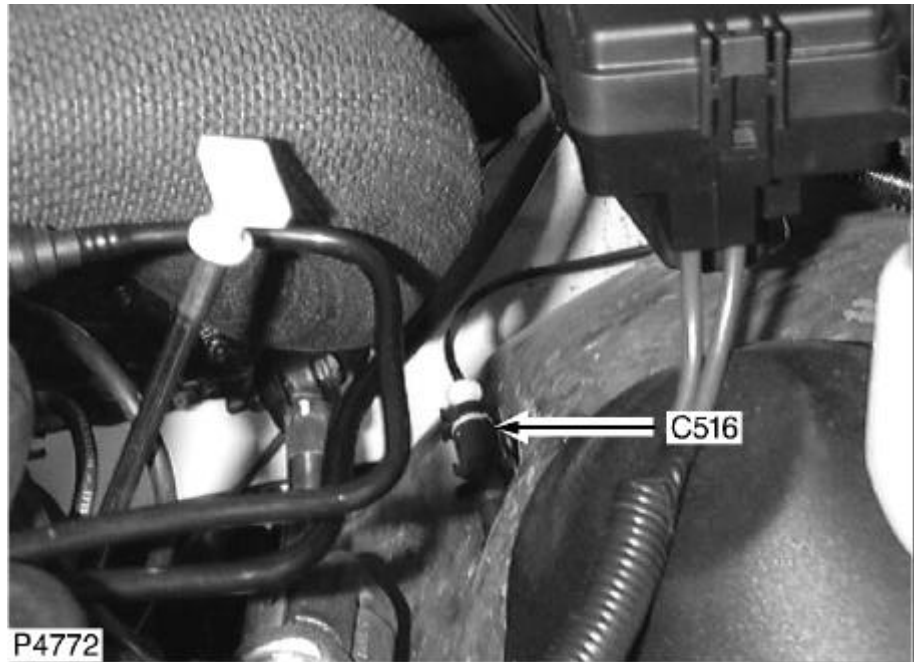
C506
 MAIN HARNESS TO
 SPEED SENSE
 HARNESS
 6 Way
 Female
 BLACK
 Beneath front passenger's
 seat



Cav	Color	Cct
1	G	ALL
2	B	ALL
3	YR	ALL
5	WK	ALL
6	WLG	ALL

C516
SPEED SENSOR -
FRONT - LH

Under bonnet, LH inner
fender

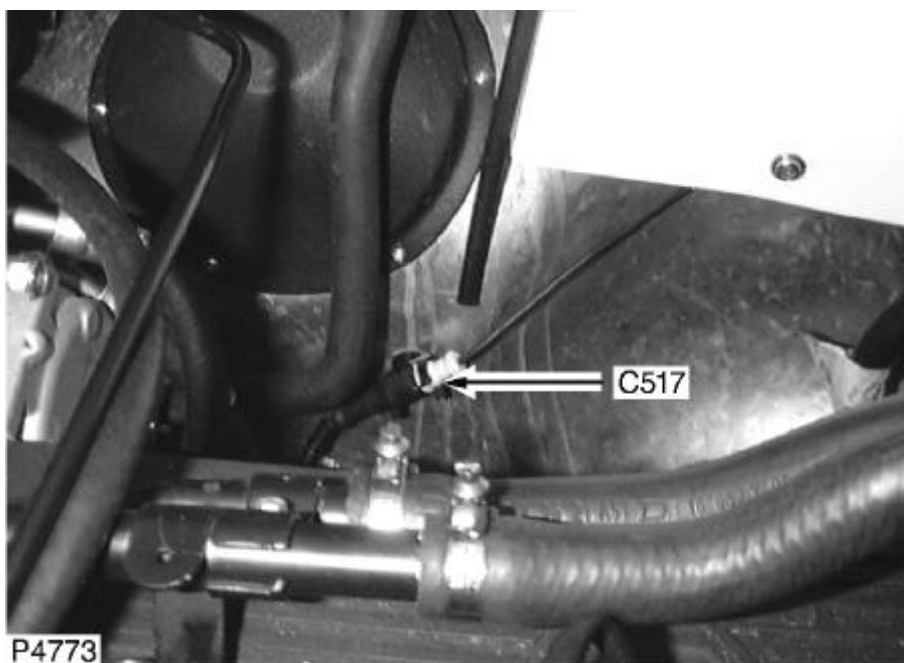


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Cav	Color	Cct
1	G	ALL
2	G	ALL

C517
SPEED SENSOR -
FRONT - R.H

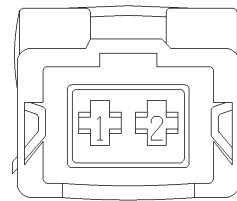
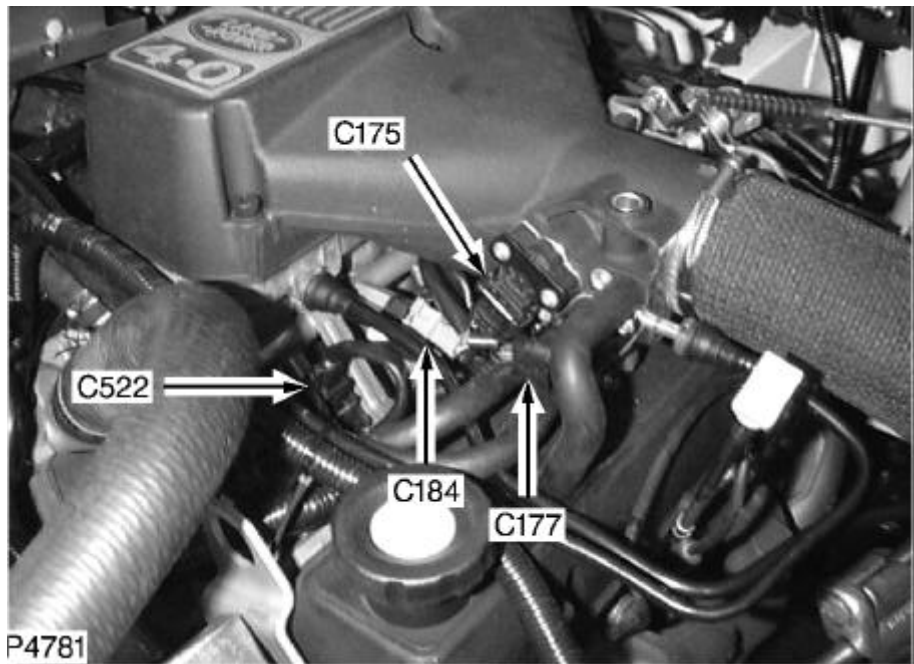
Under bonnet, RH inner
fender



t:\compuset\erl\faceview\51276450.tif

Cav	Color	Cct
1	G	ALL
2	G	ALL

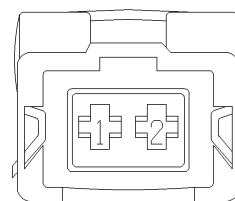
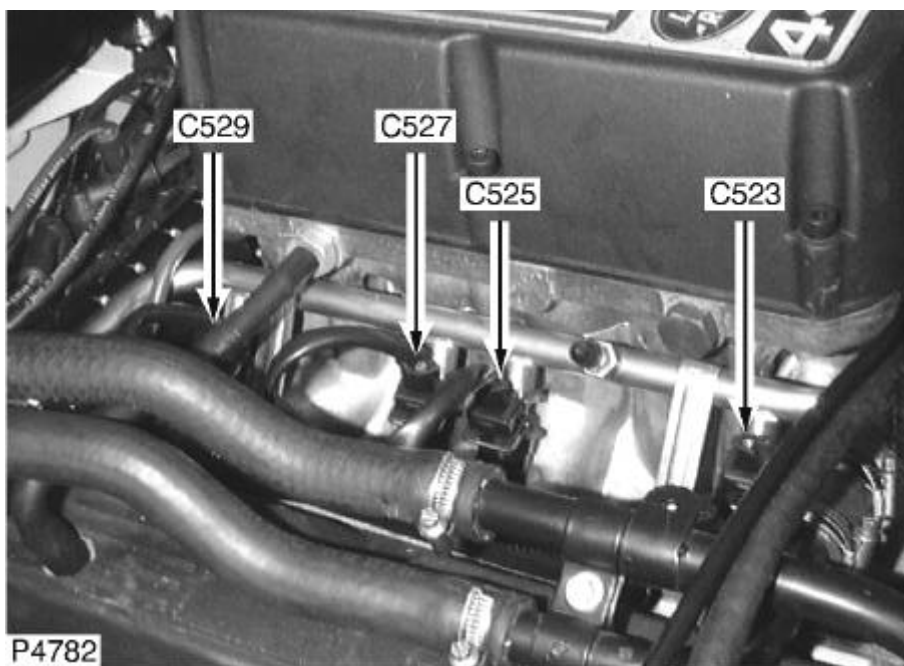
C522
 INJECTOR 1
 2 Way
 Female
 BLACK
 Top of engine - LH side



YPC107790

Cav	Color	Cct
1	YU	ALL
2	NO	ALL

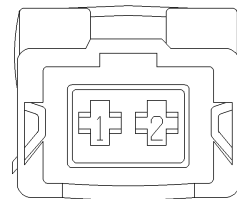
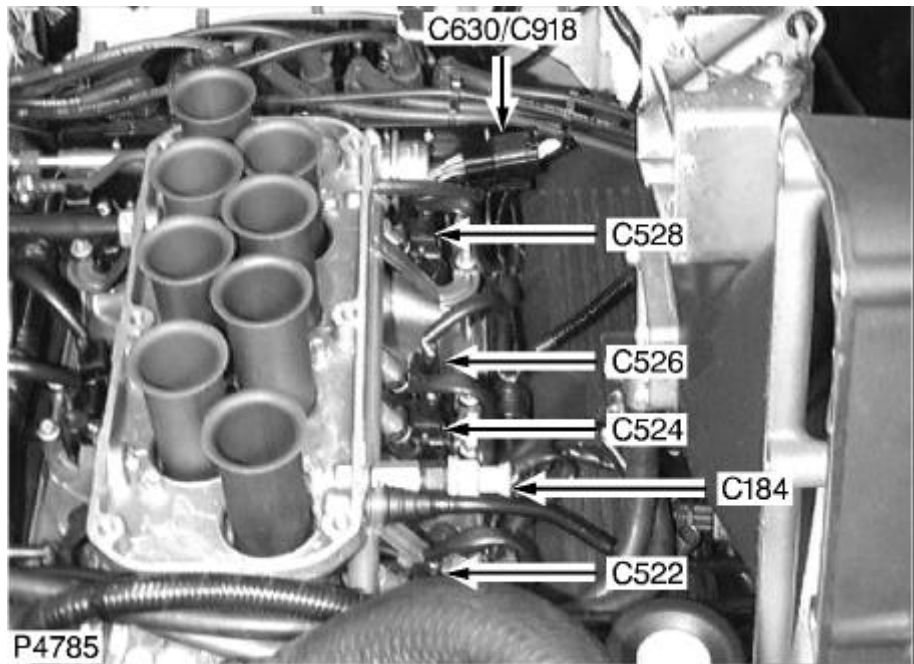
C523
 INJECTOR 2
 2 Way
 Female
 BLACK
 Top of engine - RH side



YPC107790

Cav	Color	Cct
1	YW	ALL
2	NO	ALL

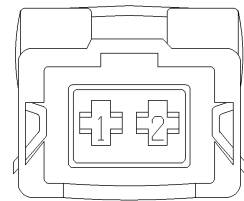
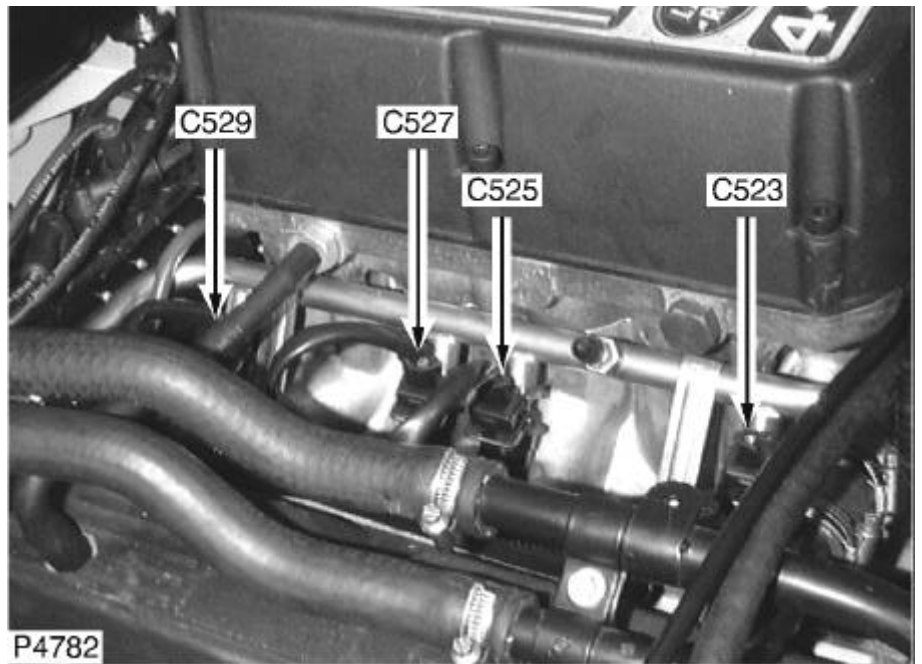
C524
 INJECTOR 3
 2 Way
 Female
 BLACK
 Top of engine - LH side



YPC107790

Cav	Color	Cct
1	YB	ALL
2	NO	ALL

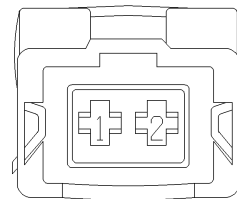
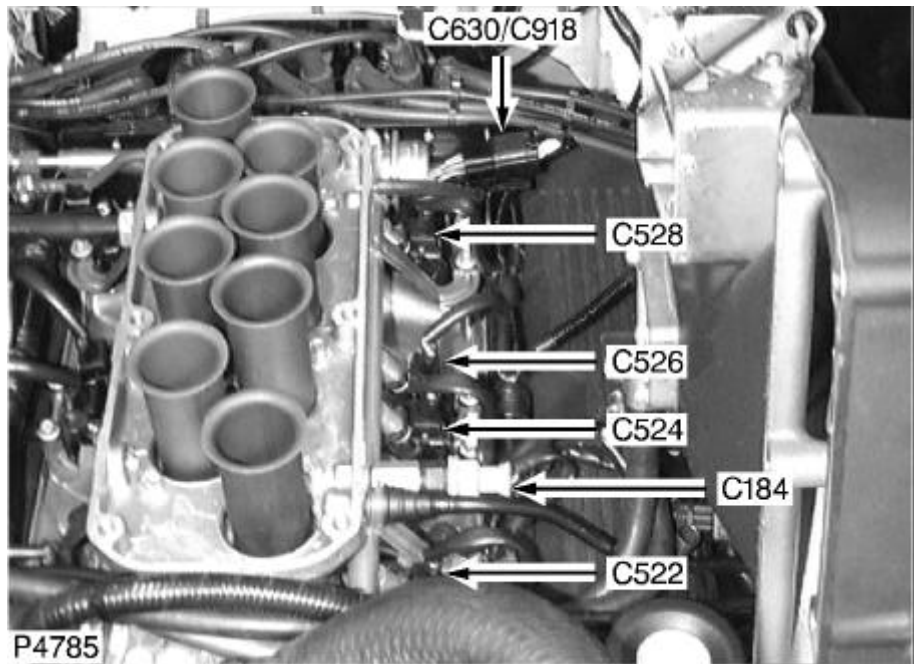
C525
 INJECTOR 4
 2 Way
 Female
 BLACK
 Top of engine - RH side



YPC107790

Cav	Color	Cct
1	YN	ALL
2	NO	ALL

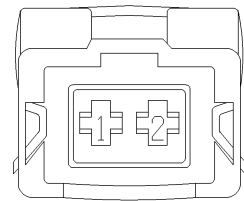
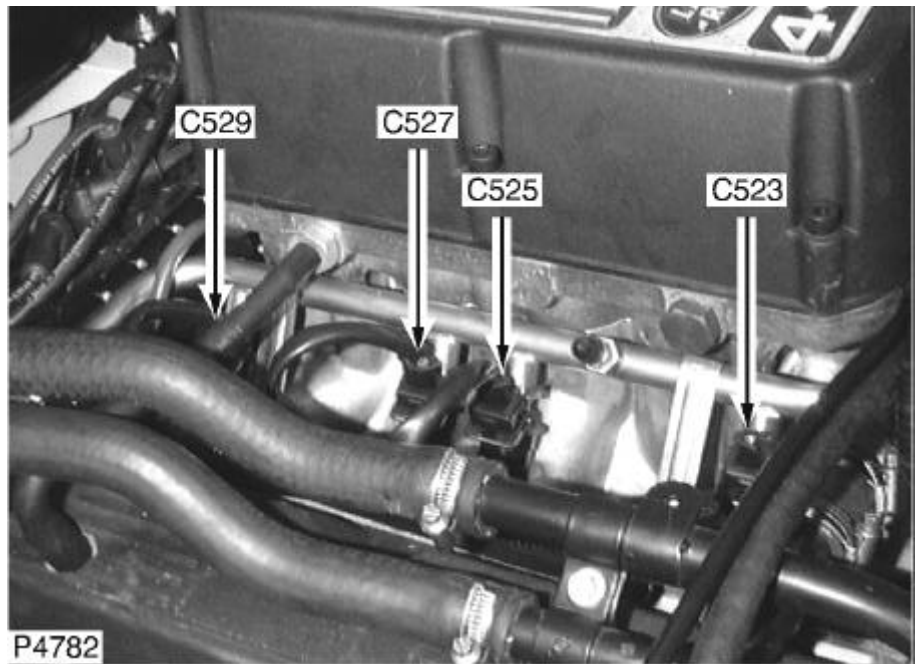
C526
 INJECTOR 5
 2 Way
 Female
 BLACK
 Top of engine - LH side



YPC107790

Cav	Color	Cct
1	YG	ALL
2	NO	ALL

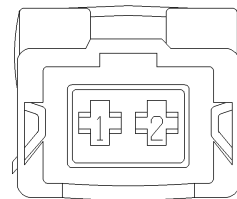
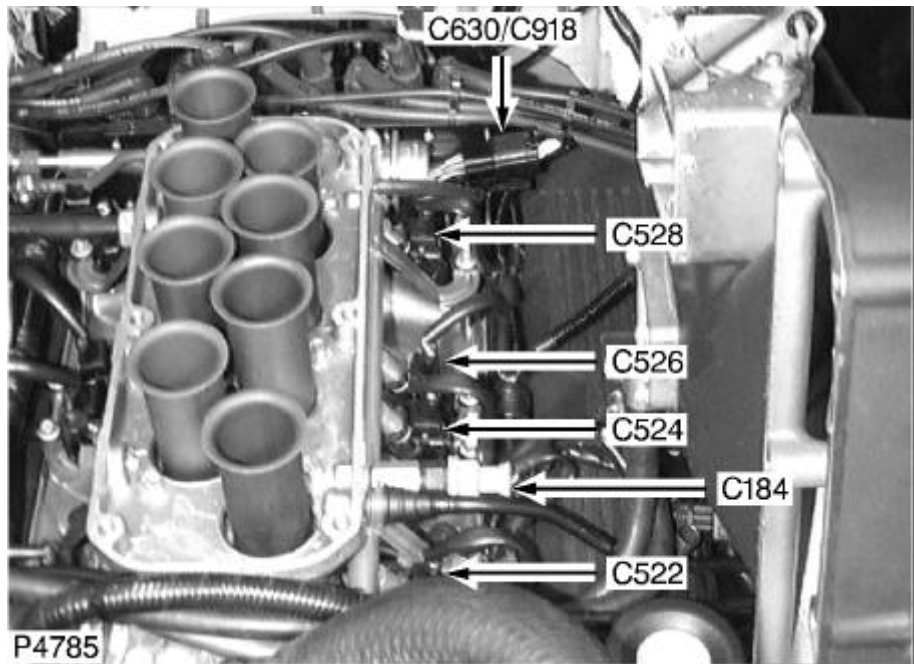
C527
 INJECTOR 6
 2 Way
 Female
 BLACK
 Top of engine - RH side



YPC107790

Cav	Color	Cct
1	YS	ALL
2	NO	ALL

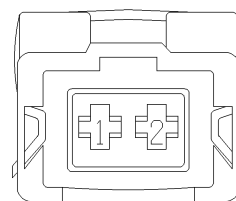
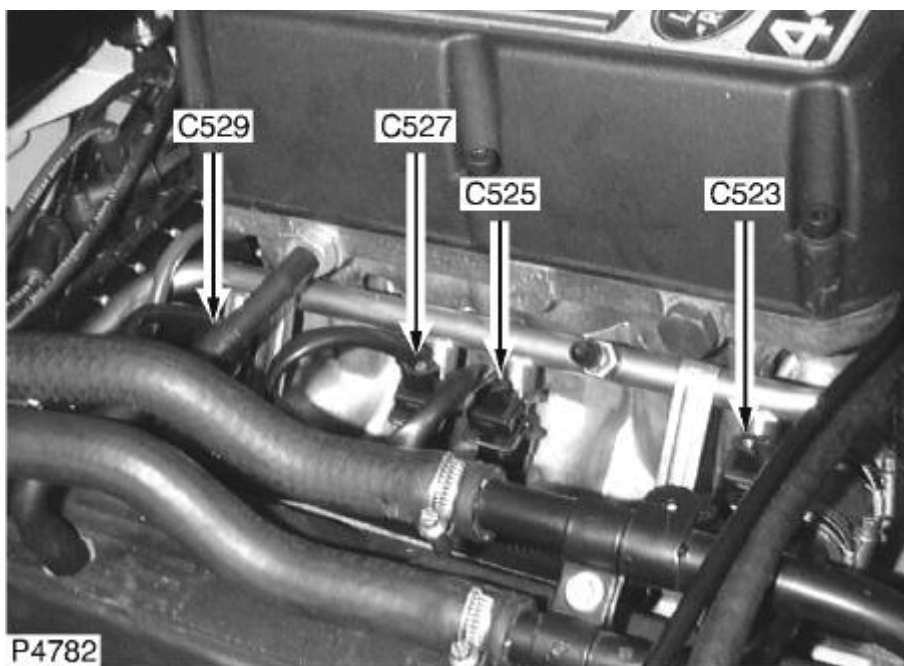
C528
 INJECTOR 7
 2 Way
 Female
 BLACK
 Top of engine - LH side



YPC107790

Cav	Color	Cct
1	YR	ALL
2	NO	ALL

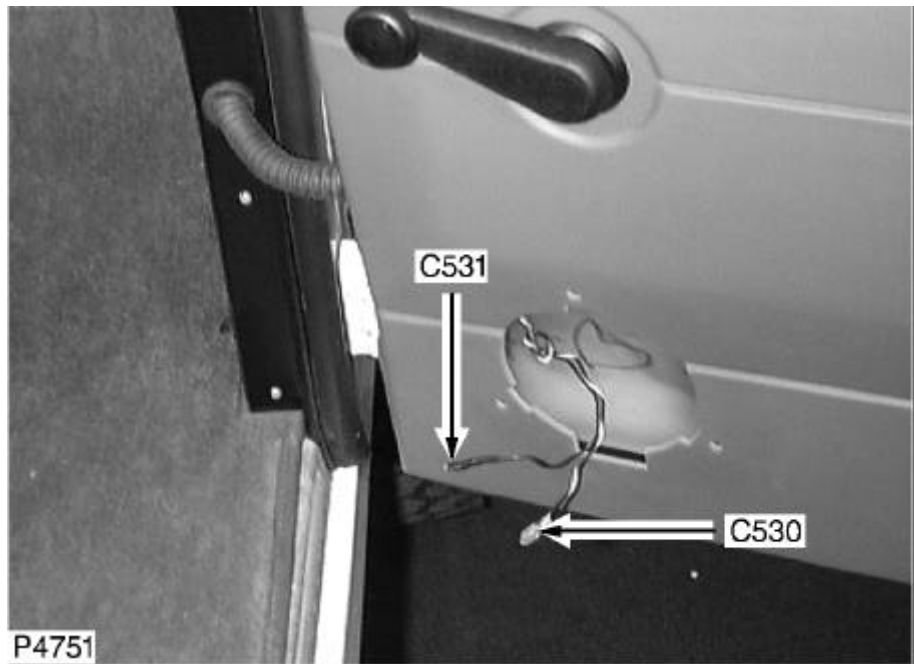
C529
 INJECTOR 8
 2 Way
 Female
 BLACK
 Top of engine - RH side



YPC107790

Cav	Color	Cct
1	YK	ALL
2	NO	ALL

C530
 SPEAKER
 1 Way
 Female
 NATURAL
 Behind front speaker



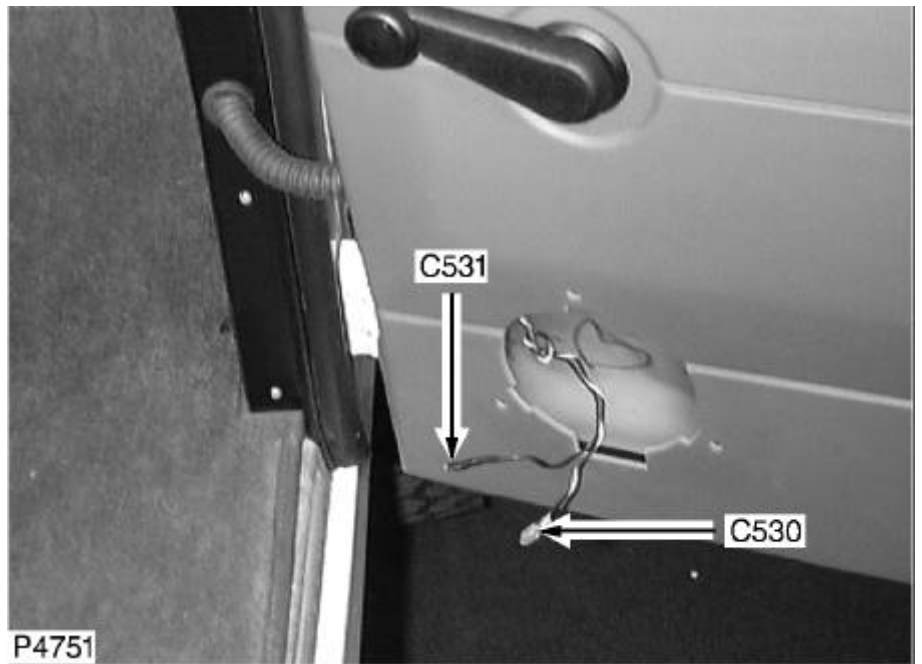
37H3684

Cav	Color	Cct
1	BW	ALL

C531
SPEAKER

Female

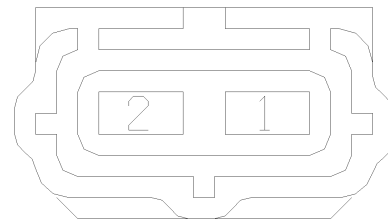
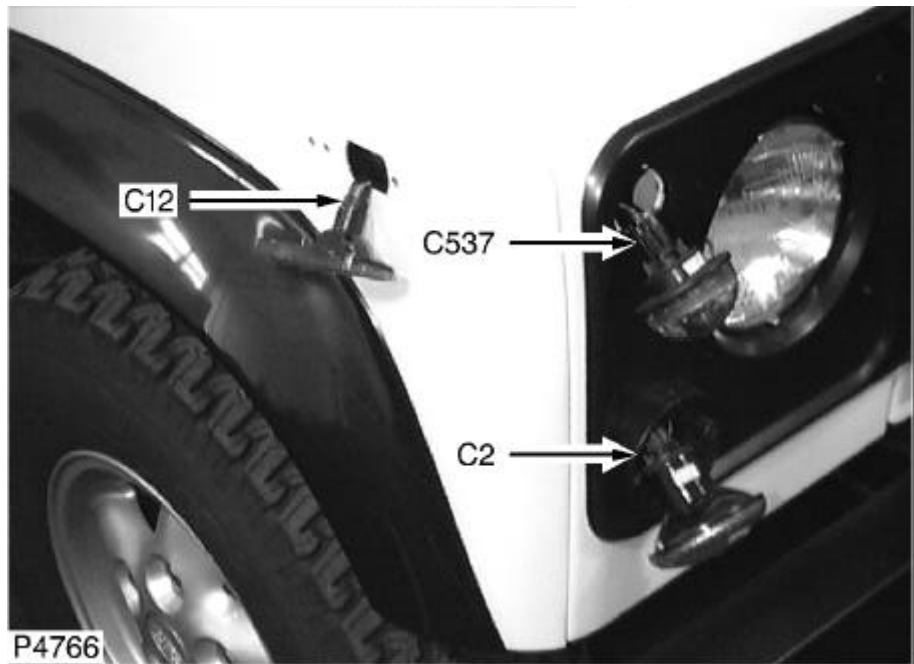
Behind front speaker



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Cav	Color	Cct
1	B	ALL

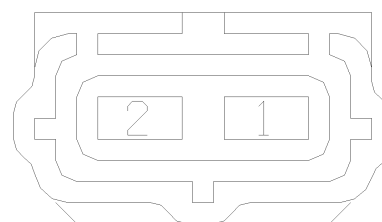
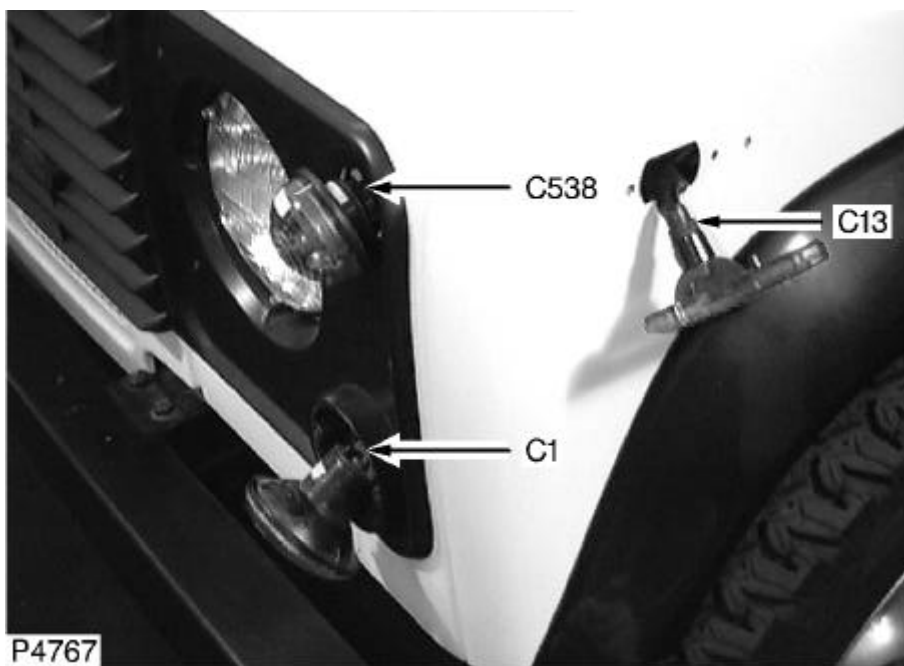
C537
 SIDE LAMPS RH
 2 Way
 Female
 BLACK
 Behind RH front side
 lamp



YPC10070

Cav	Color	Cct
1	B	ALL
2	RO	ALL

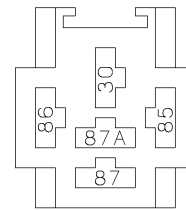
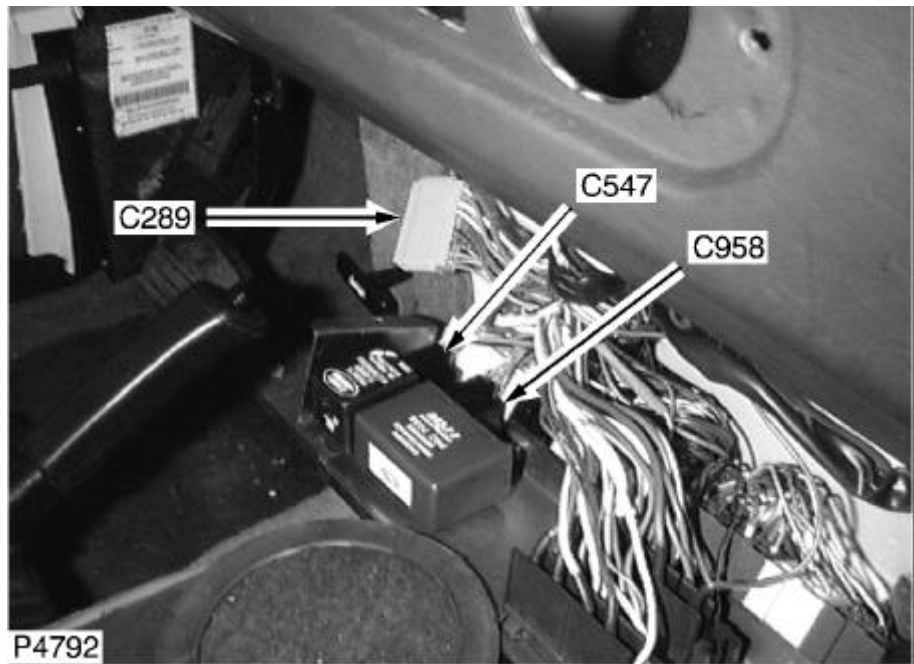
C538
 SIDE LAMPS L.H
 2 Way
 Female
 BLACK
 Behind LH front side
 lamp



YPC10070

Cav	Color	Cct
1	B	ALL
2	RB	ALL

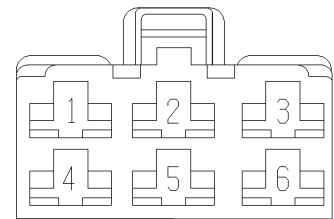
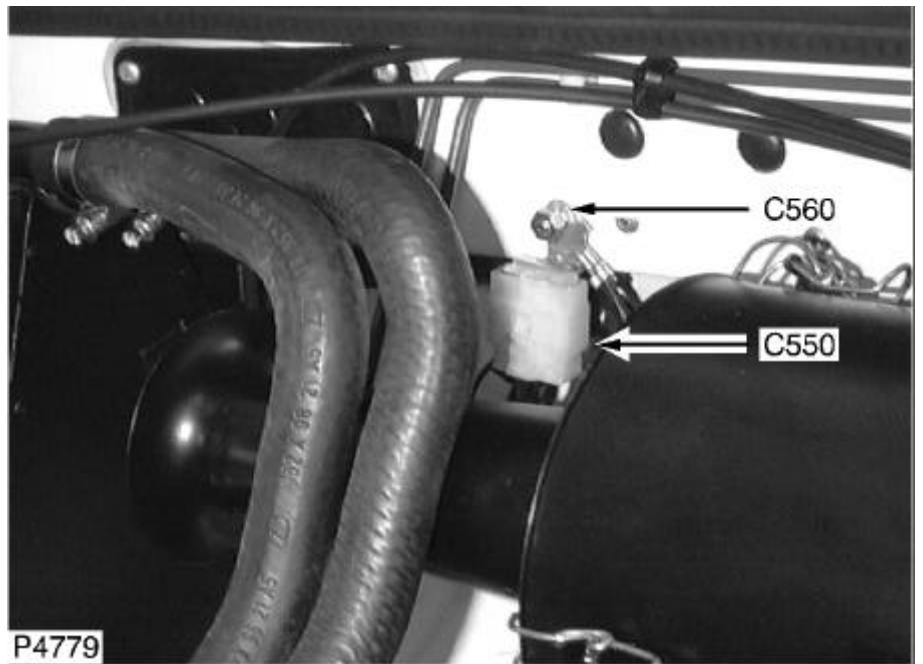
C547
 FLASHER UNIT
 5 Way
 Female
 BLACK
 Behind front of center
 console



AAU1006

Cav	Color	Cct
30	LGP	ALL
85	LG	ALL
86	B	ALL
87	LGN	ALL

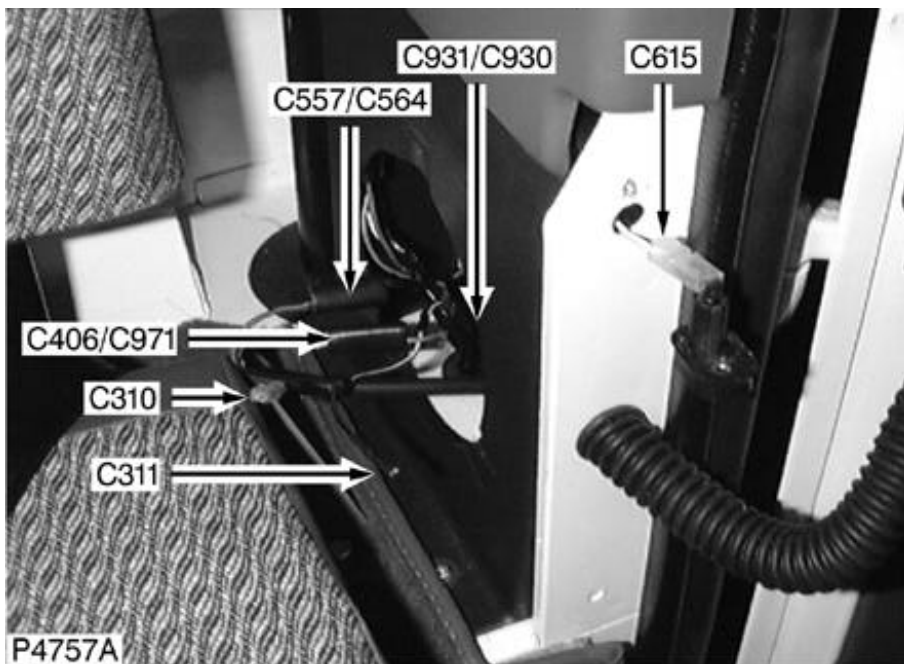
C550
 GROUND HEADER
 6 Way
 Female
 NATURAL
 Top of fire wall - center



YPC10004

Cav	Color	Cct
1	B	ALL
2	B	ALL
3	B	ALL
4	B	ALL
5	B	ALL
6	B	ALL

C557
 BRAKE LAMP - HIGH
 MOUNTED
 2 Way
 Male
 BLACK
 Behind RH rear speaker

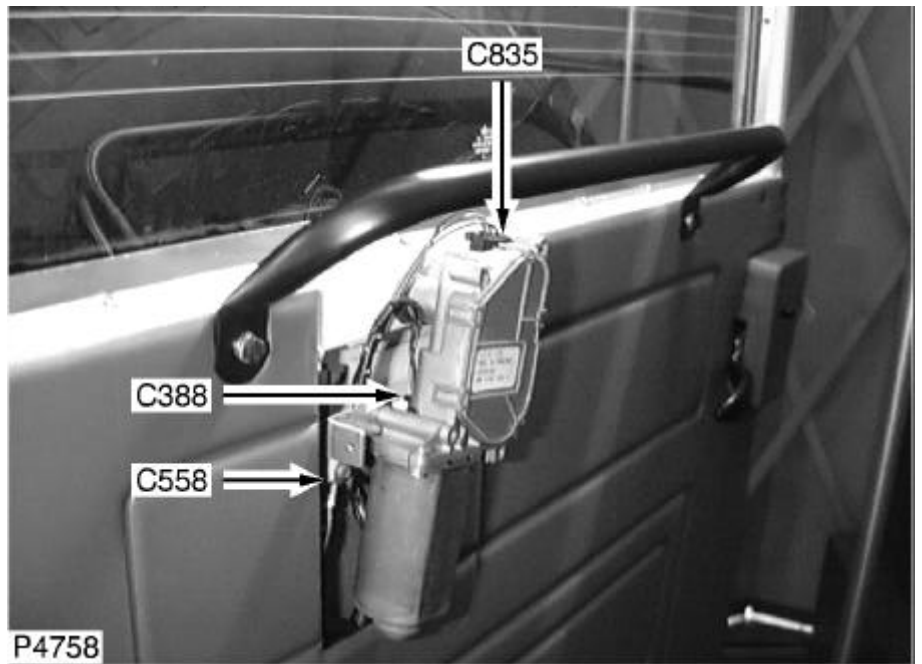


YPQ10010

Cav	Color	Cct
1	B	ALL

C558
GROUND EYELET 3

Center of taildoor, behind
trim panel

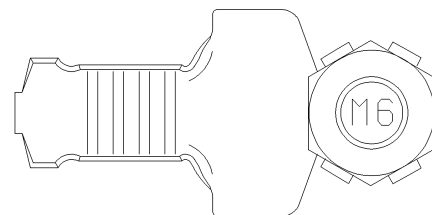
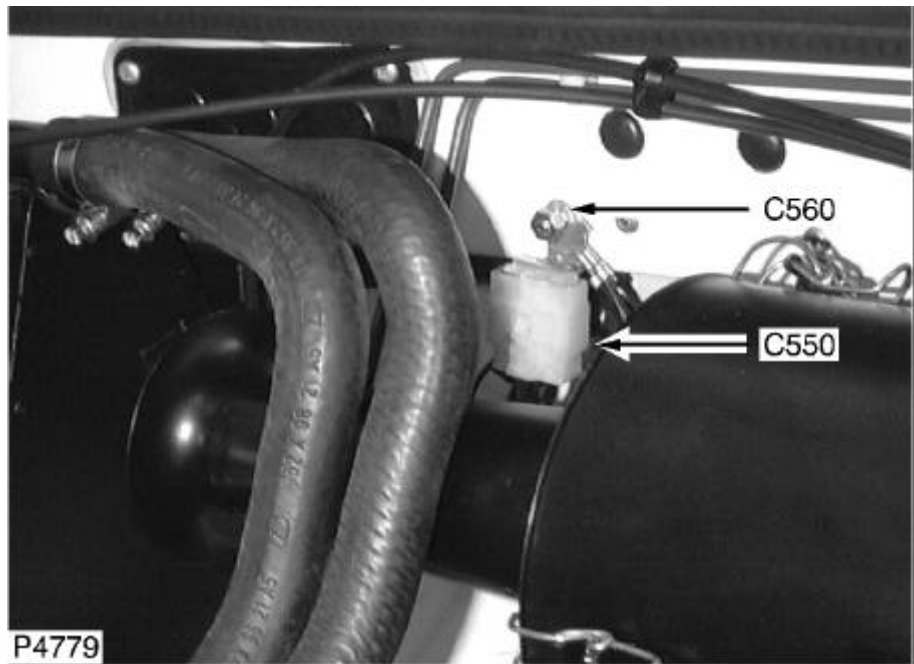


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Cav	Color	Cct
1	B	ALL

C560
GROUND EYELET 5
1 Way

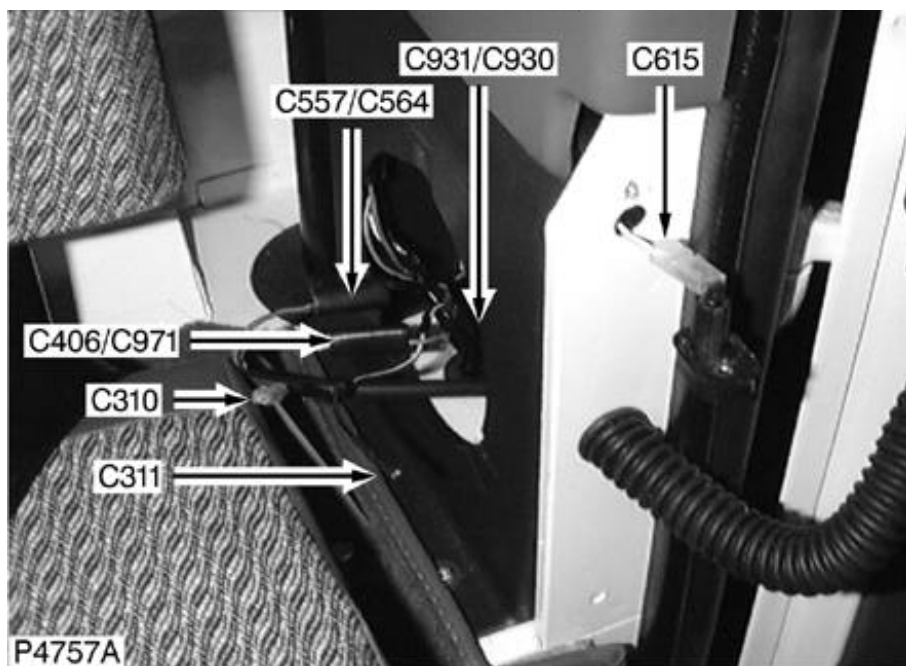
BRASS
Top of fire wall - center



YPG10042

Cav	Color	Cct
1	B	ALL

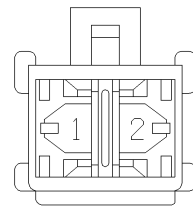
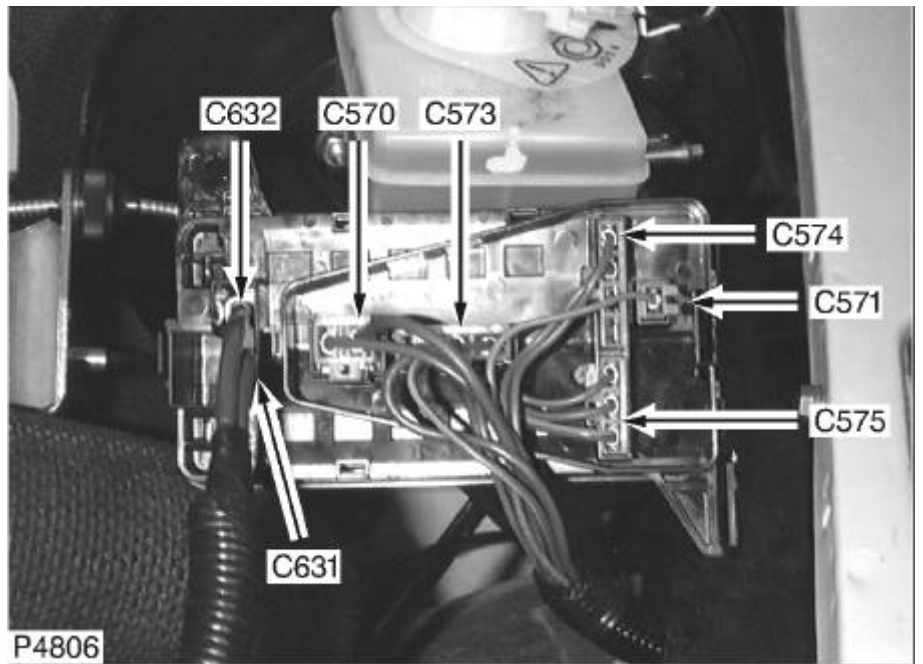
C564
 BRAKE LAMP - HIGH
 MOUNTED
 2 Way
 Female
 BLACK
 Behind RH rear speaker



No connector face view

Cav	Color	Cct
1	B	ALL

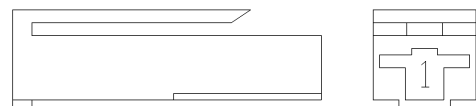
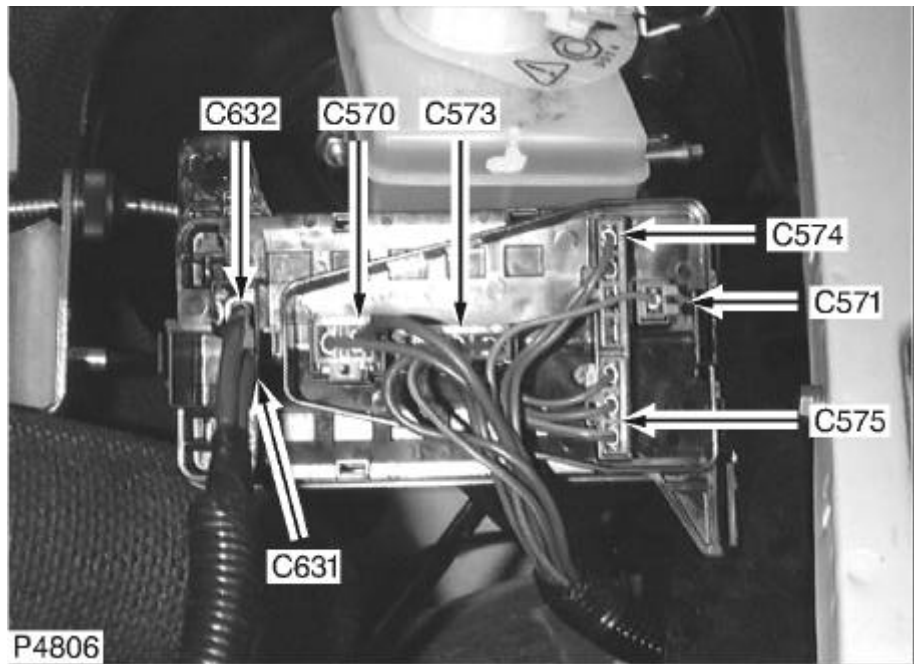
C570
 FUSE BOX - ENGINE
 COMPARTMENT
 2 Way
 Female
 NATURAL
 LH side of engine
 compartment



YPC10135

Cav	Color	Cct
1	NP	ALL
2	N	ALL

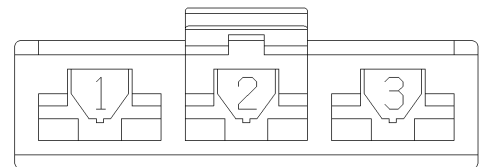
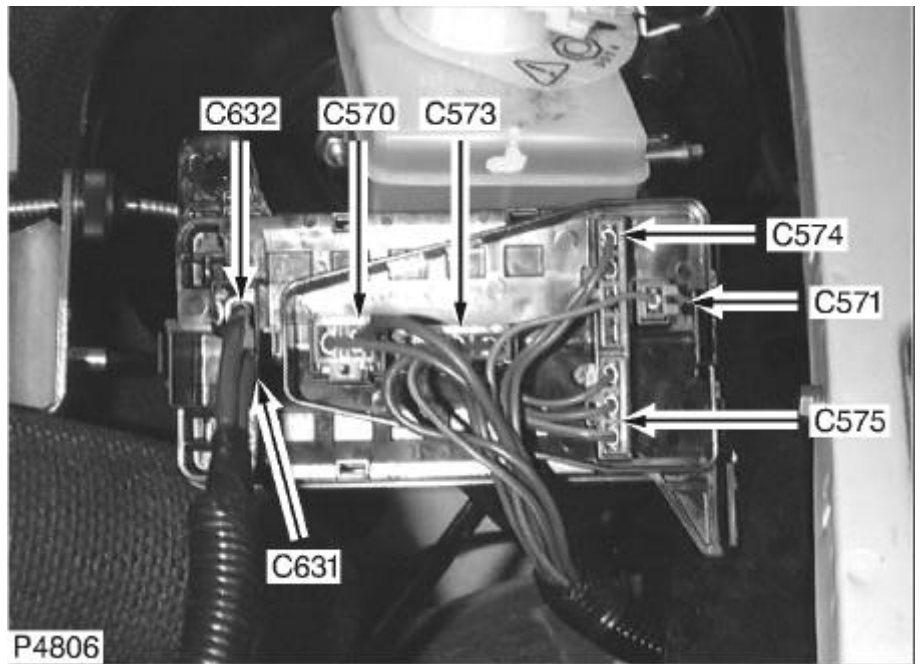
C571
 FUSE BOX - ENGINE
 COMPARTMENT
 1 Way
 Female
 NATURAL
 LH side of engine
 compartment



YPC10007

Cav	Color	Cct
1	P	ALL

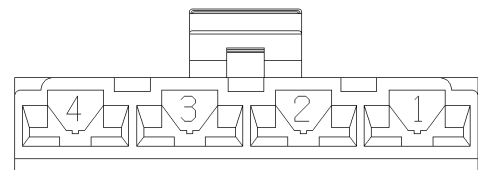
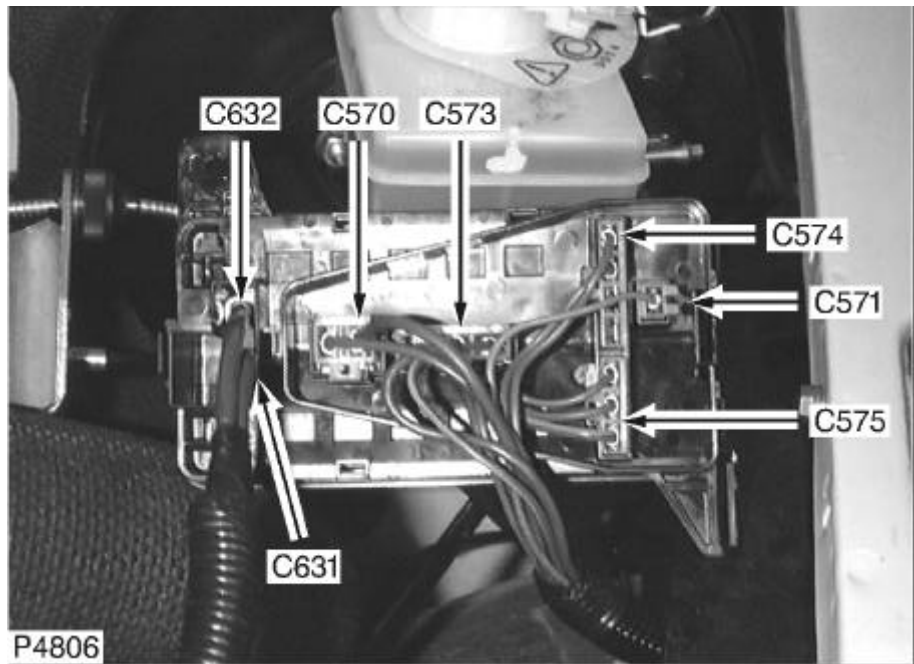
C573
 FUSE BOX - ENGINE
 COMPARTMENT
 3 Way
 Female
 NATURAL
 LH side of engine
 compartment



YPC10052

Cav	Color	Cct
2	N	ALL
3	NS	ALL

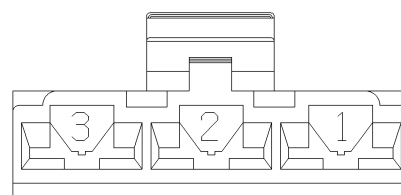
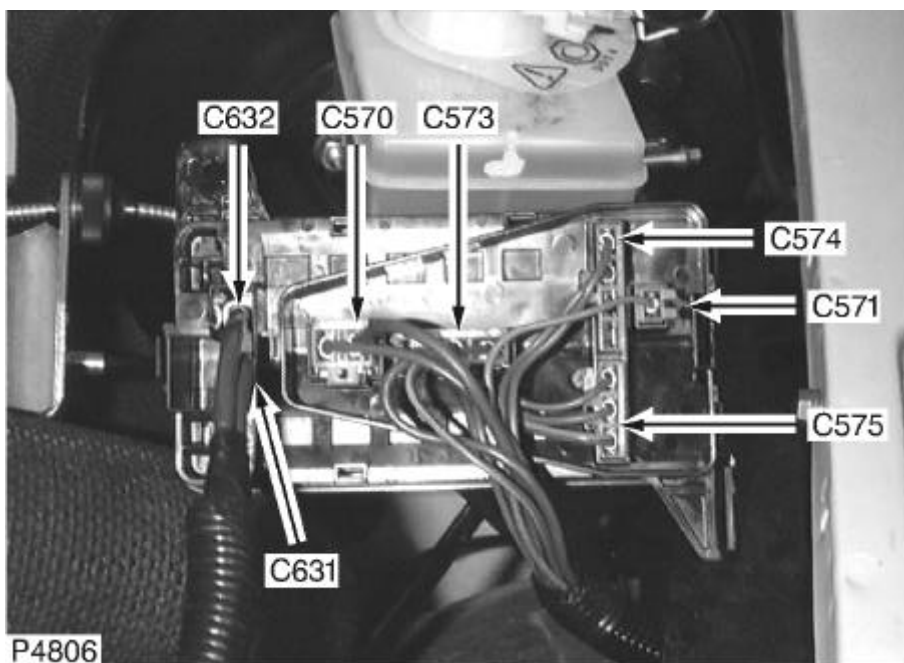
C574
 FUSE BOX - ENGINE
 COMPARTMENT
 4 Way
 Female
 NATURAL
 LH side of engine
 compartment



YPC10053

Cav	Color	Cct
3	P	ALL
4	P	ALL

C575
 FUSE BOX - ENGINE
 COMPARTMENT
 3 Way
 Female
 NATURAL
 LH side of engine
 compartment

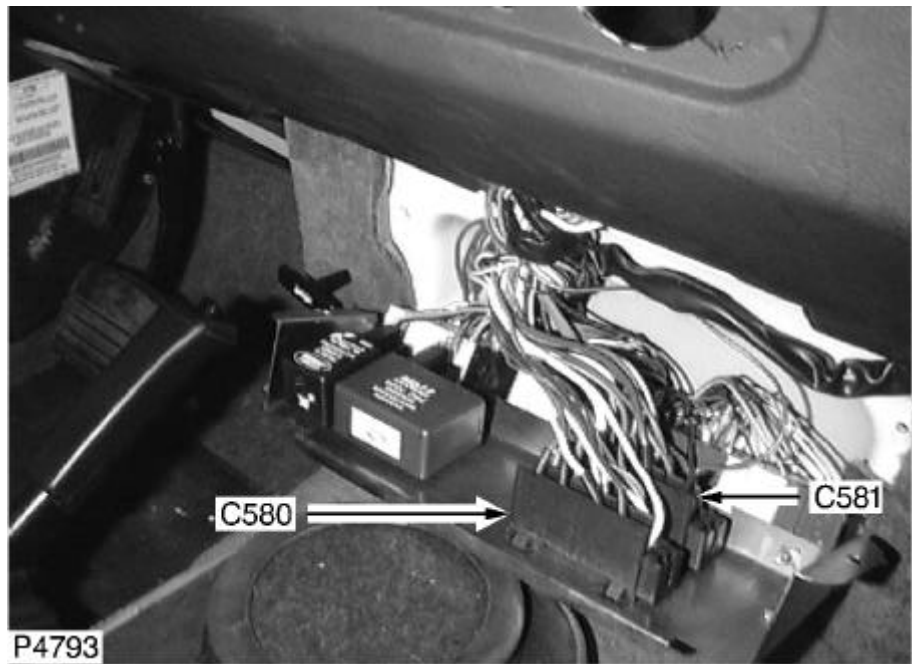


YPC10085

Cav	Color	Cct
1	NLG	ALL
2	PW	ALL
3	P	ALL

C580
FUSE BOX -
PASSENGER
COMPARTMENT

Behind passenger
compartment fusebox

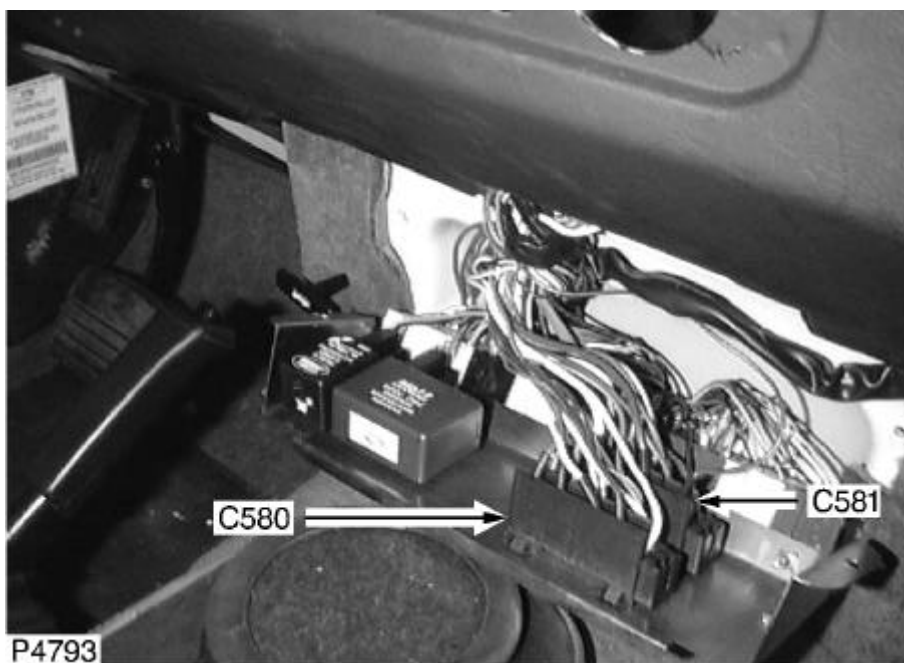


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Cav	Color	Cct	Cav	Color	Cct
1	W	ALL	12	WLG	ALL
2	WG	ALL	13	UR	ALL
3	N	ALL	14	UB	ALL
4	P	ALL	16	UK	ALL
6	P	ALL	17	UW	ALL
7	WO	ALL	18	UO	ALL
8	PG	ALL	20	US	ALL
10	WK	ALL			

C581
 FUSE BOX -
 PASSENGER
 COMPARTMENT

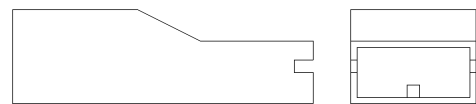
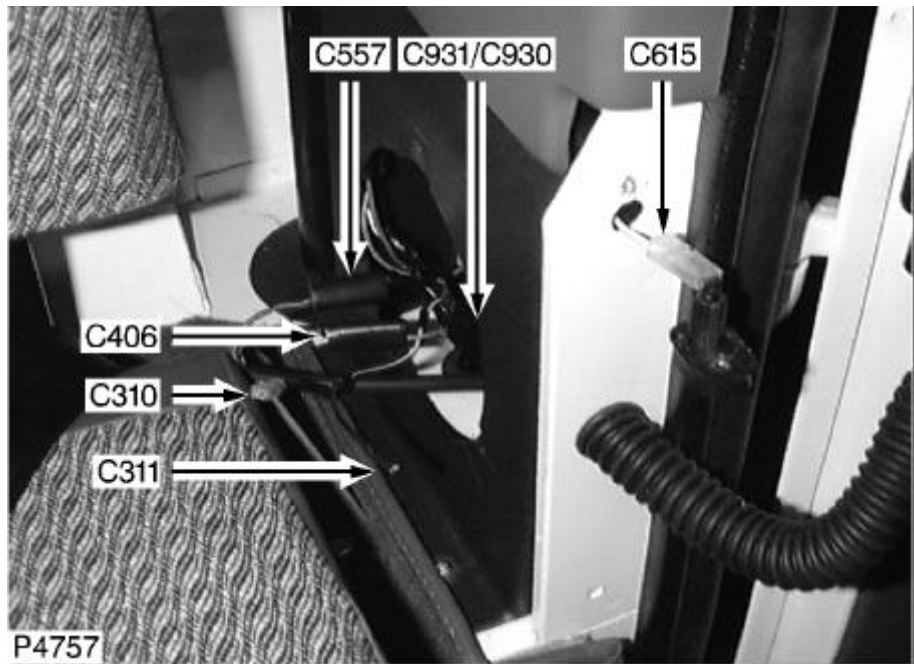
Behind passenger
 compartment fusebox



t:\compuset\erl\faceview\51167493.tif

Cav	Color	Cct	Cav	Color	Cct
1	R	ALL	12	NW	ALL
2	RB	ALL	13	W	ALL
4	RO	ALL	14	G	ALL
5	NP	ALL	16	G	ALL
6	P	ALL	18	GO	ALL
8	P	ALL	20	WG	ALL
10	NS	ALL			

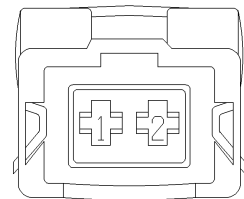
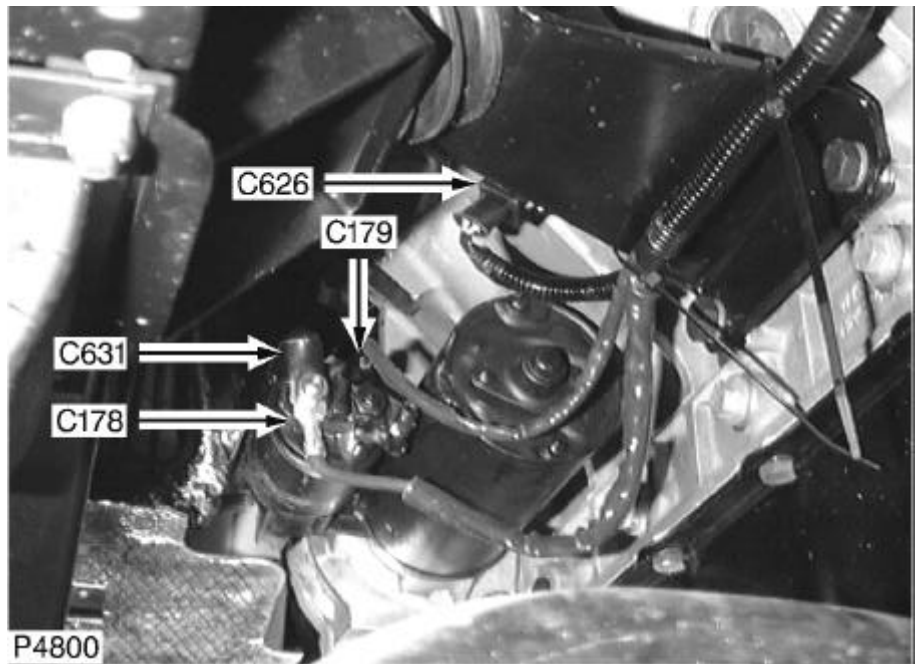
C615
 TAILGATE SWITCH
 1 Way
 Female
 NATURAL
 Behind RH rear speaker



YPC10386

Cav	Color	Cct
1	PW	ALL

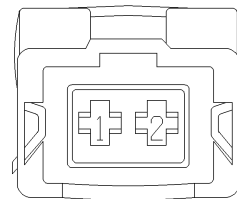
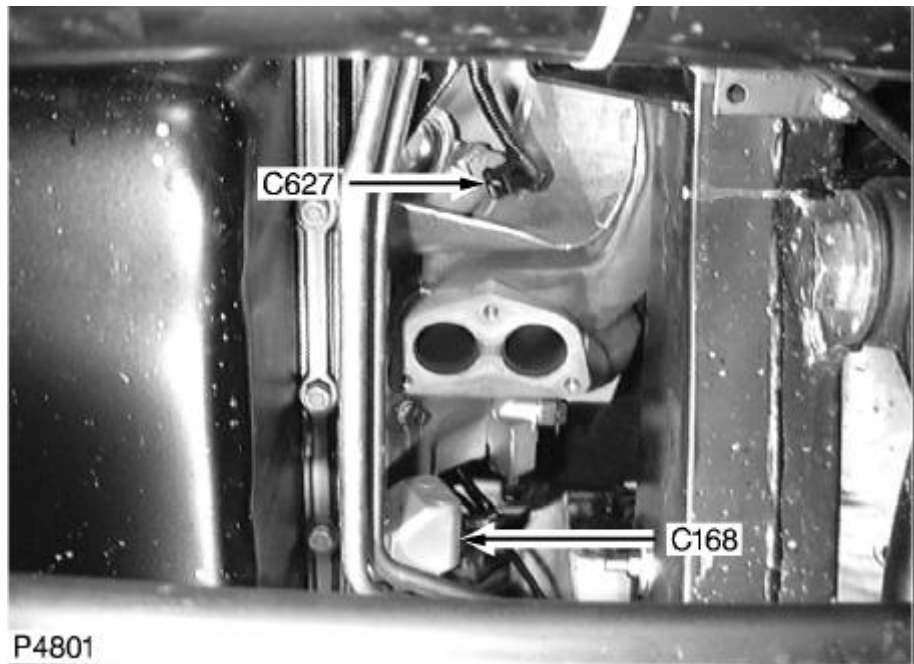
C626
 KNOCK SENSOR -
 EVEN BANK
 2 Way
 Female
 BLACK
 RH side of engine



YPC107790

Cav	Color	Cct
SCR	SCR	ALL
1	W	ALL
2	Y	ALL

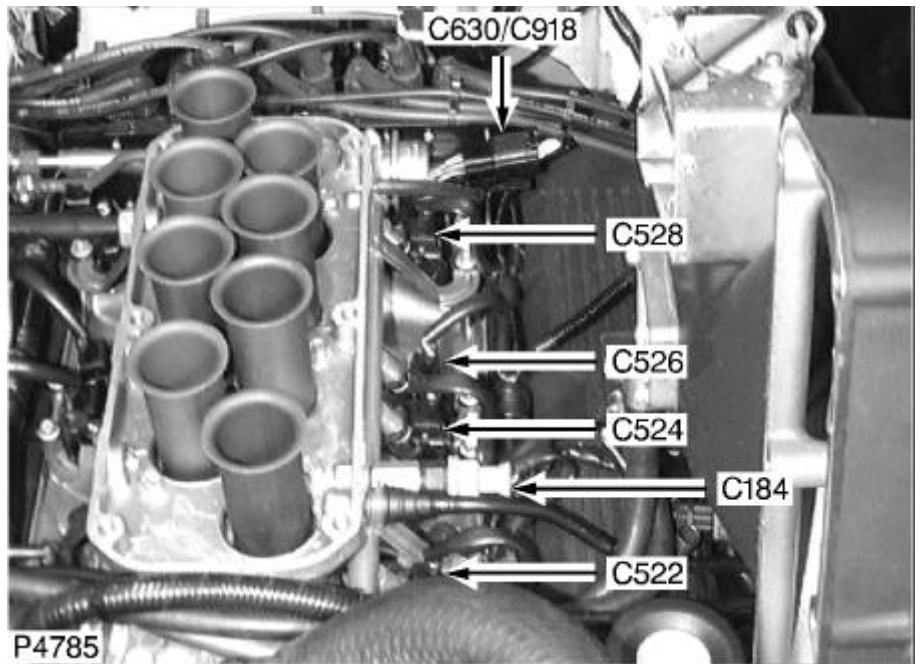
C627
 KNOCK SENSOR -
 ODD BANK
 2 Way
 Female
 BLACK
 LH side of engine



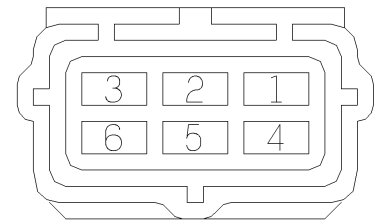
YPC107790

Cav	Color	Cct
SCR	SCR	ALL
1	B	ALL
2	O	ALL

C630
 ENGINE HARNESS TO
 COIL HARNESS
 6 Way
 Female
 BLACK
 Top of engine - LH side



P4785

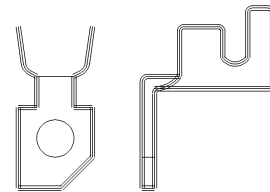
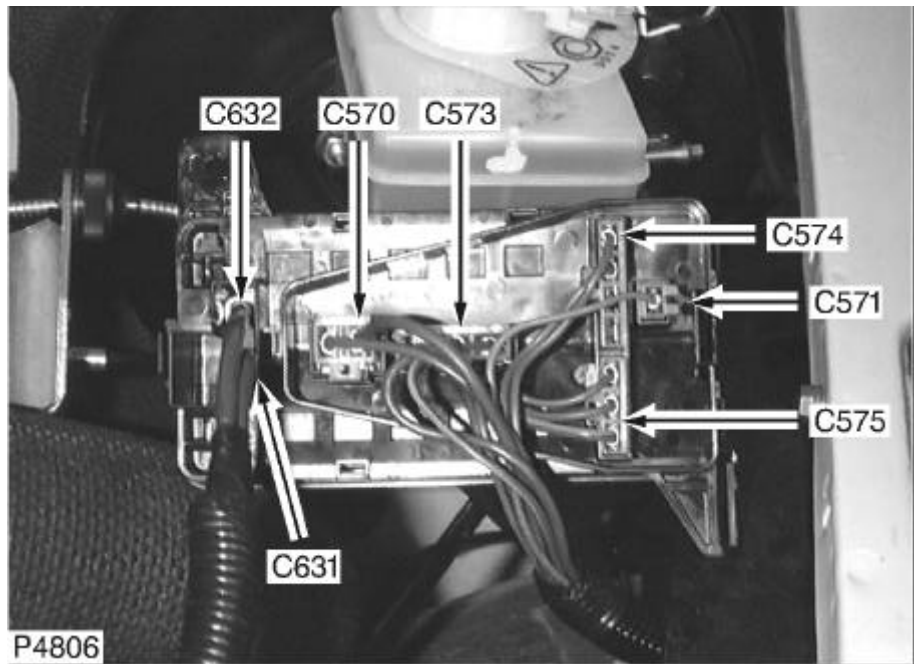


YPC10064

Cav	Color	Cct
1	WB	ALL
2	WY	ALL
3	WU	ALL
4	WK	ALL
5	WG	ALL

C631
FUSE BOX FEED

TINNED
LH side of engine
compartment

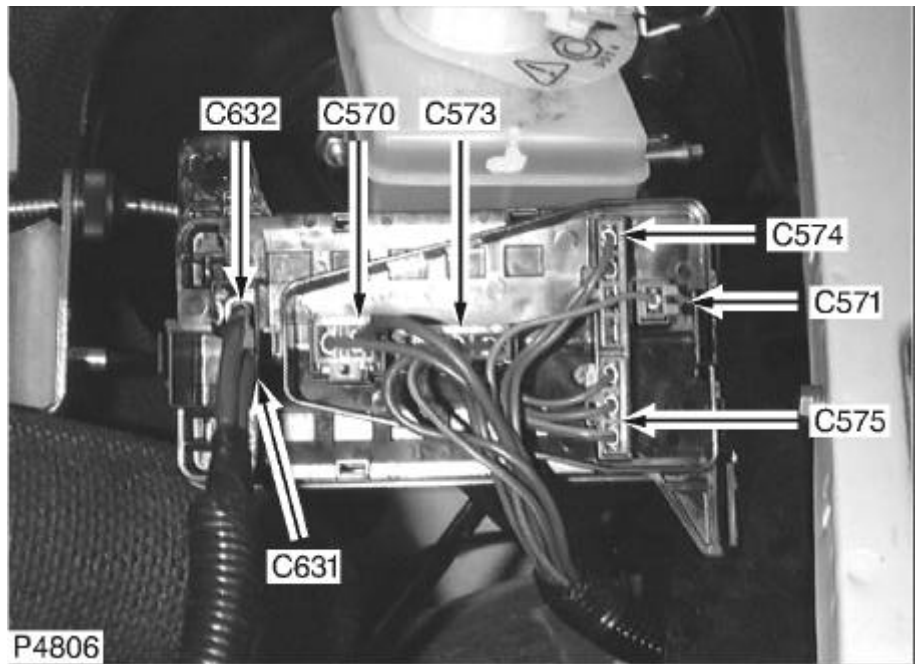


YPG100800

Cav	Color	Cct
1	N	ALL

C632
FUSE BOX FEED

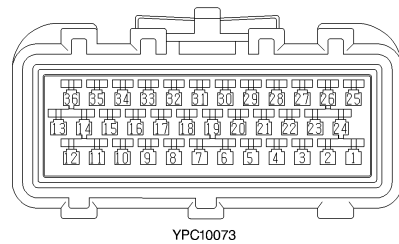
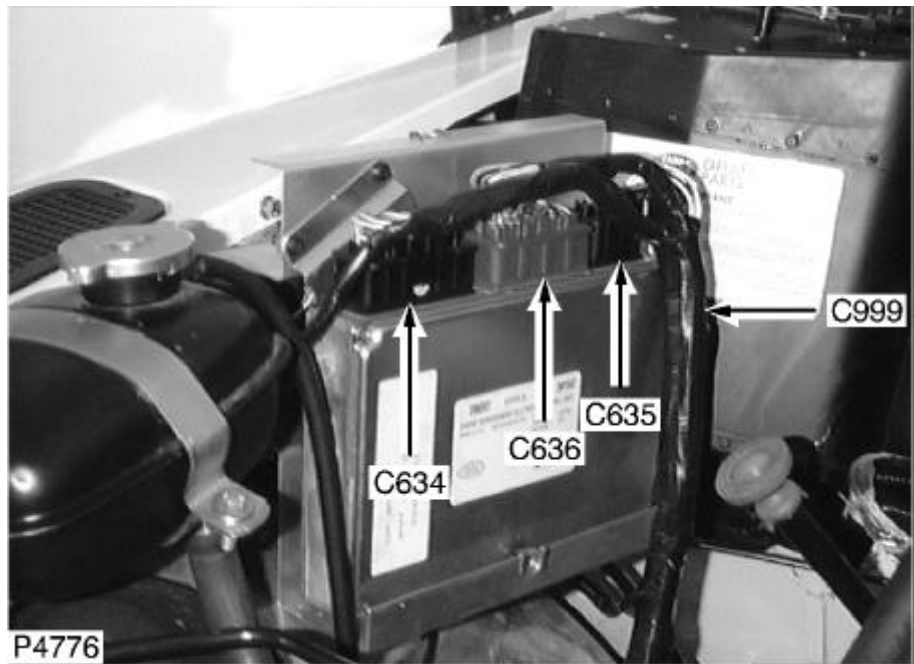
LH side of engine
compartment



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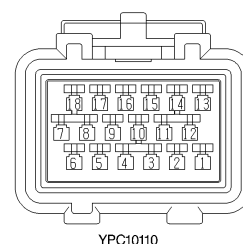
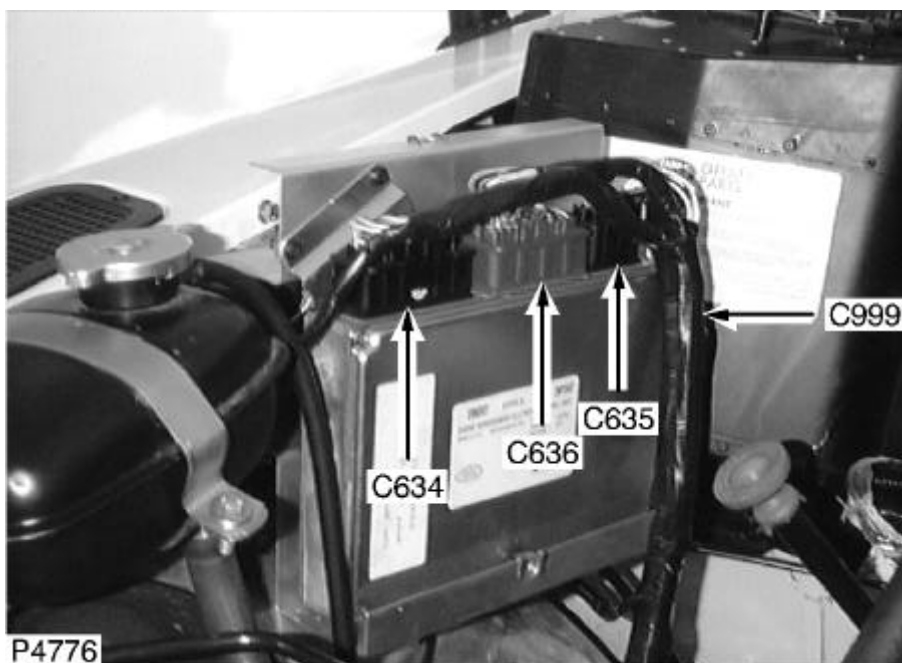
Cav	Color	Cct
1	N	ALL

C634
 ECM
 36 Way
 Female
 BLACK
 Rear RH side of engine
 compartment



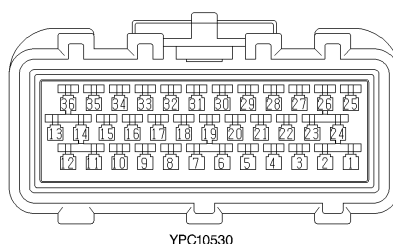
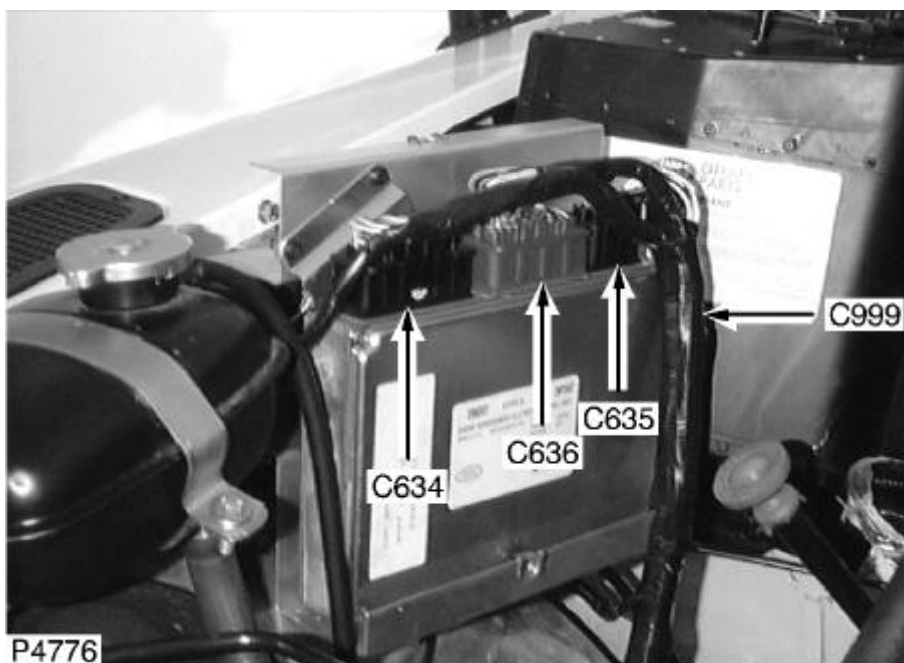
Cav	Color	Cct	Cav	Color	Cct
1	BS	ALL	22	RS	ALL
3	GW	ALL	24	UP	ALL
11	YB	ALL	28	WU	ALL
13	YU	ALL	30	YN	ALL
15	US	ALL	32	YR	ALL
16	RG	ALL	33	YG	ALL
17	YS	ALL	34	GW	ALL
18	YK	ALL	35	OR	ALL
19	SY	ALL	36	YW	ALL
21	WO	ALL			

C635
 ECM
 18 Way
 Female
 BLACK
 Rear RH side of engine
 compartment



Cav	Color	Cct	Cav	Color	Cct
1	WK	ALL	11	G	ALL
4	R	ALL	12	N	ALL
5	B	ALL	13	WU	ALL
7	NO	ALL	14	WB	ALL
8	WG	ALL	15	WY	ALL
9	B	ALL	16	B	ALL
10	B	ALL	17	UR	ALL

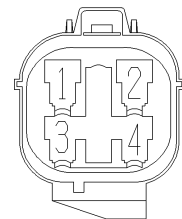
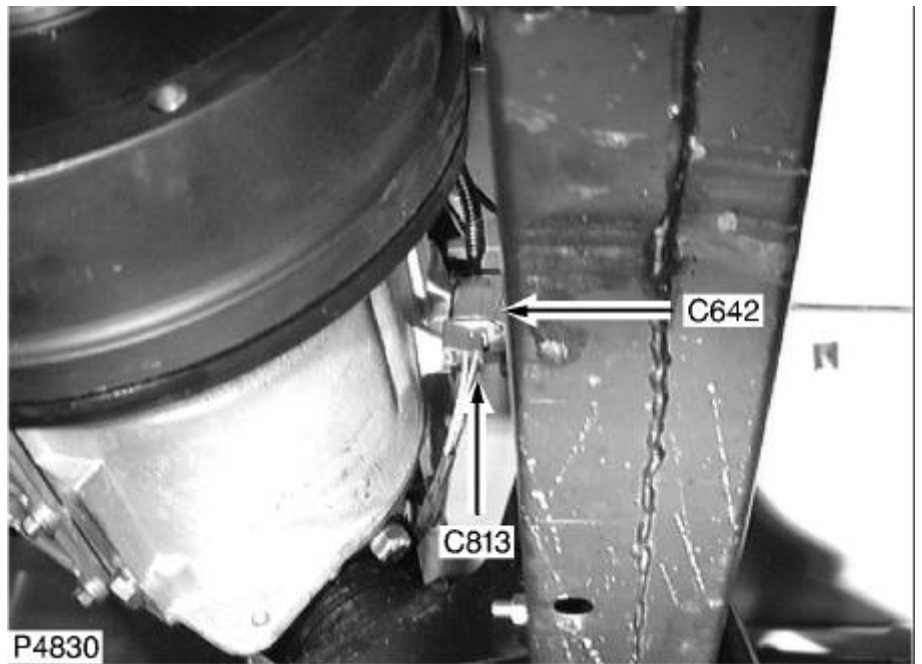
C636
ECM
36 Way
Female
RED
Rear RH side of engine
compartment



YPC10530

Cav	Color	Cct	Cav	Color	Cct	Cav	Color	Cct
1	YR	ALL	14	G	ALL	27	YK	ALL
2	SU	ALL	15	YLG	ALL	28	YB	ALL
7	GB	ALL	16	UG	ALL	29	PB	ALL
8	R	ALL	17	GW	ALL	32	RB	ALL
10	RB	ALL	18	OB	ALL	33	OG	ALL
11	O	ALL	20	WK	ALL	34	GR	ALL
12	Y	ALL	23	WLG	ALL	35	SW	ALL
13	SLG	ALL	26	B	ALL	36	RB	ALL

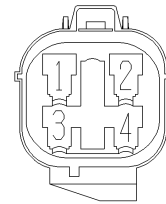
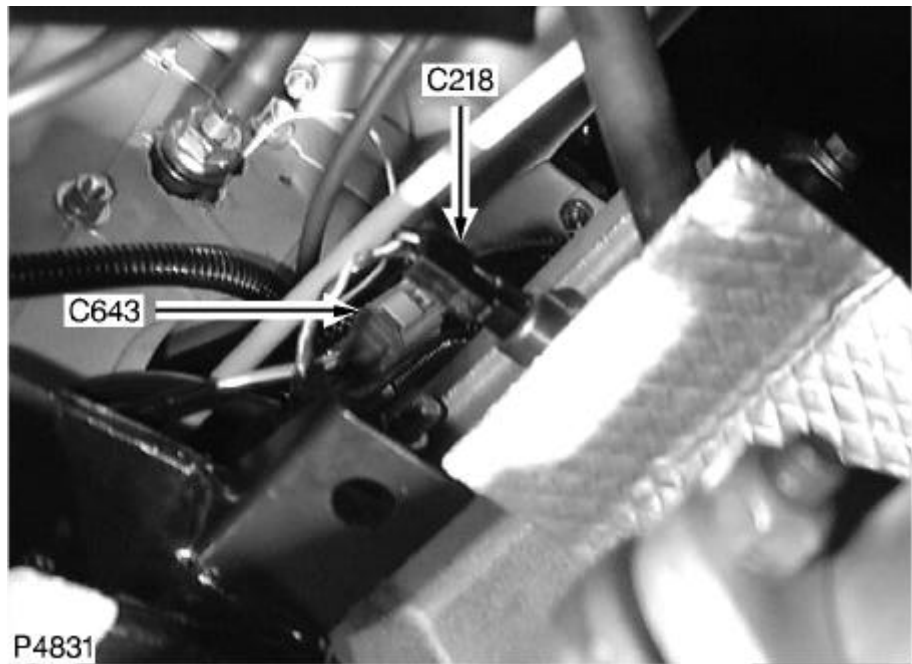
C642
 HO2S - EVEN BANK -
 POST CATALYST
 4 Way
 Female
 GREY
 RH side of transfer box



YPC10470

Cav	Color	Cct
SCR	SCR	ALL
1	U	ALL
2	R	ALL
3	WU	ALL
4	WG	ALL

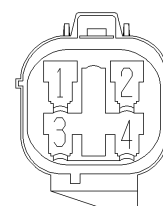
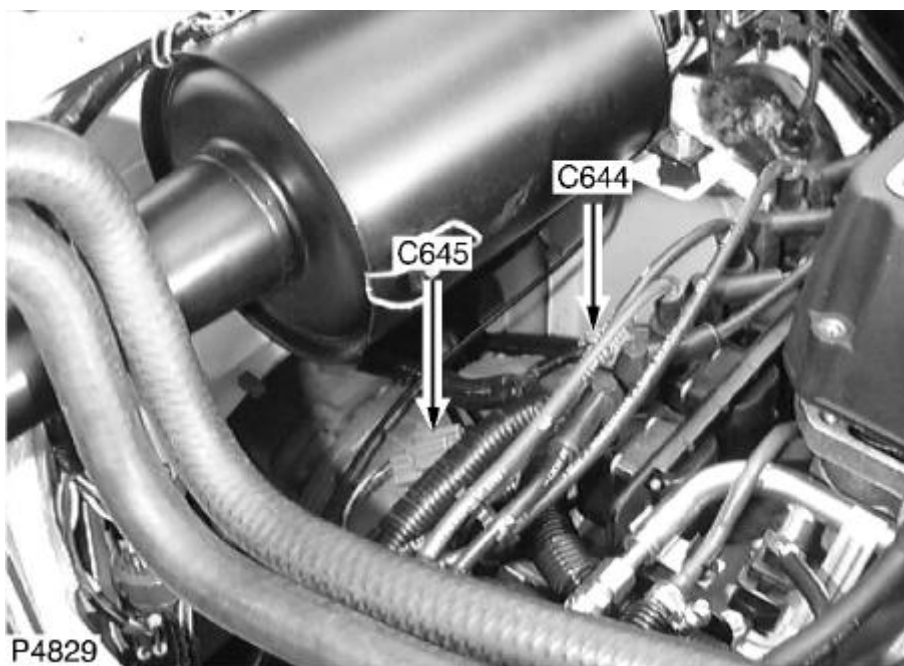
C643
 HO2S - ODD BANK -
 POST CATALYST
 4 Way
 Female
 ORANGE
 RH side of transfer box



YPC113450

Cav	Color	Cct
SCR	SCR	ALL
1	NW	ALL
2	GW	ALL
3	WU	ALL
4	WG	ALL

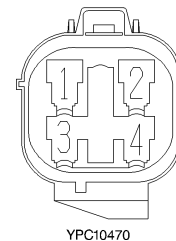
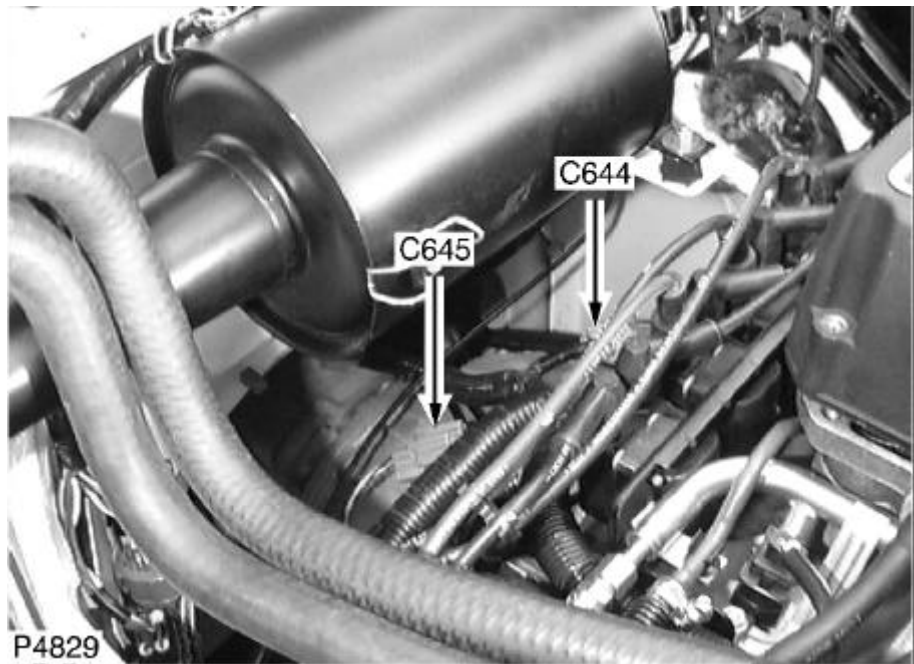
C644
 HO2S - ODD BANK -
 PRE-CATALYST
 4 Way
 Female
 ORANGE
 Above gearbox



YPC113450

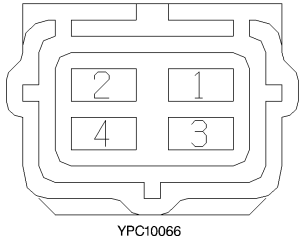
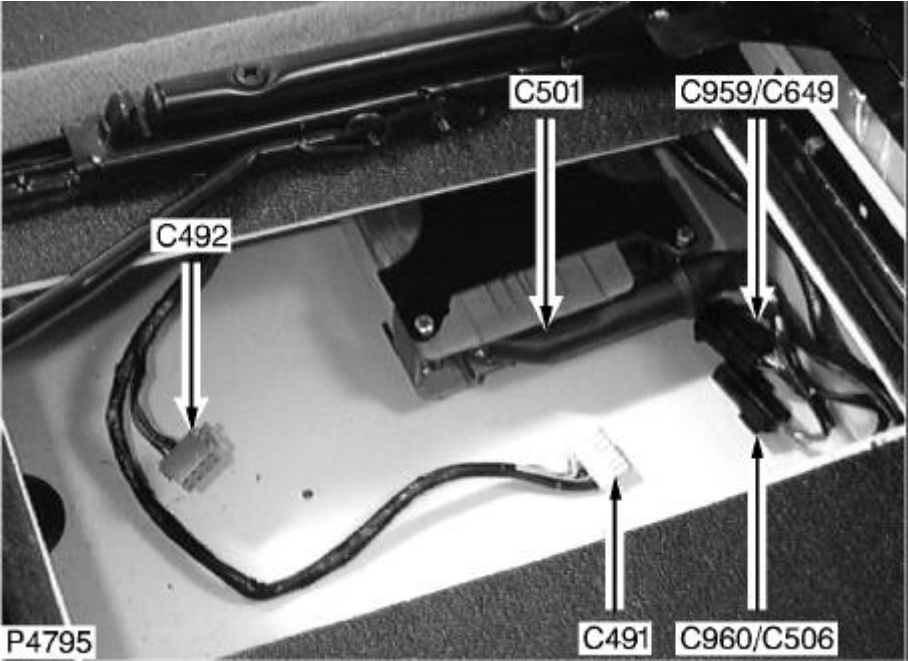
Cav	Color	Cct
SCR	SCR	ALL
1	NU	ALL
2	GR	ALL
3	WO	ALL
4	WG	ALL

C645
 HO2S - EVEN BANK -
 PRE-CATALYST
 4 Way
 Female
 GREY
 Above gearbox



Cav	Color	Cct
SCR	SCR	ALL
1	YB	ALL
2	OG	ALL
3	WO	ALL
4	WG	ALL

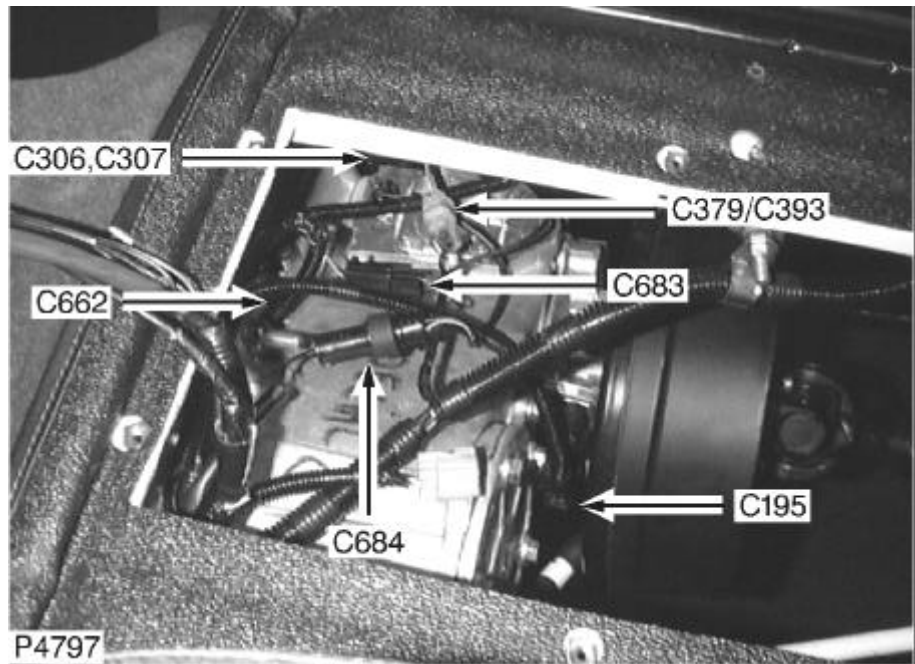
C649
MAIN HARNESS TO
SPEED SENSE
HARNESS
4 Way
Female
BLACK
Beneath front passenger's
seat



Cav	Color	Cct
1	G	ALL
2	G	ALL
3	G	ALL
4	G	ALL

C662
DIODE

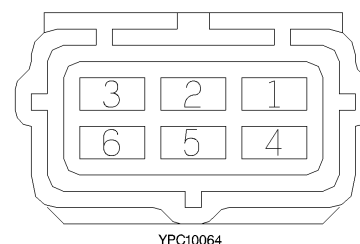
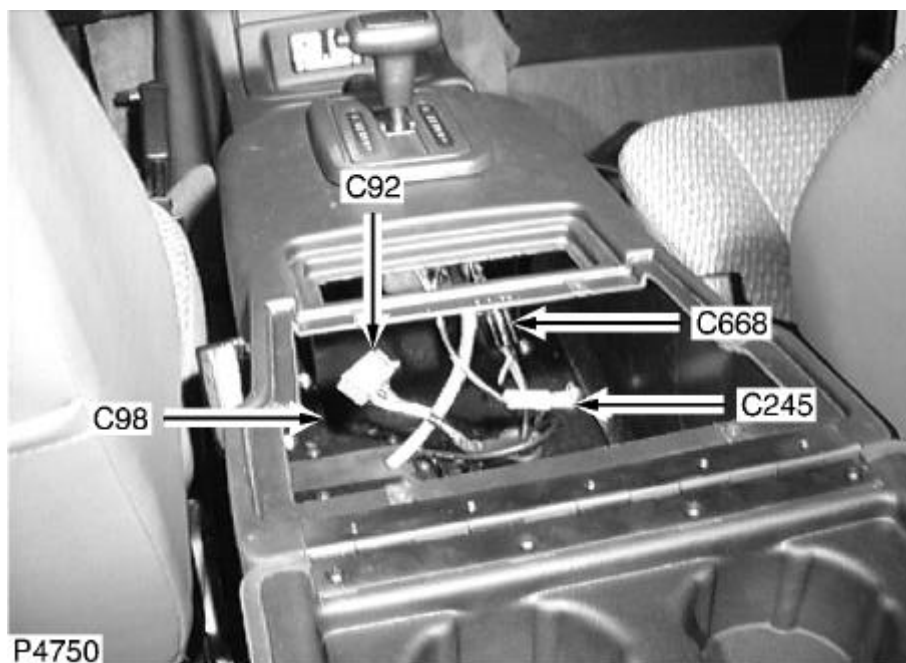
BLACK
Above gearbox



t:\compuset\erl\faceview\YQP10003.tif

Cav	Color	Cct
1	B	ALL
2	SB	ALL

C668
 MAIN HARNESS TO
 GEAR BOX HARNESS
 6 Way
 Female
 BLACK
 Behind center console

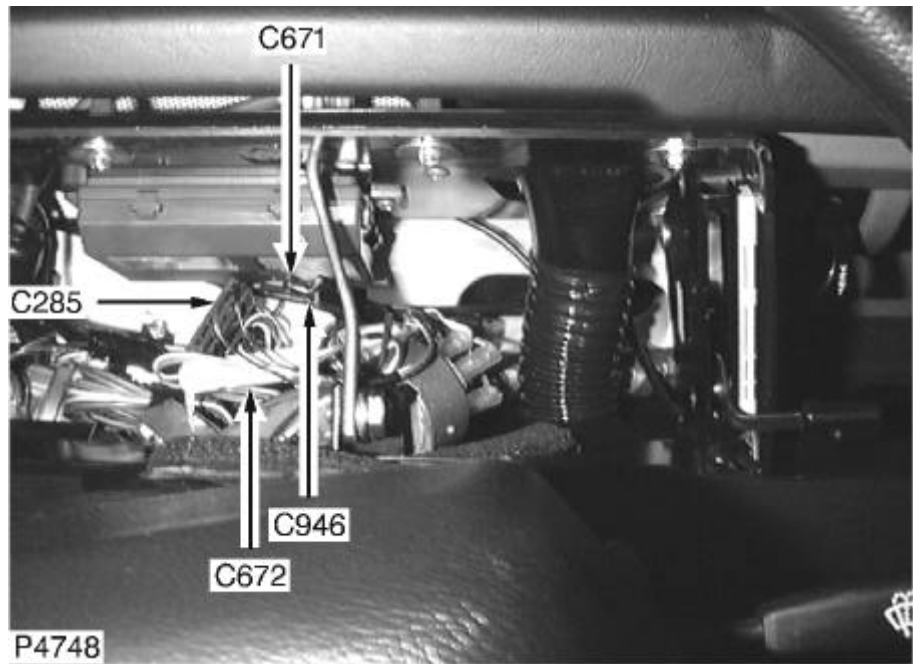


YPC10064

Cav	Color	Cct
1	BY	ALL
2	GP	ALL
3	B	ALL
4	B	ALL
5	KS	ALL
6	KS	ALL

C671
KEY LOCK SOLENOID

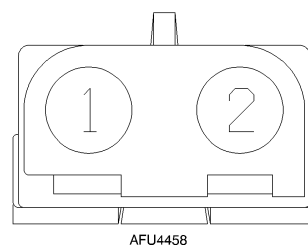
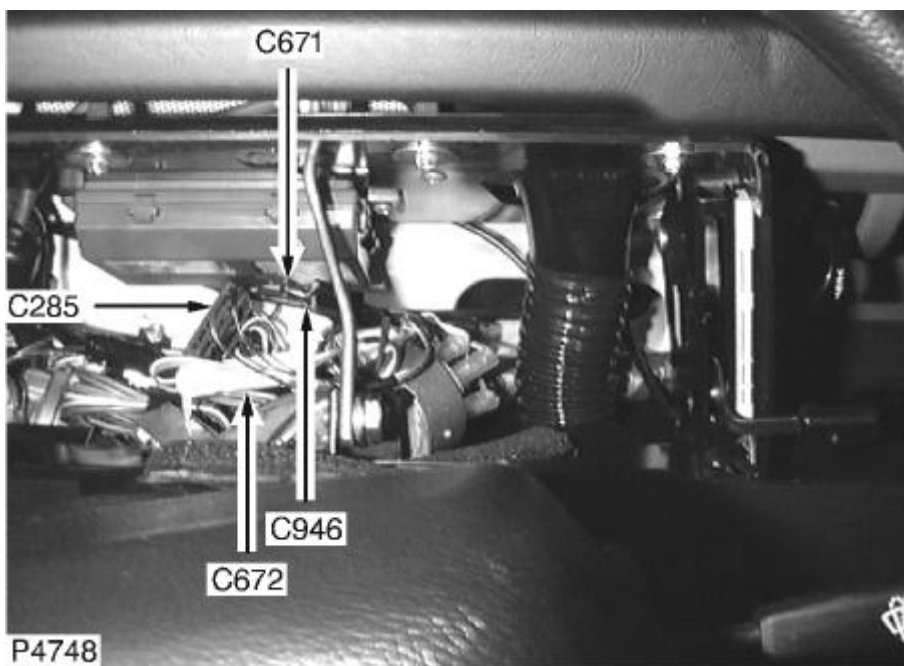
BLACK
Behind instrument pack



t:\compuset\erl\faceview\YPQ10020.tif

Cav	Color	Cct
1	BR	ALL
2	BY	ALL

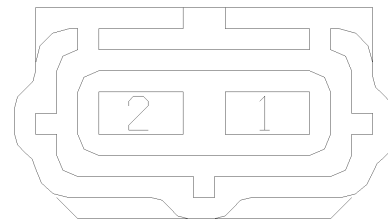
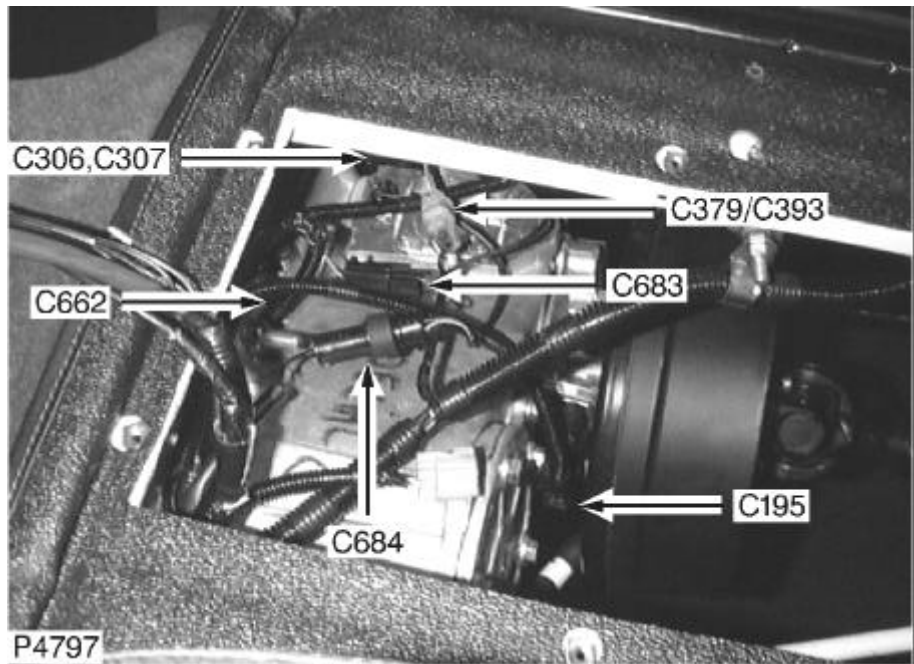
C672
 KEY-IN SENSOR
 2 Way
 Female
 WHITE
 Behind instrument pack



AFU4458

Cav	Color	Cct
1	BR	ALL
2	P	ALL

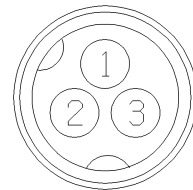
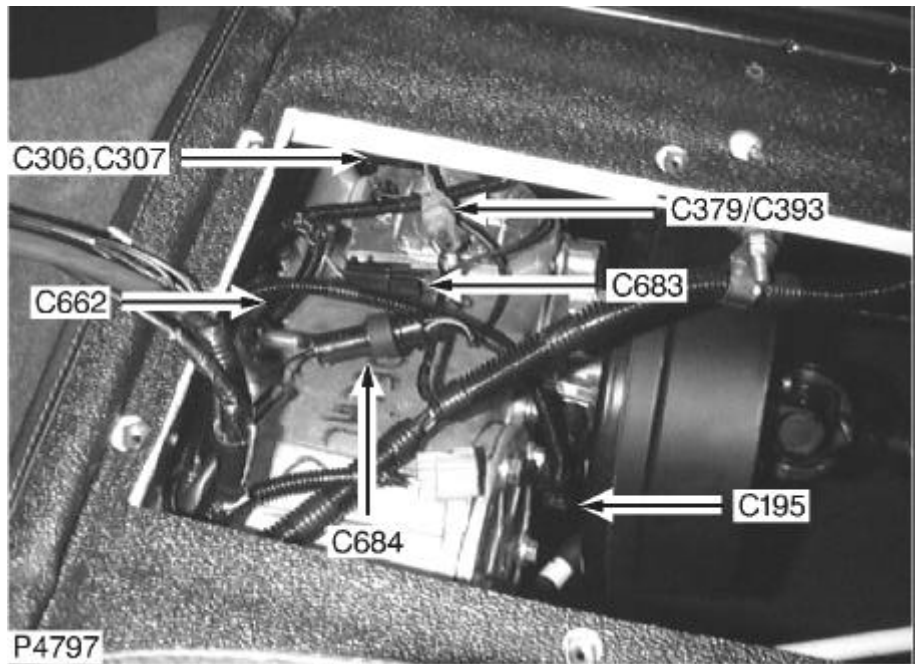
C683
 SOLENOID -
 TRANSFER BOX
 2 Way
 Female
 BLACK
 Above gearbox



YPC10070

Cav	Color	Cct
1	SB	ALL
2	B	ALL

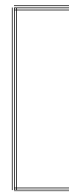
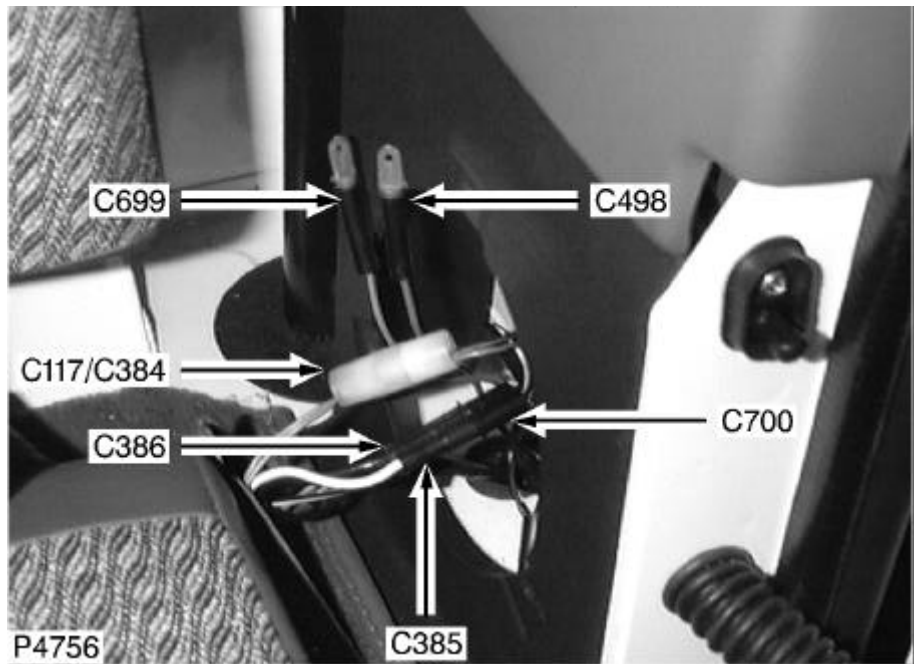
C684
 TRANSMISSION
 NEUTRAL SENSE
 3 Way
 Male
 BLACK
 Above gearbox



AJU1976

Cav	Color	Cct
2	B	ALL
3	BK	ALL

C699
 TRAILER
 1 Way
 Female
 BLACK
 Behind RH rear speaker

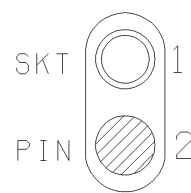
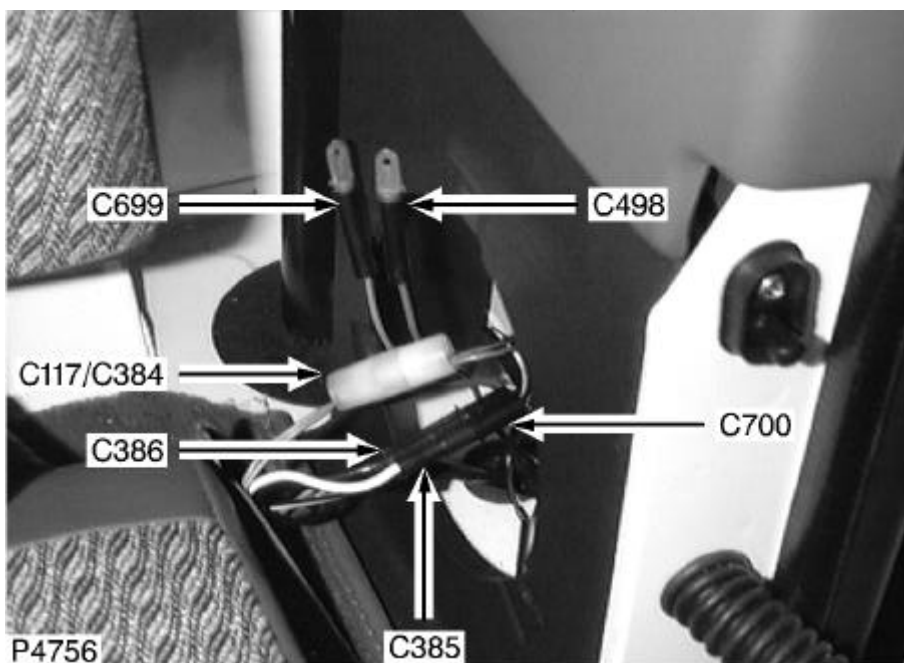


13H5155

Cav	Color	Cct
1	GN	ALL

C700
 REAR WASHER
 2 Way

BLACK
 Behind RH rear speaker

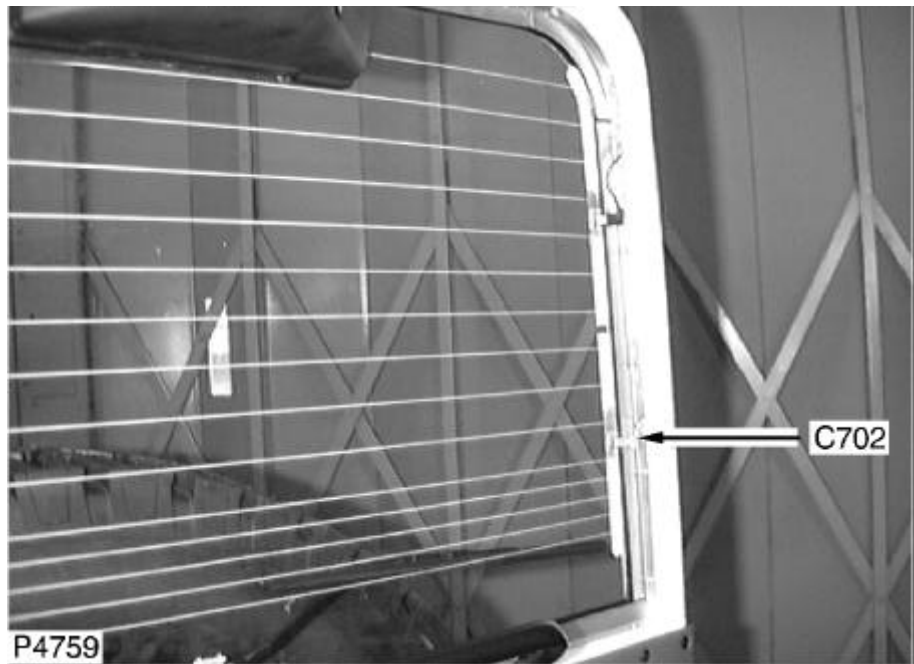


13H7646

Cav	Color	Cct
1	WB	ALL
2	B	ALL

C702
HEATED REAR
WINDOW

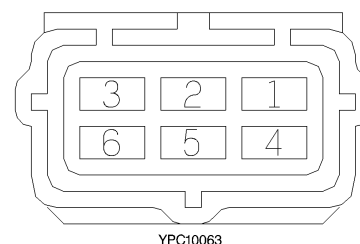
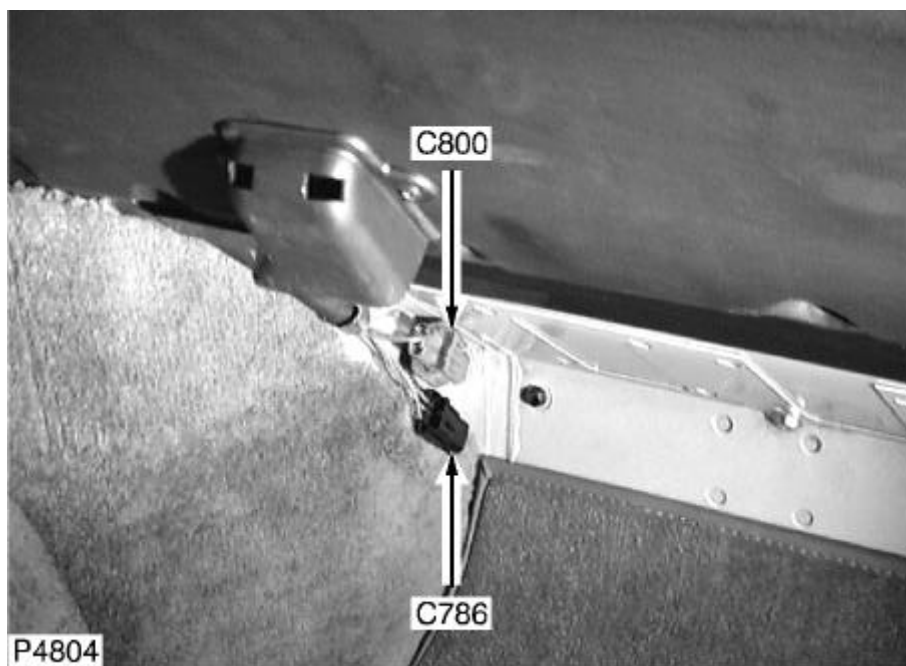
LH side of taildoor



t:\compuset\erl\faceview\51102253.tif

Cav	Color	Cct
1	WB	ALL

C786
 MAIN HARNESS TO
 AIR CONDITIONING
 HARNESS
 6 Way
 Female
 BLACK
 Passenger's footwell

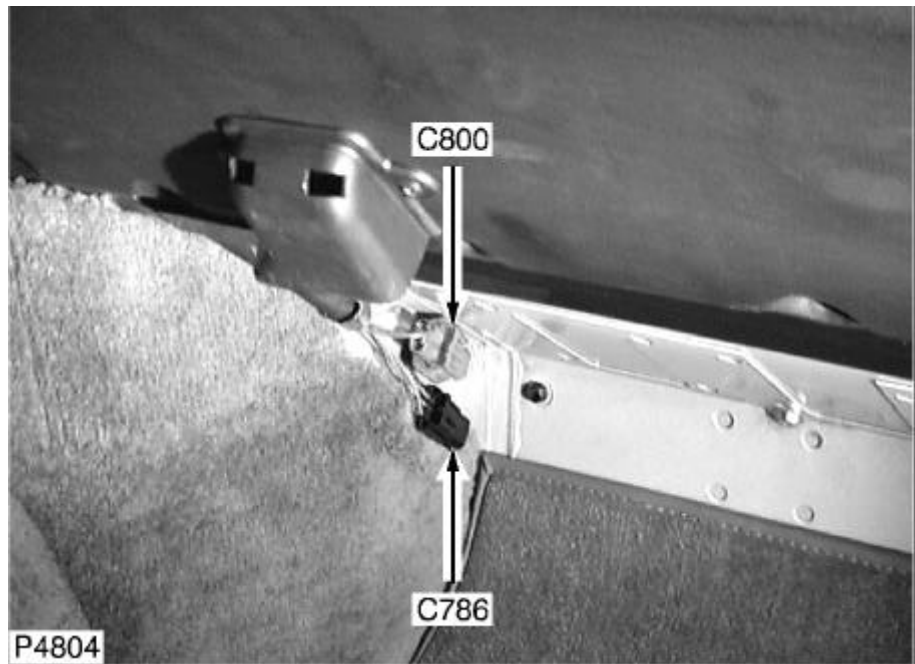


YPC10063

Cav	Color	Cct
1	G	ALL
2	GW	ALL
3	YB	ALL
4	BS	ALL
5	PB	ALL
6	NO	ALL

C800
MAIN HARNESS TO
AIR CONDITIONING
HARNESS

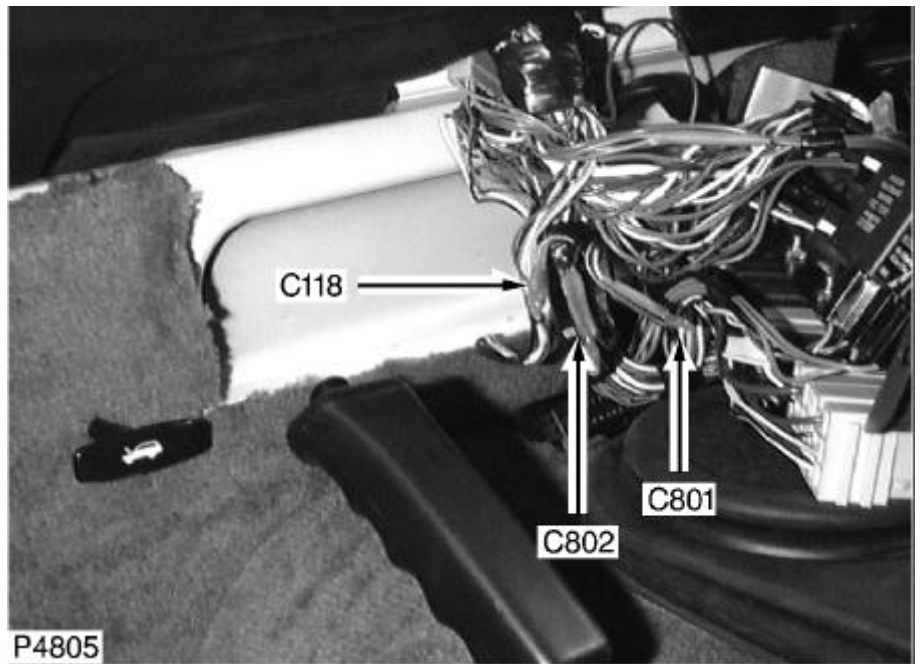
Passenger's footwell



Cav	Color	Cct
1	NW	ALL
2	NS	ALL

C801
DIODE

BLACK
Behind passenger
compartment fusebox

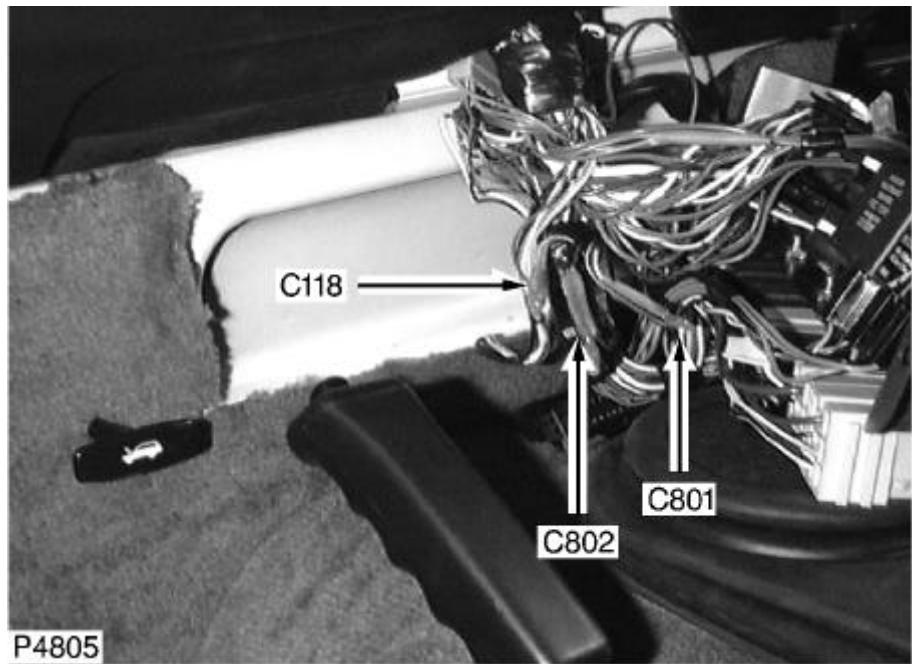


t:\compuset\erl\faceview\YQP10003.tif

Cav	Color	Cct
1	YB	ALL
2	BY	ALL

C802
DIODE

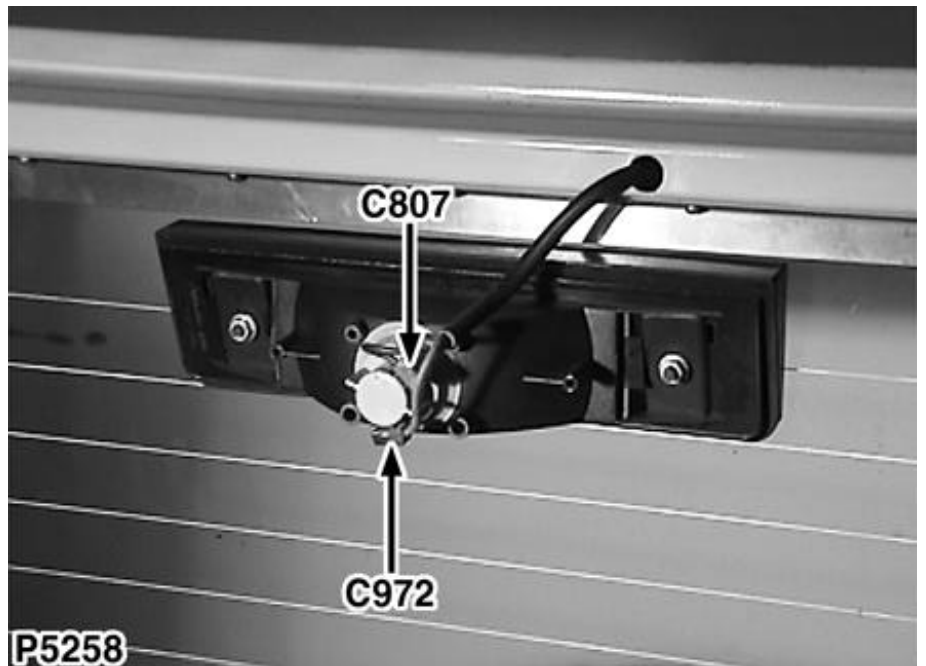
BLACK
Behind passenger
compartment fusebox



t:\compuset\erl\faceview\YQP10003.tif

Cav	Color	Cct
1	BK	ALL
2	BY	ALL

C807
BRAKE LAMP - HIGH
MOUNTED
1 Way
Female
TIN-PLATE
Top of taildoor

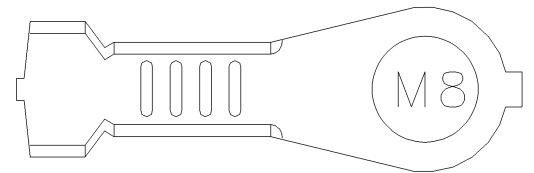
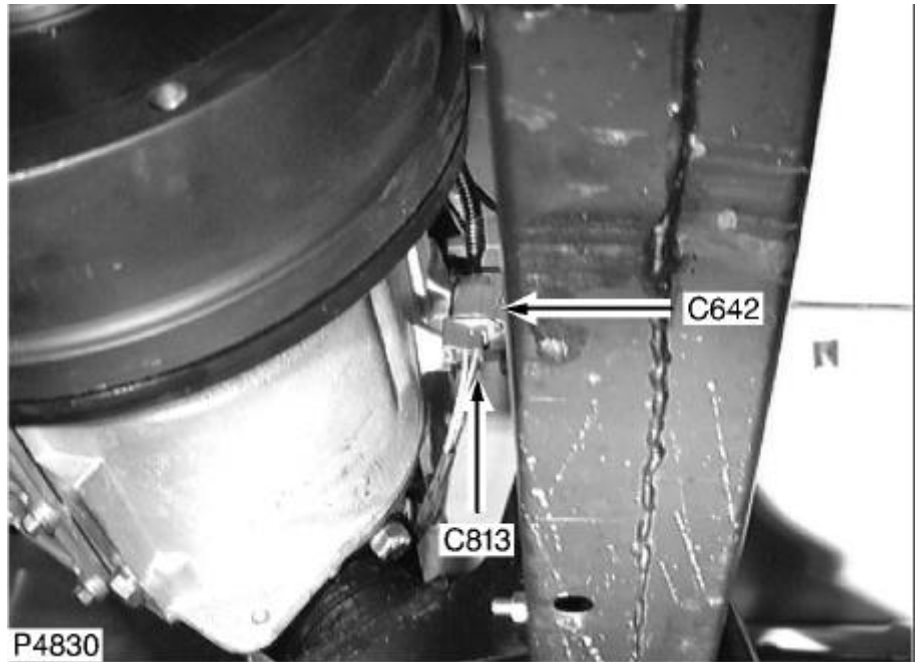


No connector face view

Cav	Color	Cct
1	B	ALL

C813
GEARBOX GROUND
1 Way

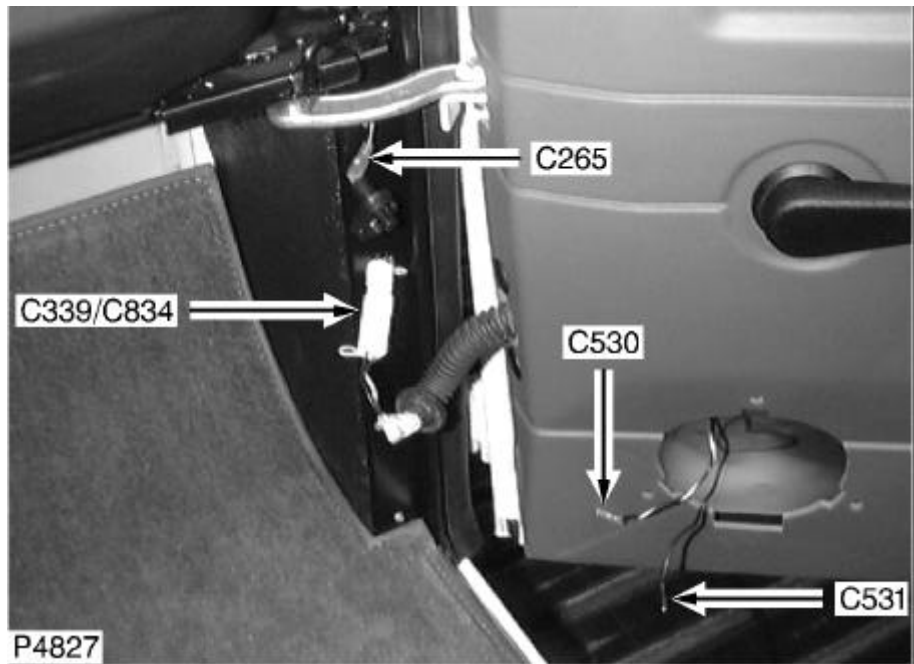
TIN-PLATE
Beneath gearbox



YPG10016

Cav	Color	Cct
1	B	ALL

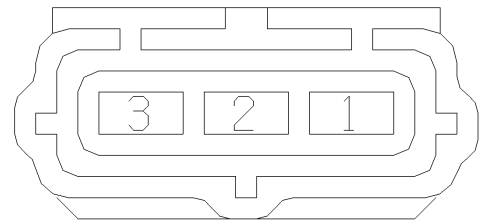
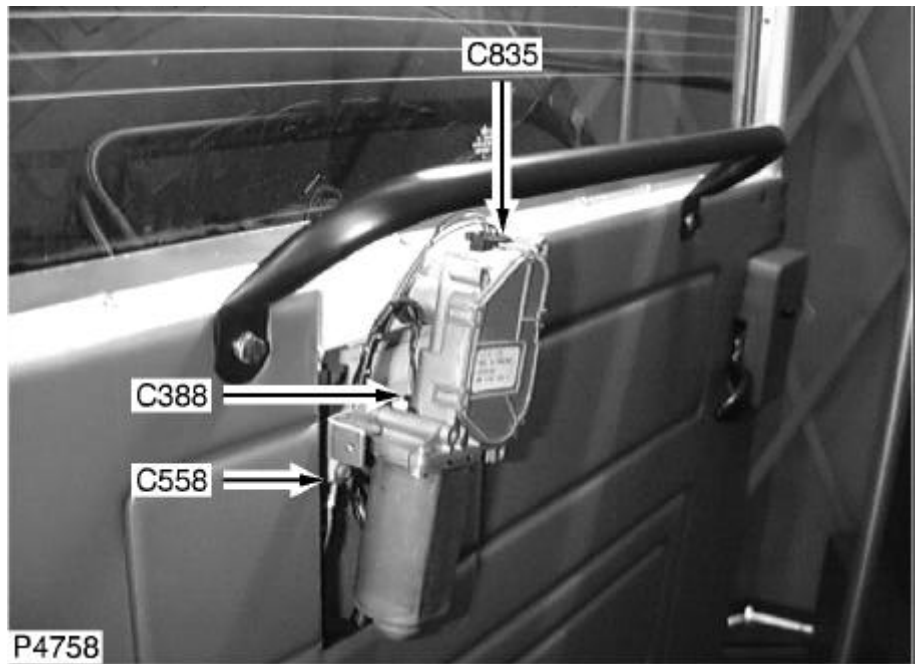
C834
 SPEAKER/ MAIN
 2 Way
 Male
 WHITE
 In LH or RH 'A' post



t:\compuset\erl\faceview\AFU4461.tif

Cav	Color	Cct
1	BW	ALL
2	B	ALL

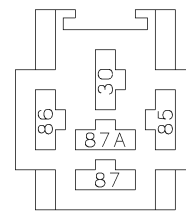
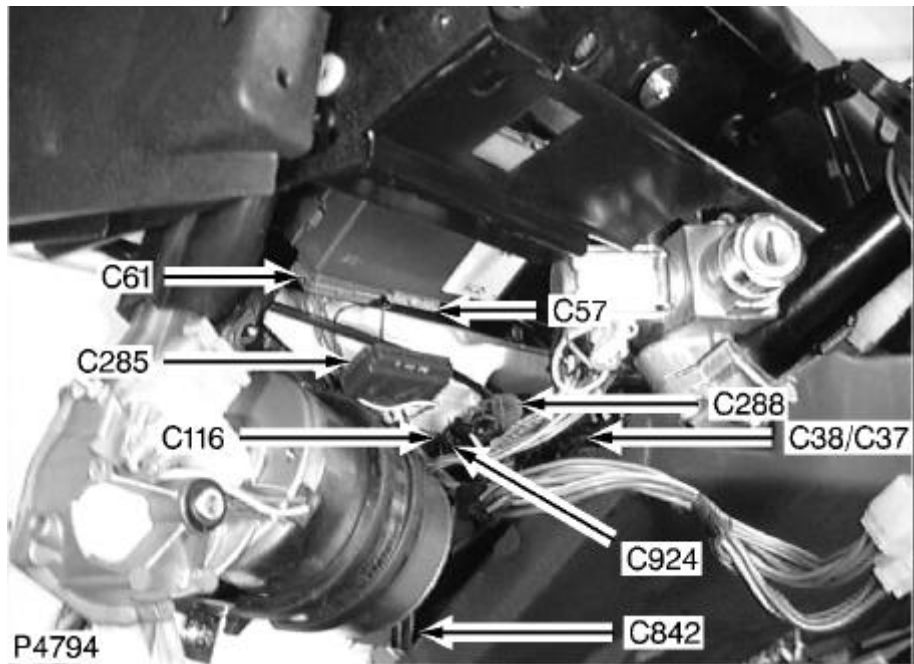
C835
 WIPER PARK SWIT
 3 Way
 Female
 BLACK
 Center of taildoor, behind
 trim panel



YPC10068

Cav	Color	Cct
1	NLG	ALL
2	G	ALL
3	NY	ALL

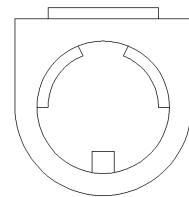
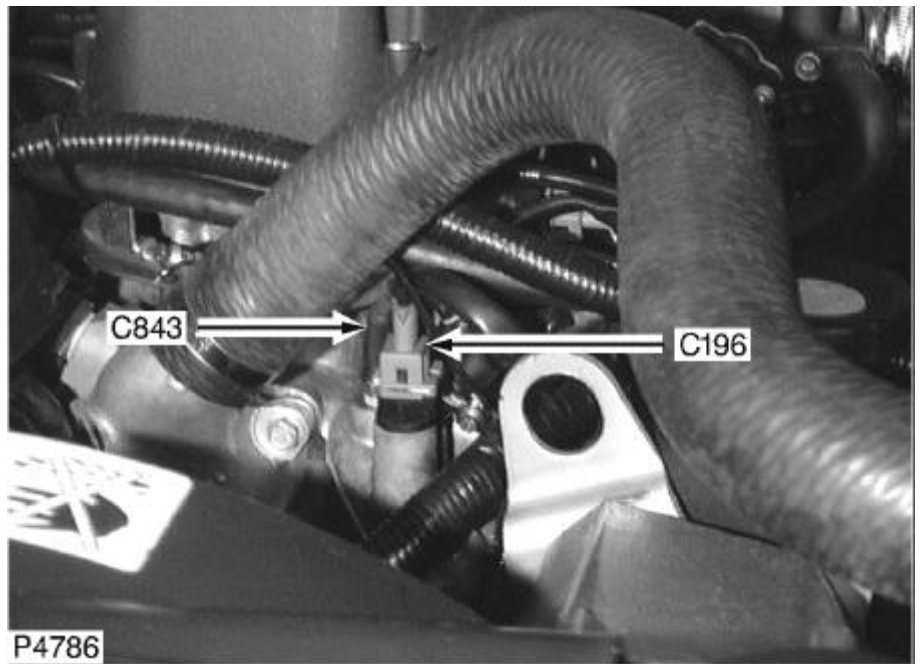
C842
 WARNING LIGHT
 CHECK UNIT
 5 Way
 Female
 BLACK
 Behind dash trim panel



AAU1006

Cav	Color	Cct
30	SR	ALL
85	B	ALL
86	WG	ALL
87	WY	ALL

C843
 TEMPERATURE
 GAUGE SENDER
 1 Way
 Female
 NATURAL
 Front RH side of engine

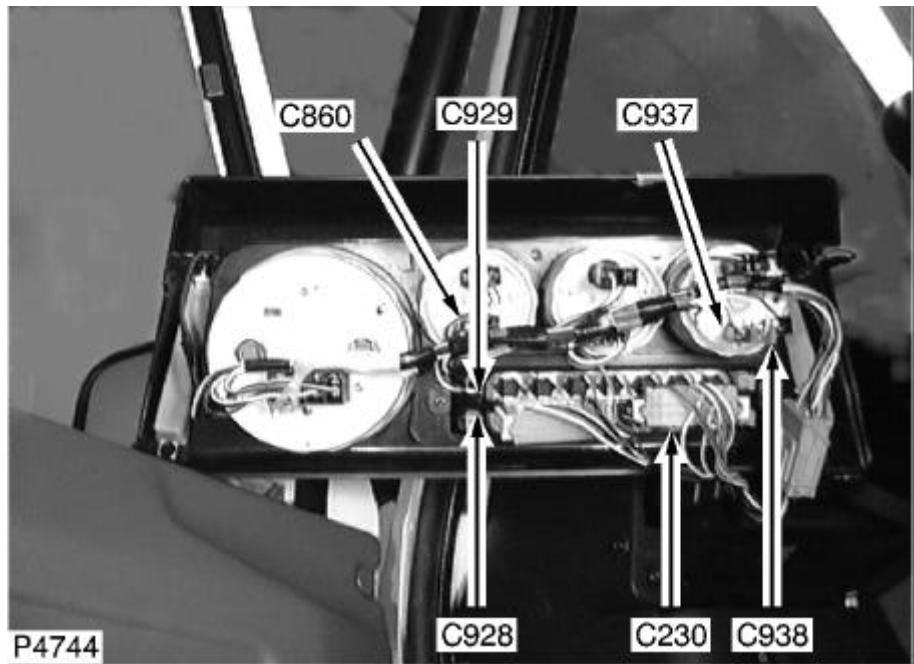


YPC10132

Cav	Color	Cct
1	GU	ALL

C860
FUEL GAUGE

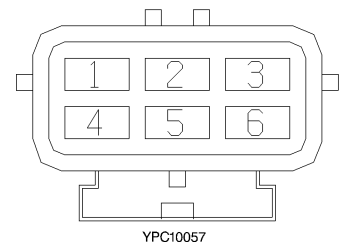
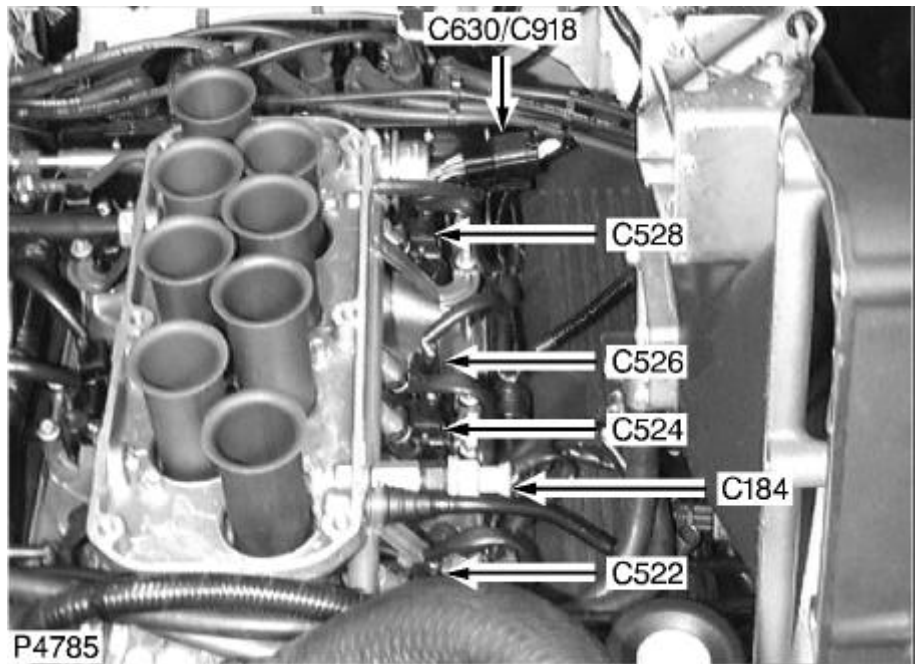
Behind instrument pack



No connector face view

Cav	Color	Cct
1	B	ALL
2	WG	ALL
3	GB	ALL

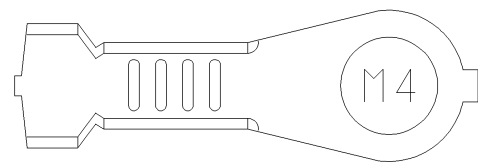
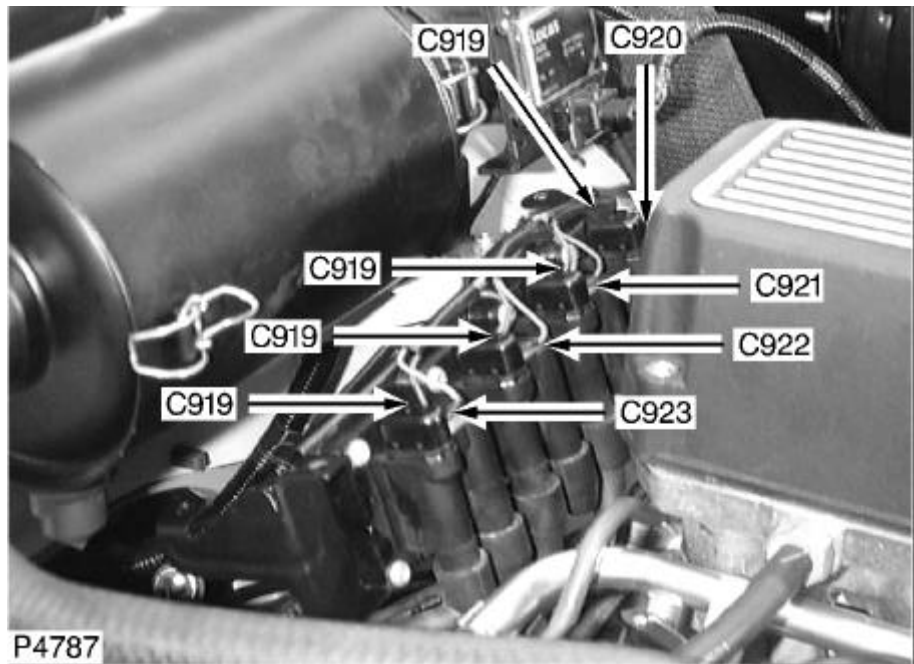
C918
 COIL HARNESS TO
 ENGINE HARNESS
 6 Way
 Male
 BLACK
 Top of engine - LH side



Cav	Color	Cct
1	U	ALL
2	P	ALL
3	O	ALL
4	G	ALL
5	R	ALL

C919
COIL FEED

TIN-PLATE
Top rear of engine -
center

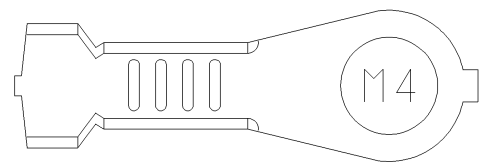
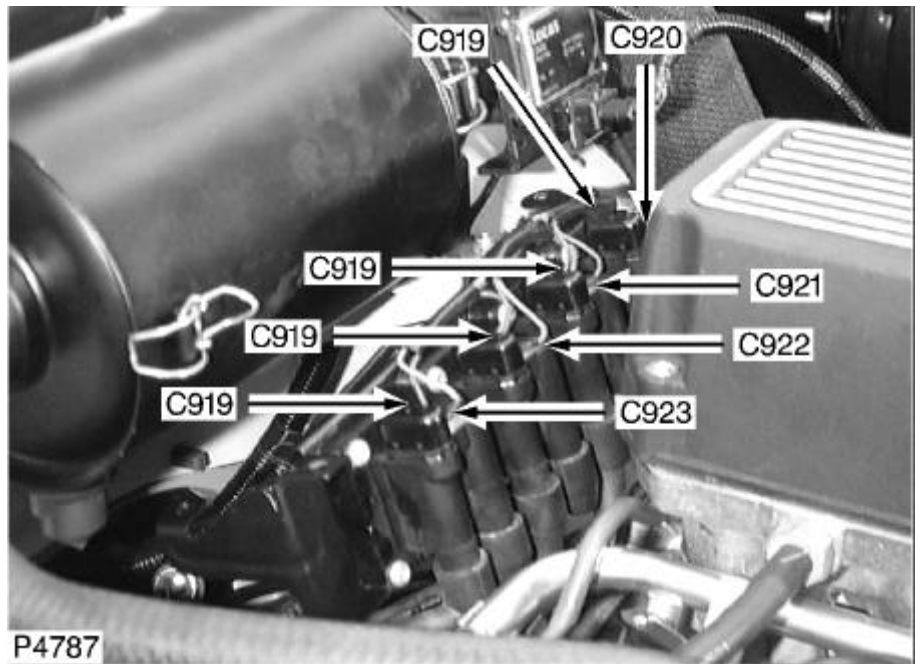


YPG100100

Cav	Color	Cct
1	R	ALL

C920
NEGATIVE - COIL 1-6

TIN-PLATE
Top rear of engine -
center

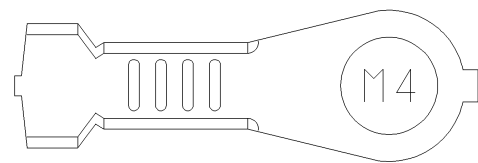
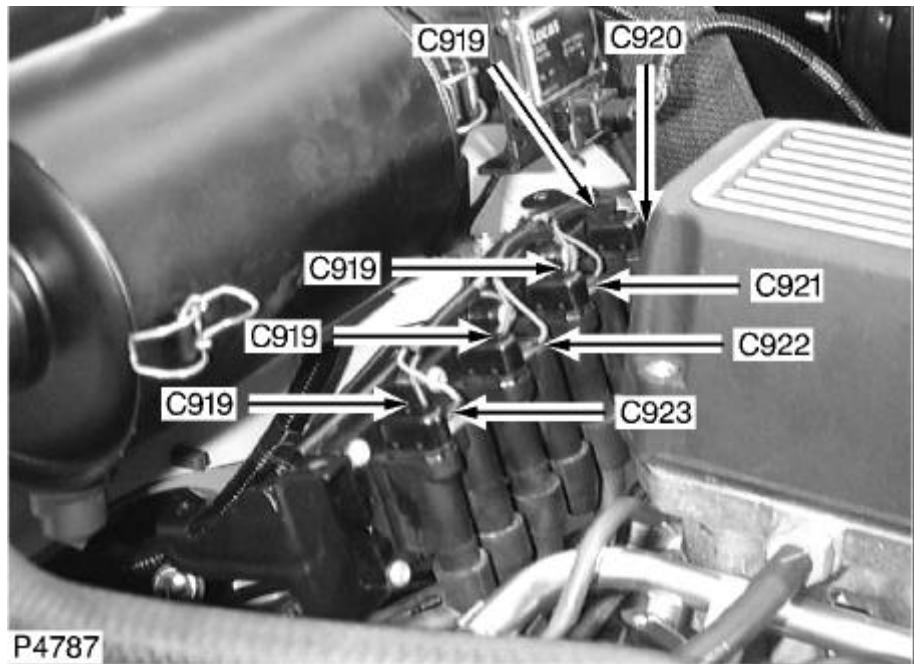


YPG100100

Cav	Color	Cct
1	U	ALL

C921
NEGATIVE - COIL 5-8

TIN-PLATE
Top rear of engine -
center

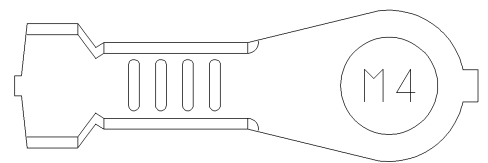
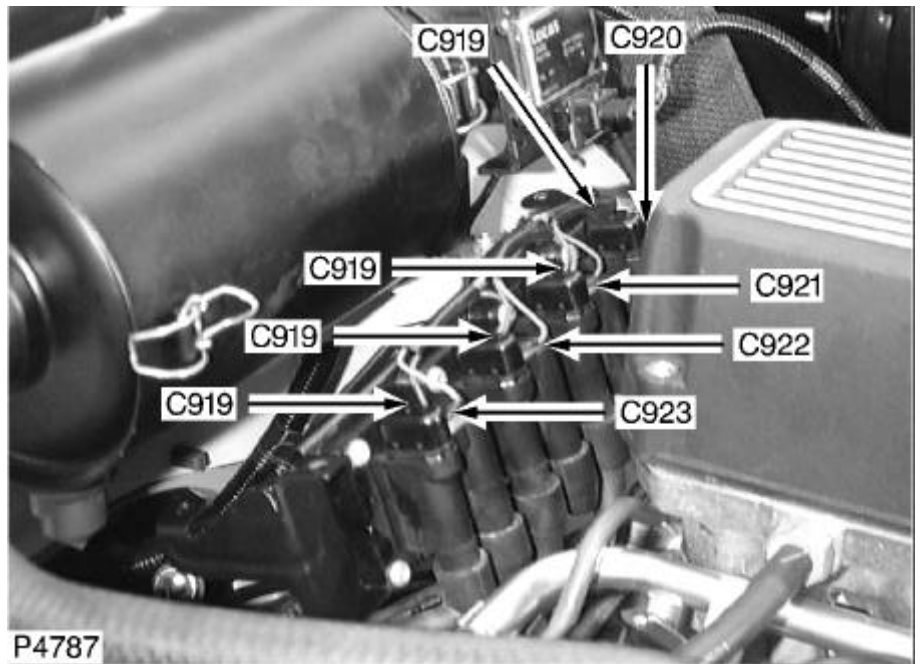


YPG100100

Cav	Color	Cct
1	G	ALL

C922
NEGATIVE - COIL 4-7

TIN-PLATE
Top rear of engine -
center

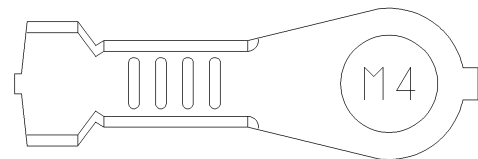
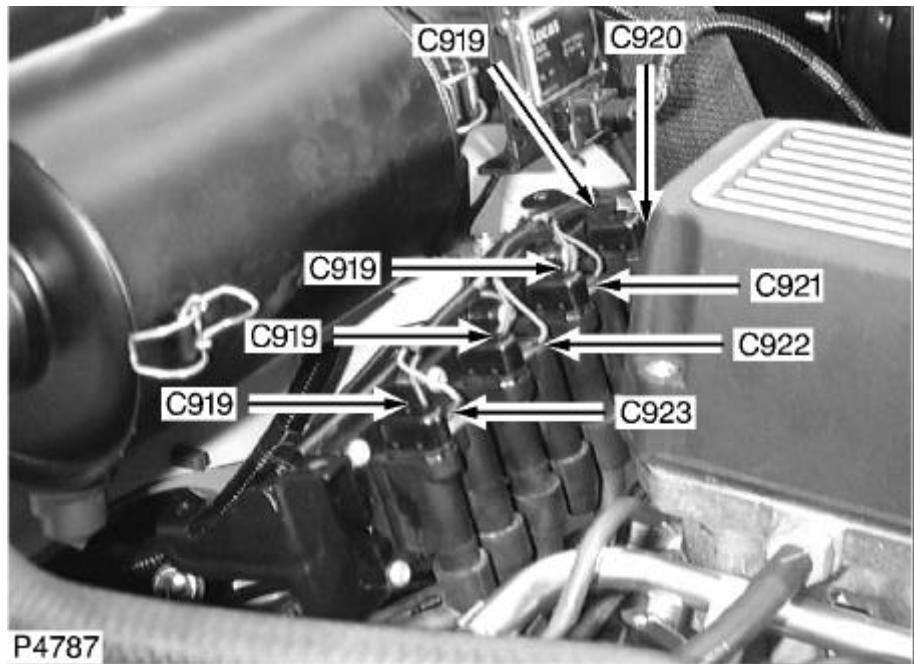


YPG100100

Cav	Color	Cct
1	P	ALL

C923
NEGATIVE - COIL 2-3

TIN-PLATE
Top rear of engine -
center

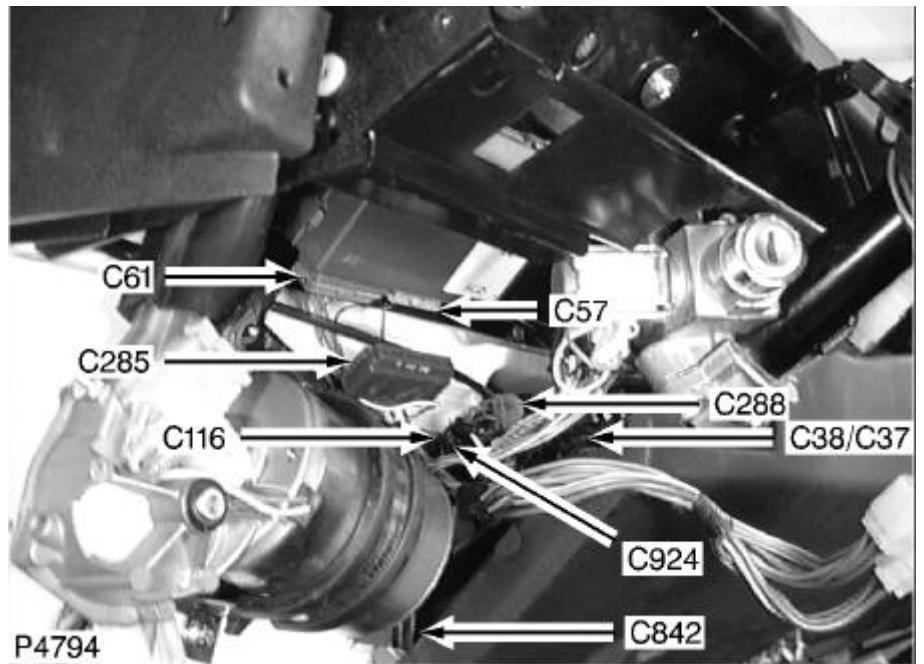


YPG100100

Cav	Color	Cct
1	O	ALL

C924
DIODE

BLACK
Behind dash trim panel

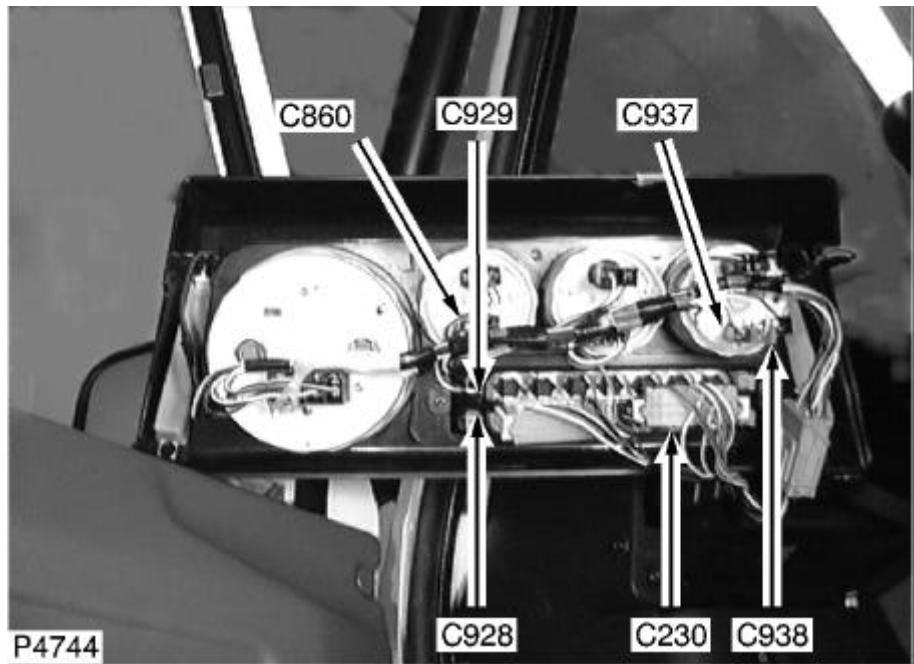


t:\compuset\erl\faceview\YQP10003.tif

Cav	Color	Cct
1	BY	ALL
2	BR	ALL

C928
HEATER REAR
WINDOW

Behind instrument pack

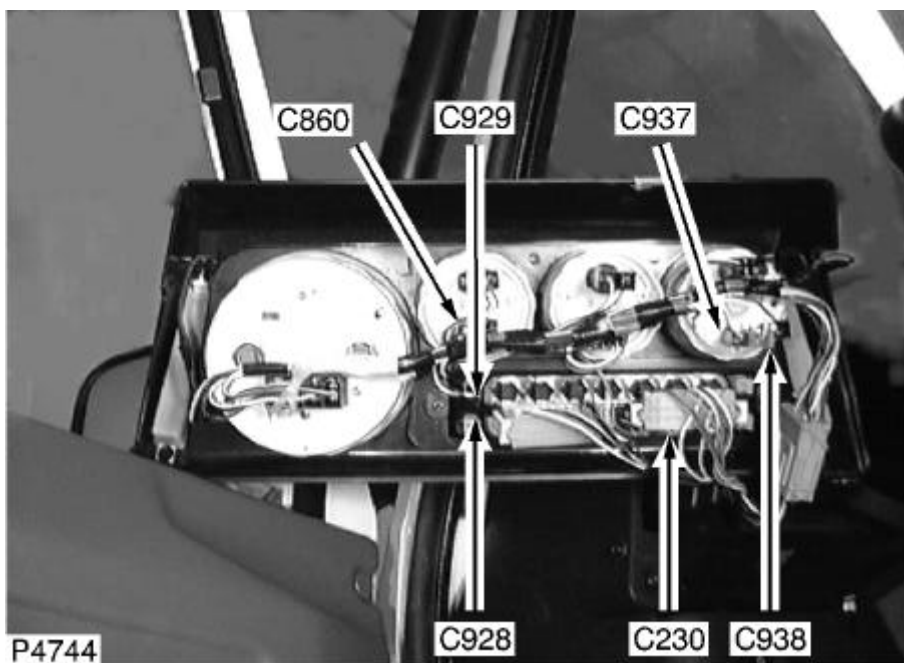


t:\compuset\erl\faceview\51100465.tif

Cav	Color	Cct
1	B	ALL

C929
HEATER REAR
WINDOW

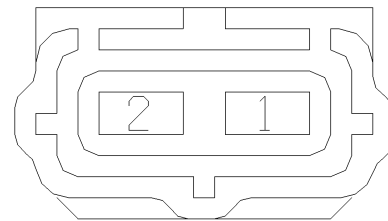
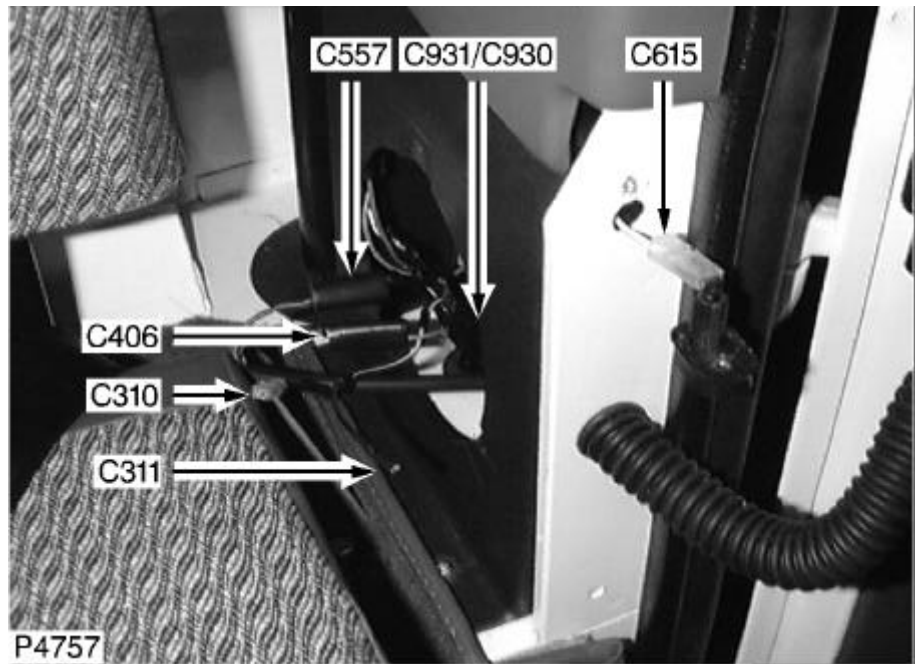
Behind instrument pack



t:\compuset\erl\faceview\51100465.tif

Cav	Color	Cct
1	WB	ALL

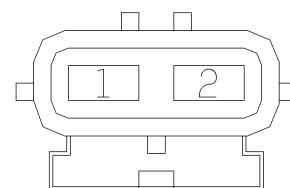
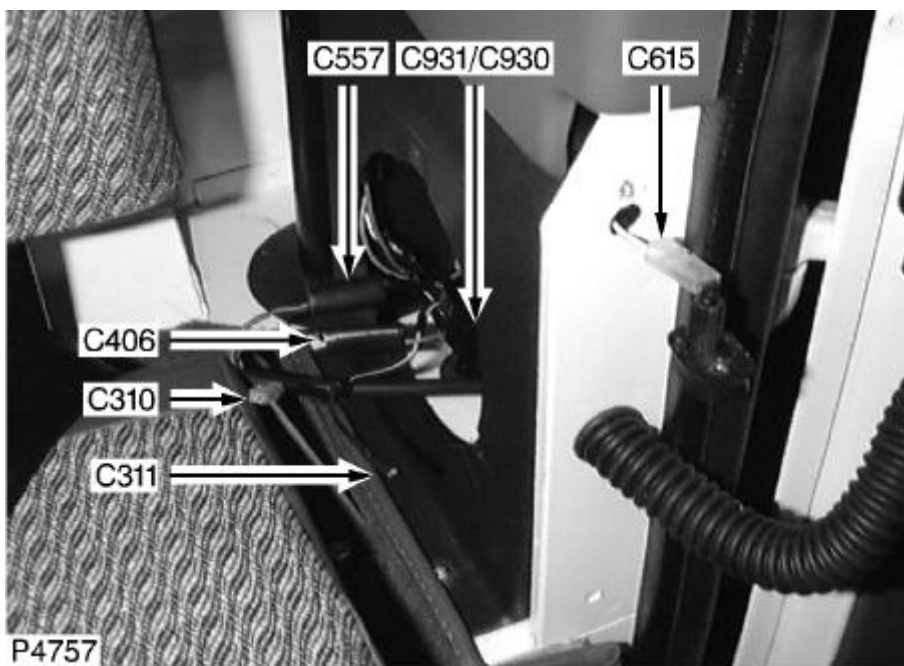
C930
 INTERIOR LIGHT
 HARNESS TO CHASSIS
 HARNESS
 2 Way
 Female
 BLACK
 Behind RH rear speaker



YPC10069

Cav	Color	Cct
1	P	ALL
2	PU	ALL

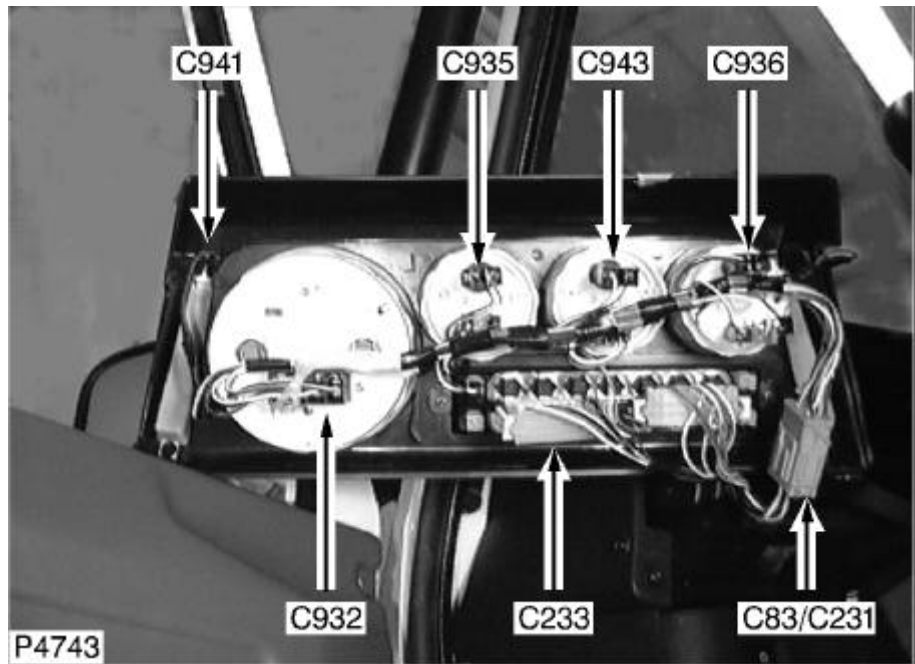
C931
 CHASSIS TO
 INTERIOR LAMP
 HARNESS
 2 Way
 Male
 BLACK
 Behind RH rear speaker



YPC10060

Cav	Color	Cct
1	P	ALL
2	PU	ALL

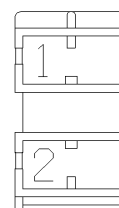
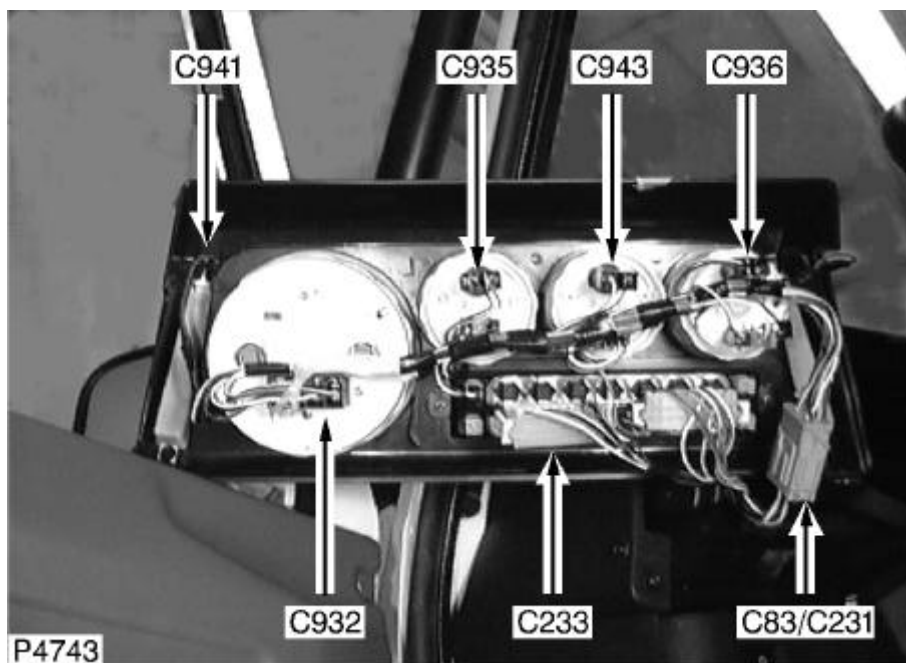
C932
 SPEEDOMETER
 8 Way
 Female
 Black
 Behind instrument pack



No connector face view

Cav	Color	Cct
1	RW	ALL
2	WG	ALL
3	B	ALL
4	BR	ALL
5	B	ALL
7	YK	ALL

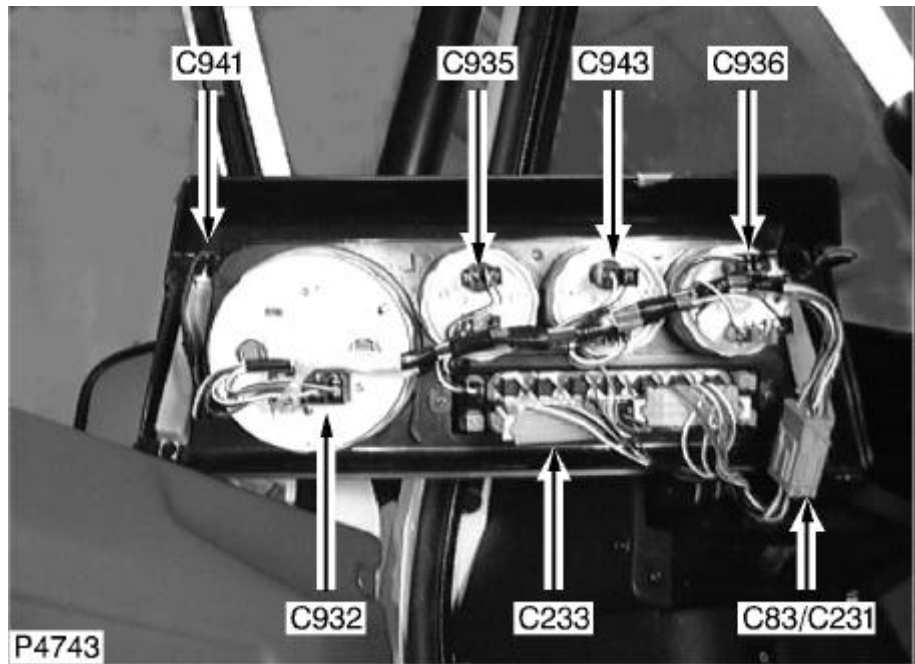
C935
 FUEL GAUGE
 ILLUMINATION
 2 Way
 Female
 BLACK
 Behind instrument pack



ADU8885

Cav	Color	Cct
1	RW	ALL
2	B	ALL

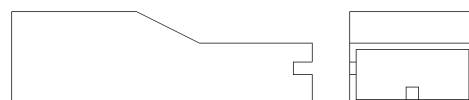
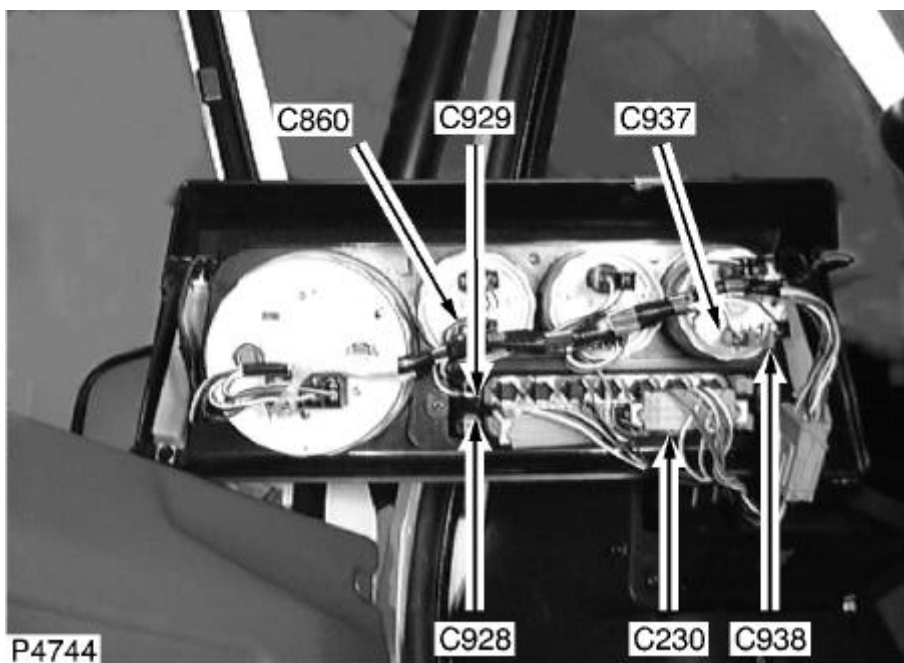
C936
 TACHOMETER
 ILLUMINATION
 2 Way
 Female
 BLACK
 Behind instrument pack



ADU8885

Cav	Color	Cct
1	RW	ALL
2	B	ALL

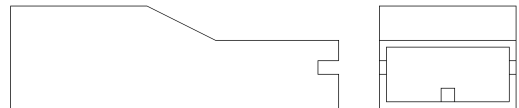
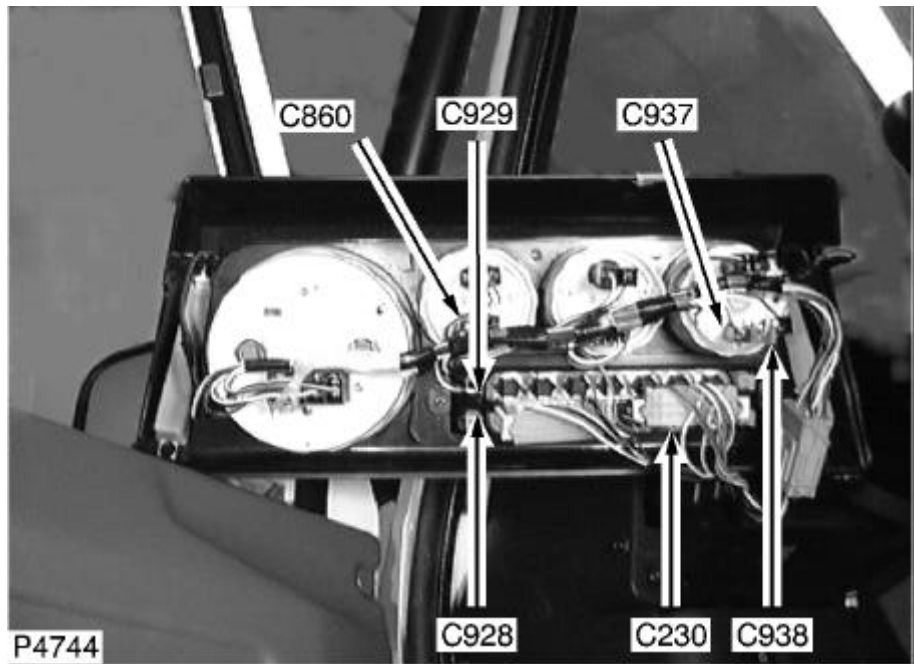
C937
 TACHOMETER
 1 Way
 Female
 RED
 Behind instrument pack



YPC10245

Cav	Color	Cct
1	WS	ALL

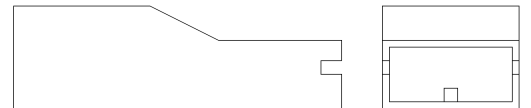
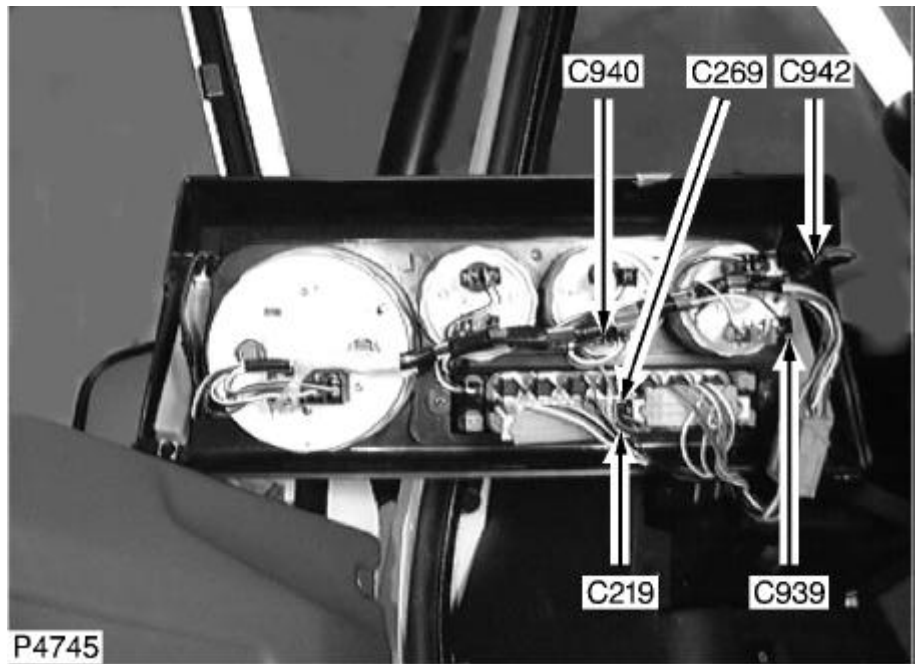
C938
 TACHOMETER
 1 Way
 Female
 NATURAL
 Behind instrument pack



ADU8339

Cav	Color	Cct
1	WG	ALL

C939
 TACHOMETER
 1 Way
 Female
 BLACK
 Behind instrument pack

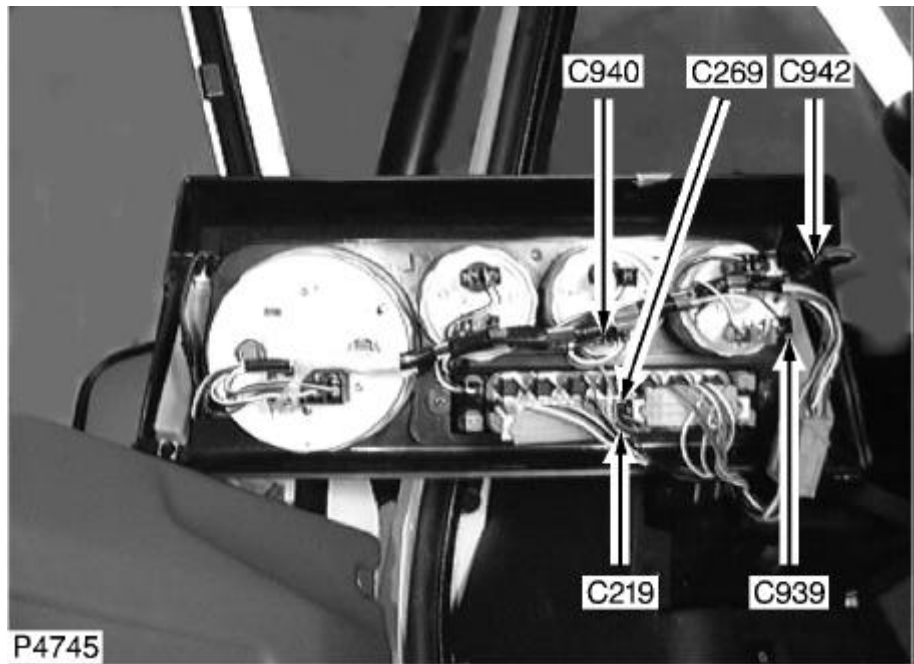


AAU1010

Cav	Color	Cct
1	B	ALL

C940
TEMPERATURE
GAUGE

Behind instrument pack

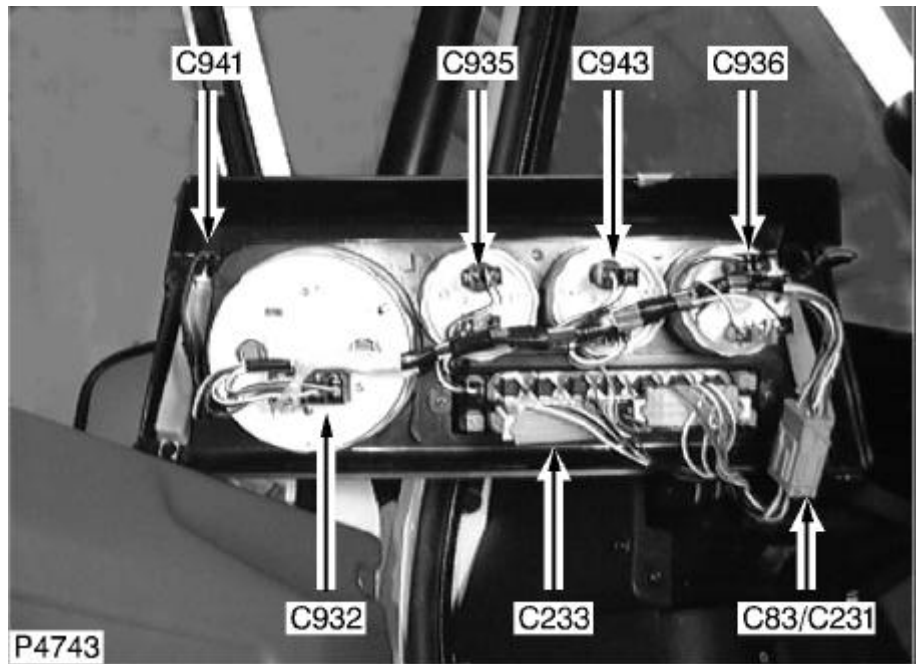


No connector face view

Cav	Color	Cct
1	B	ALL
2	WG	ALL
3	GU	ALL

C941
 HEATER
 ILLUMINATION - RH

Behind instrument pack

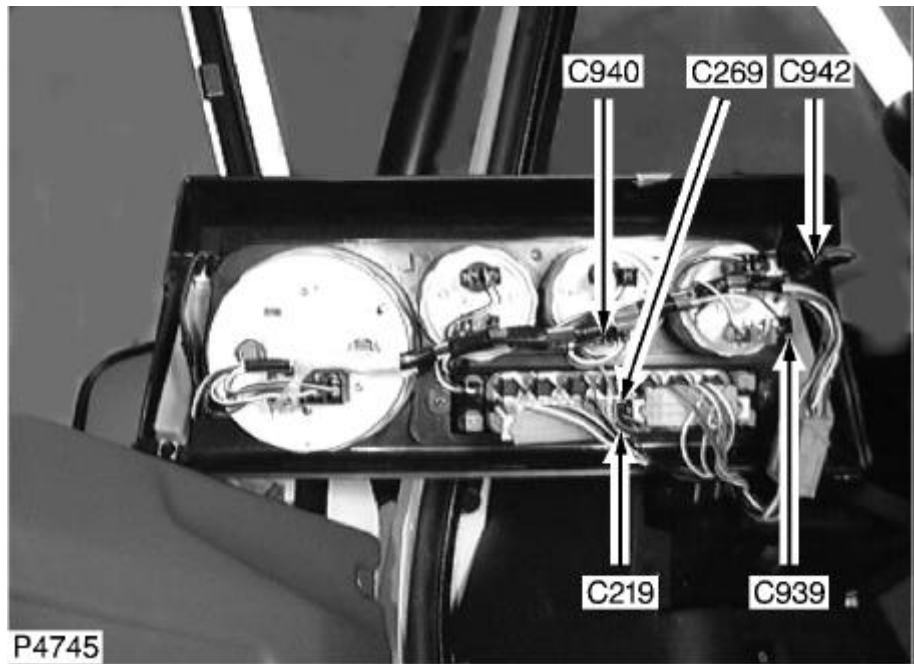


t:\compuset\erl\faceview\51101215.tif

Cav	Color	Cct
1	RW	ALL
2	B	ALL

C942
HEATER
ILLUMINATION - LH

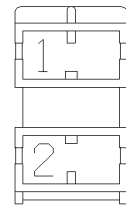
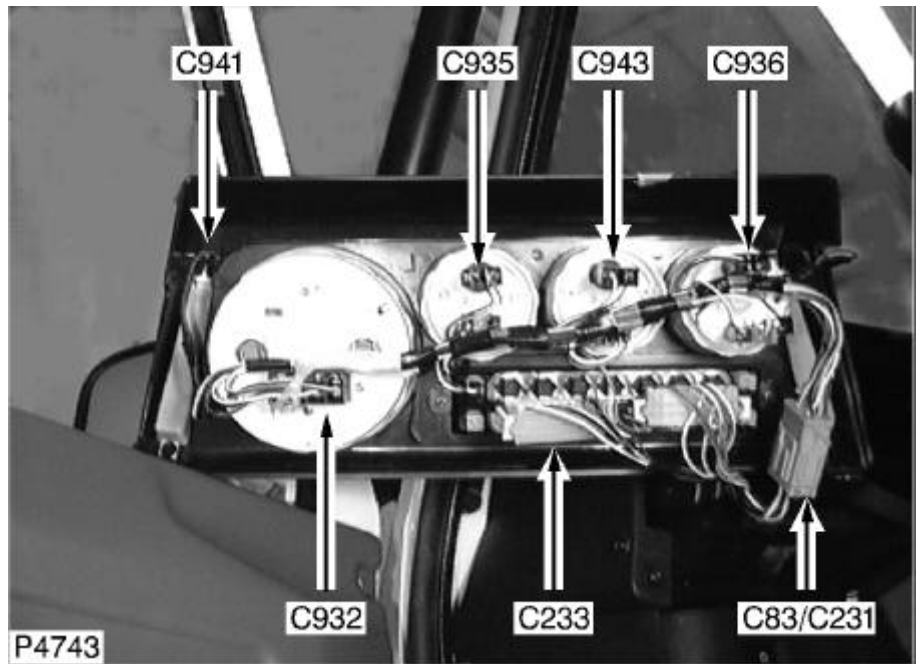
Behind instrument pack



t:\compuset\erl\faceview\51101215.tif

Cav	Color	Cct
1	RW	ALL
2	B	ALL

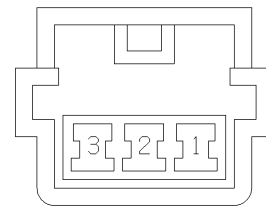
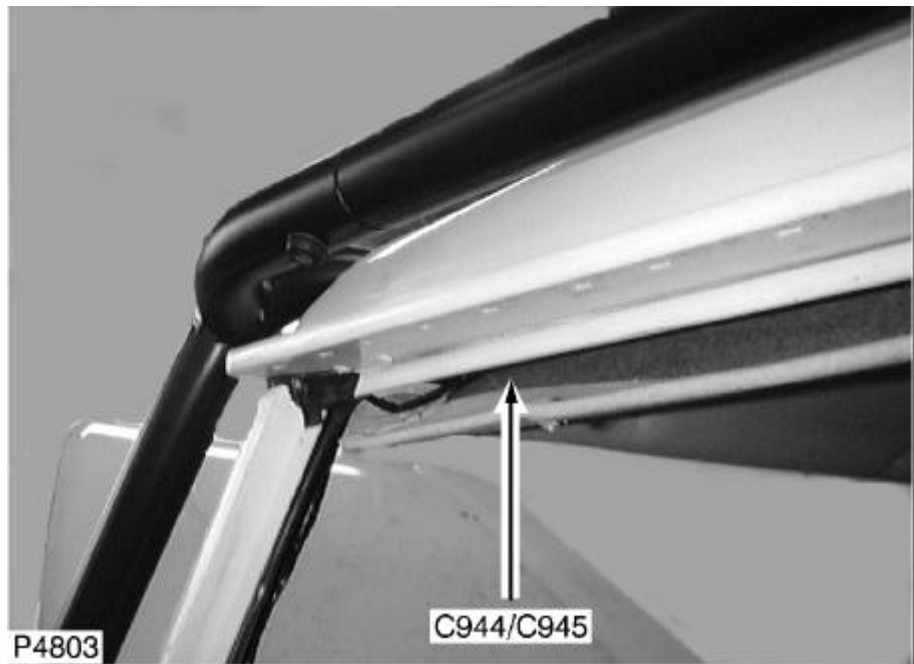
C943
 TEMPERATURE
 GAUGE
 ILLUMINATION
 2 Way
 Female
 BLACK
 Behind instrument pack



ADU8885

Cav	Color	Cct
1	RW	ALL
2	B	ALL

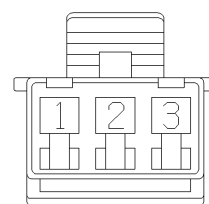
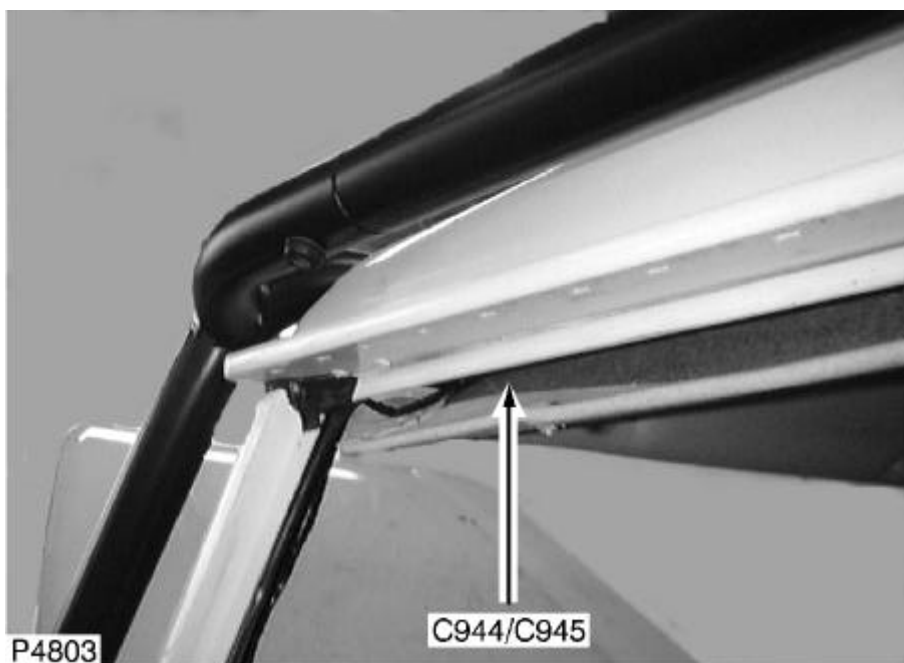
C944
 LINK CONNECTOR
 3 Way
 Male
 NATURAL
 Headlining - Front LH
 side



YPC10092

Cav	Color	Cct
1	B	ALL
2	PU	ALL
3	P	ALL

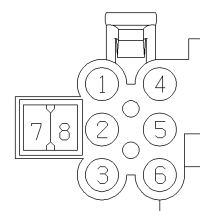
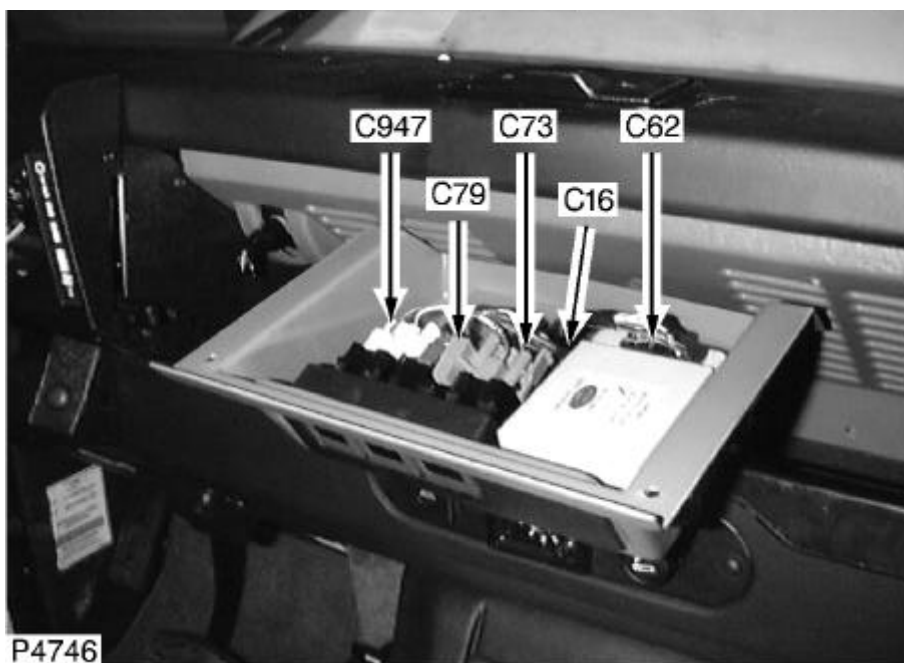
C945
 LINK CONNECTOR
 3 Way
 Female
 NATURAL
 Headlining - Front LH
 side



AFU3760

Cav	Color	Cct
1	B	ALL
2	PU	ALL
3	P	ALL

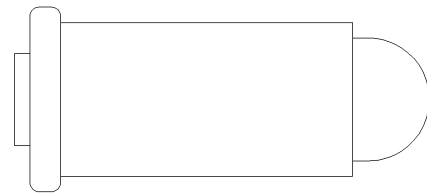
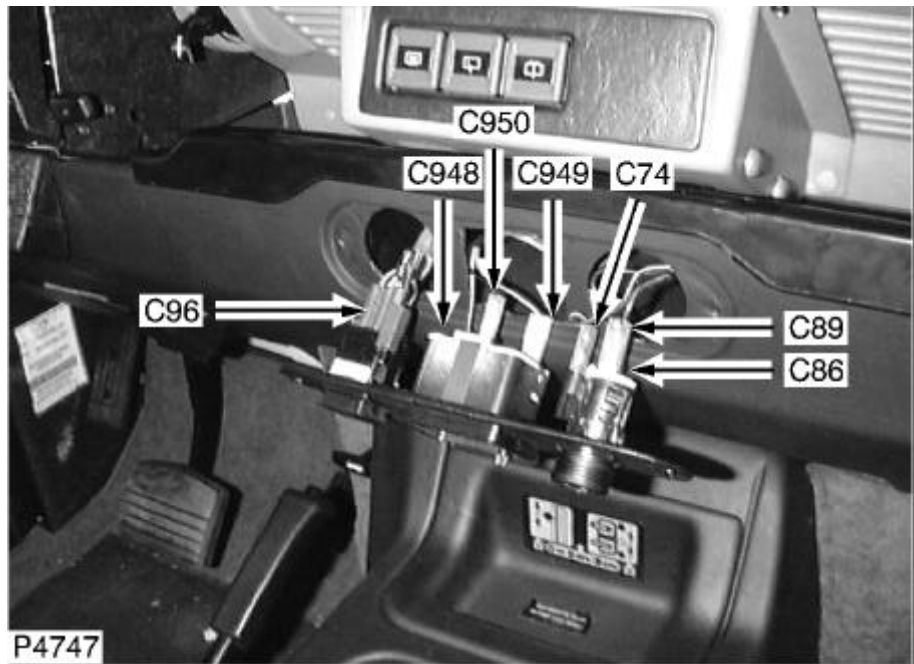
C947
 HEATED REAR
 SCREEN
 7 Way
 Female
 WHITE
 Behind dash trim panel



ADU6627

Cav	Color	Cct
2	B	ALL
5	WR	ALL
7	RW	ALL
8	B	ALL

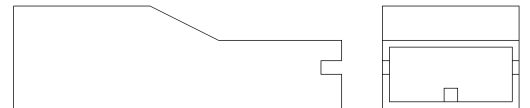
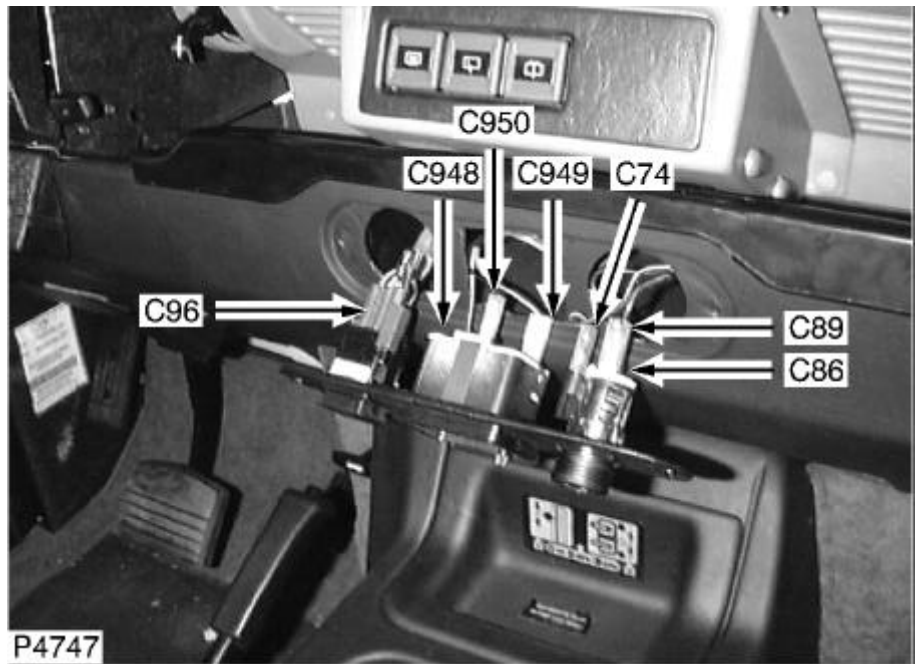
C948
 BULB HOLDER
 2 Way
 Female
 BLACK
 Behind dash trim panel



YPY100180

Cav	Color	Cct
1	RW	ALL

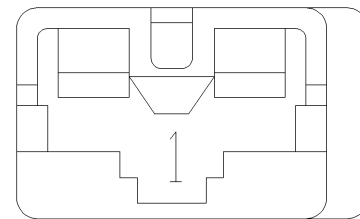
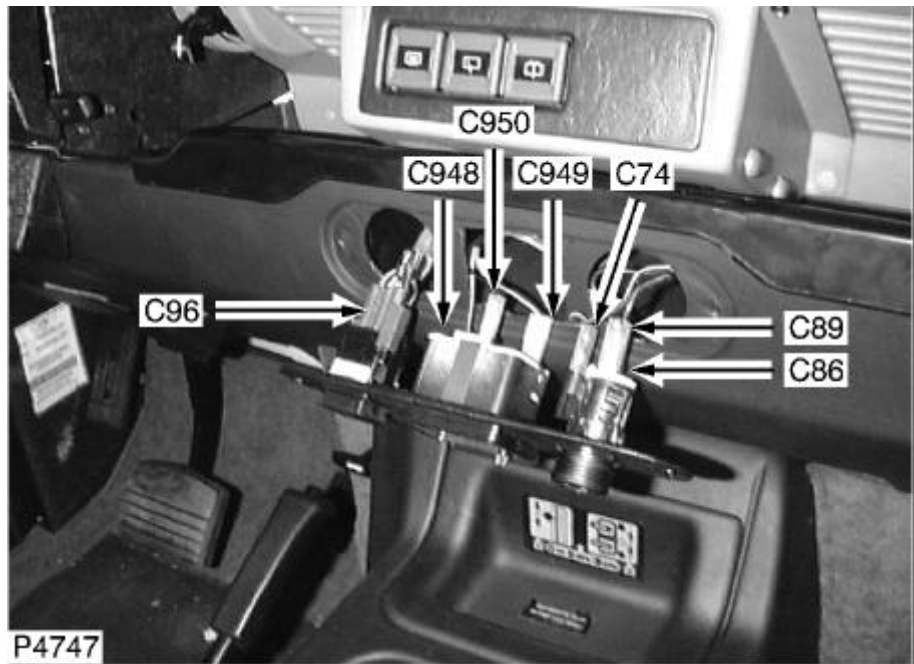
C949
 CLOCK
 1 Way
 Female
 NATURAL
 Behind dash trim panel



ADU8339

Cav	Color	Cct
1	P	ALL

C950
 CLOCK
 1 Way
 Female
 NATURAL
 Behind dash trim panel

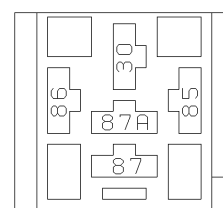
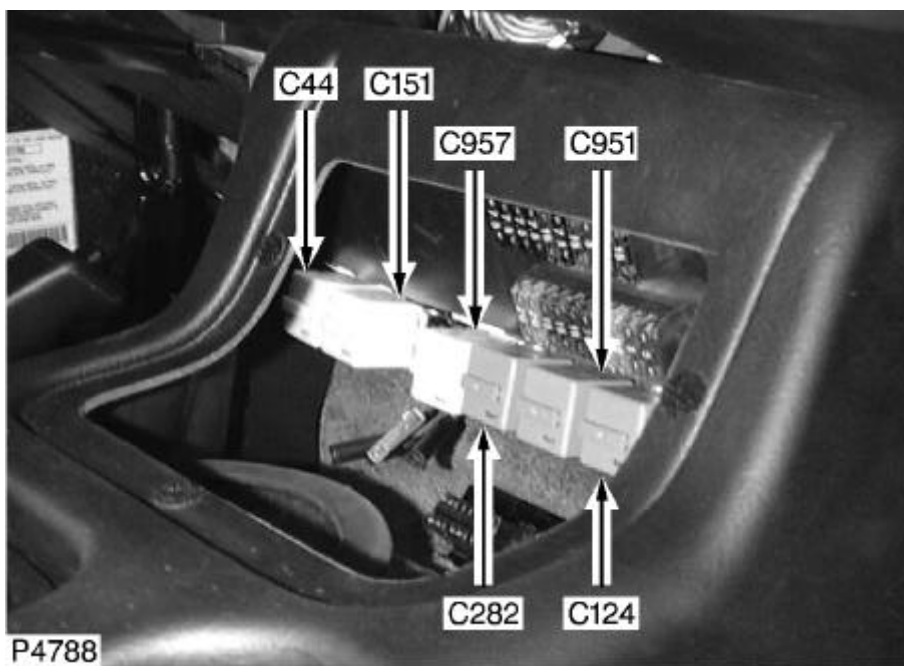


AFU4521

Cav	Color	Cct
1	B	ALL

C951
ILLUMINATION
RELAY
5 Way

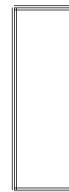
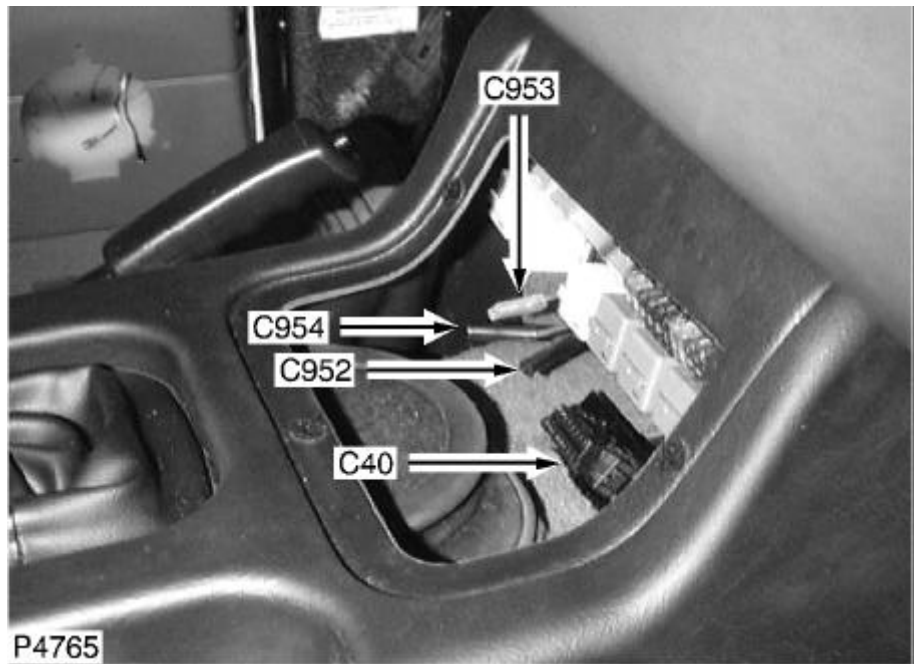
GREEN
Behind front of center
console



YPP100130

Cav	Color	Cct
30	RK	ALL
85	B	ALL
86	RB	ALL
87	RW	ALL
87A	G	ALL

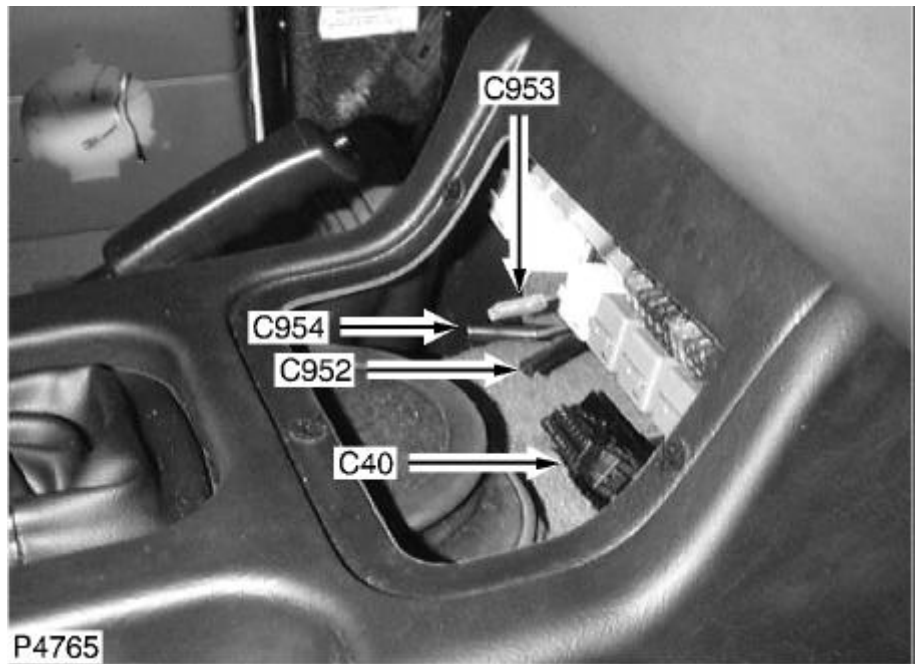
C952
 SPARE
 1 Way
 Female
 BLACK
 Behind front of center
 console



13H5155

Cav	Color	Cct
1	P	ALL

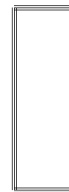
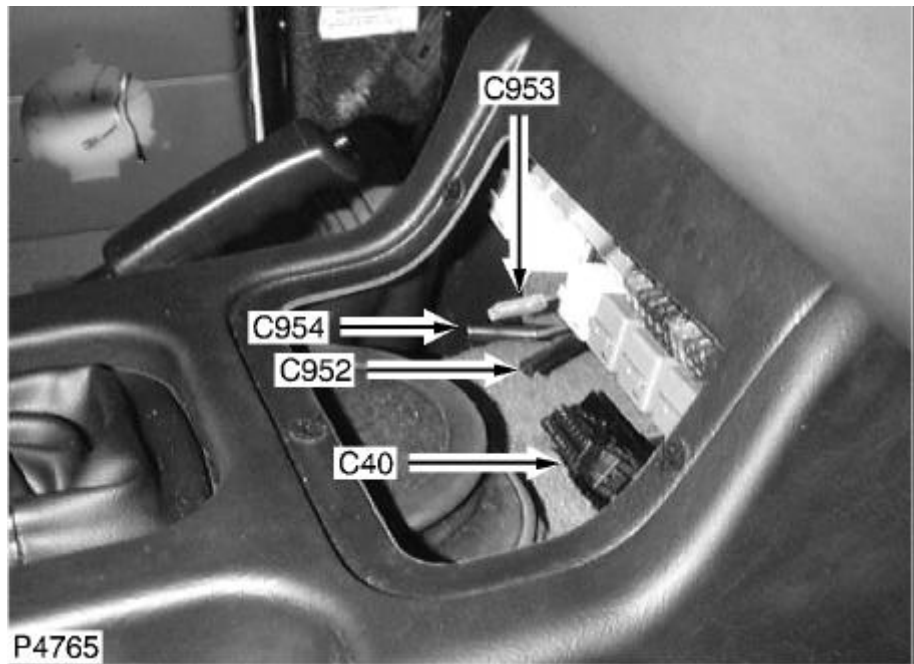
C953
 SPARE
 1 Way
 Female
 NATURAL
 Behind front of center
 console



YPC10386

Cav	Color	Cct
1	GO	ALL

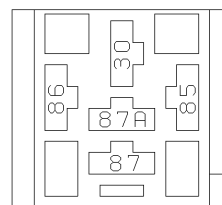
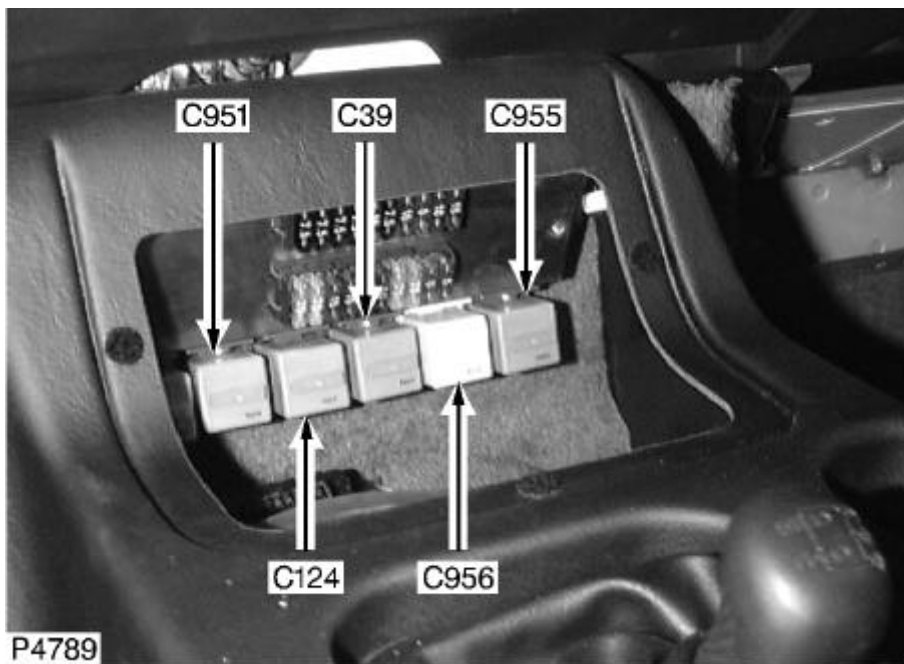
C954
 SPARE
 1 Way
 Female
 BLACK
 Behind front of center
 console



13H5155

Cav	Color	Cct
1	P	ALL

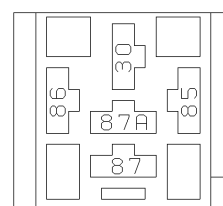
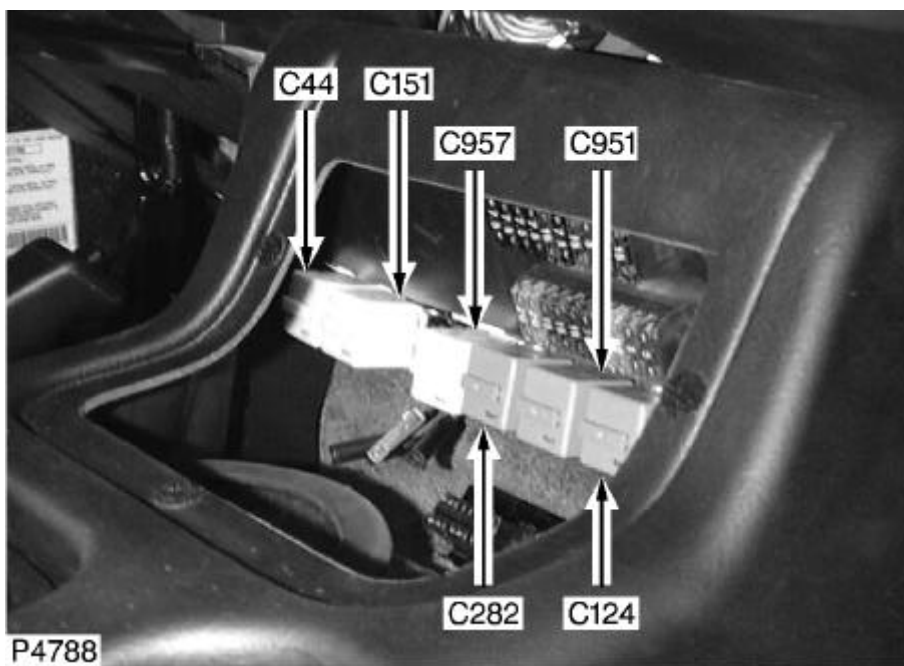
C956
 SHIFT INTERLOCK
 5 Way
 Female
 YELLOW
 Behind front of center
 console



YPP100090

Cav	Color	Cct
30	SB	ALL
85	BR	ALL
86	YB	ALL
87	G	ALL

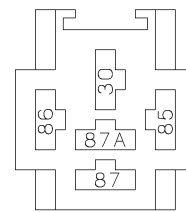
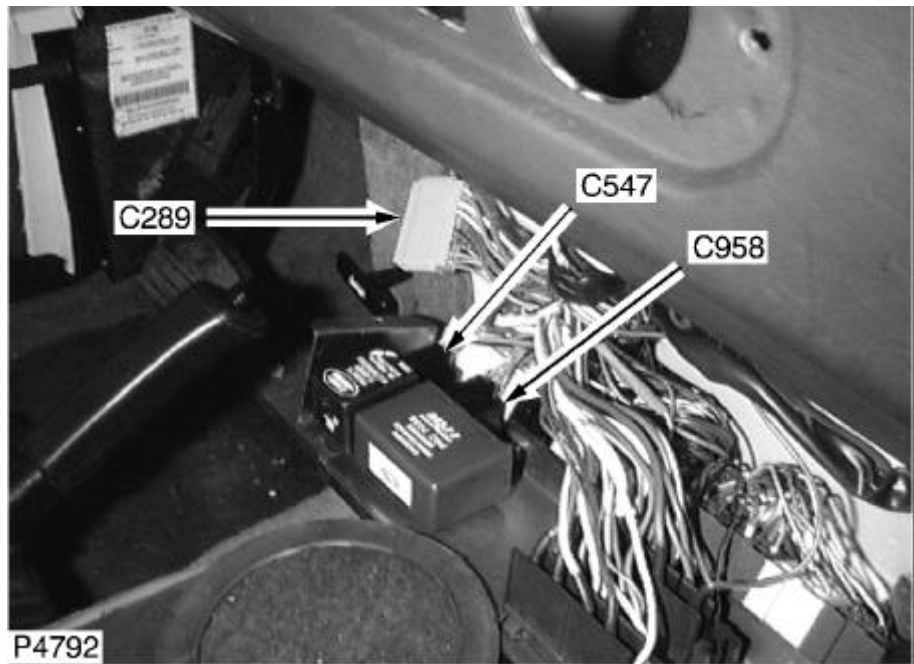
C957
 DAYTIME RUNNING
 LAMPS RELAY
 5 Way
 Female
 BLACK
 Behind front of center
 console



ADU7458

Cav	Color	Cct
30	UW	ALL
85	WG	ALL
86	UK	ALL
87	B	ALL
87A	N	ALL

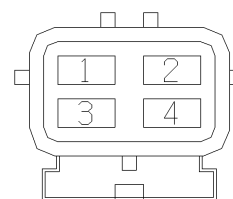
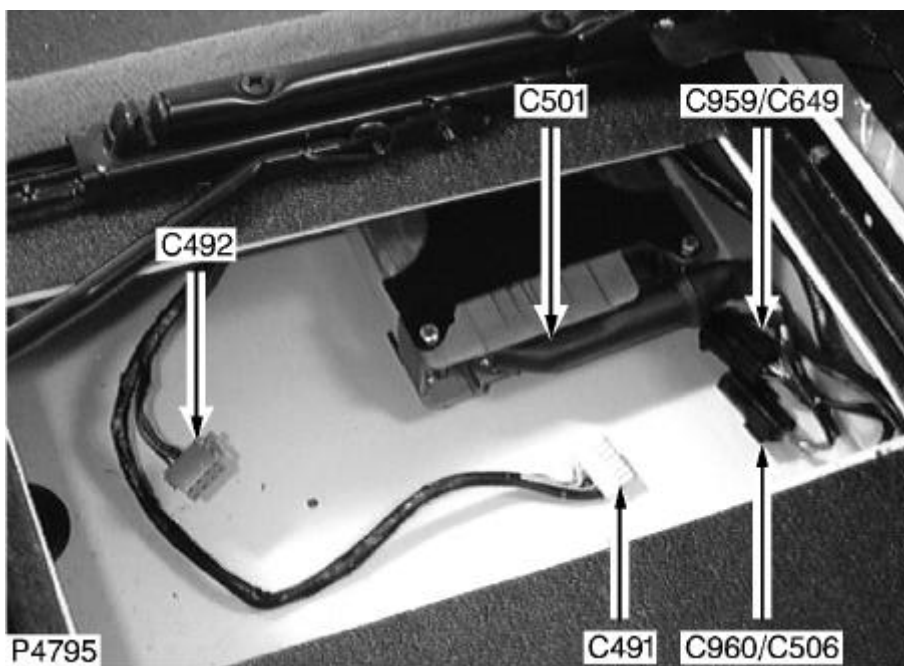
C958
 CONTROL UNIT -
 EMISSION
 MAINTENANCE
 REMINDER
 5 Way
 Female
 BLACK
 Behind front of center
 console



AAU1006

Cav	Color	Cct
30	B	ALL
85	PY	ALL
86	P	ALL
87	YK	ALL
87A	G	ALL

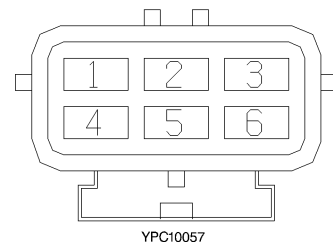
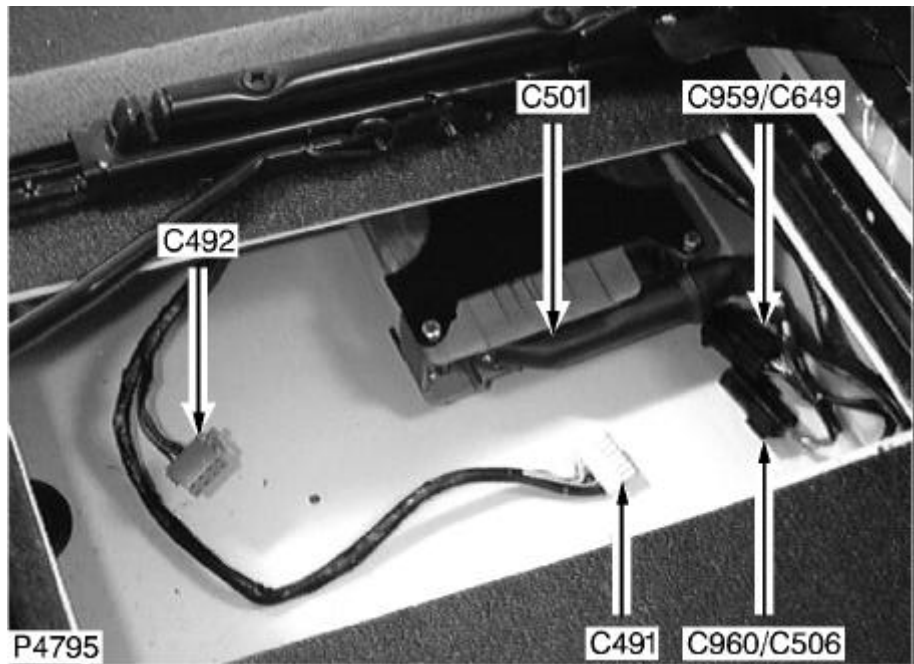
C959
 SPEED SENSOR
 HARNESS TO MAIN
 HARNESS
 4 Way
 Male
 BLACK
 Beneath front passenger's
 seat



YPC10058

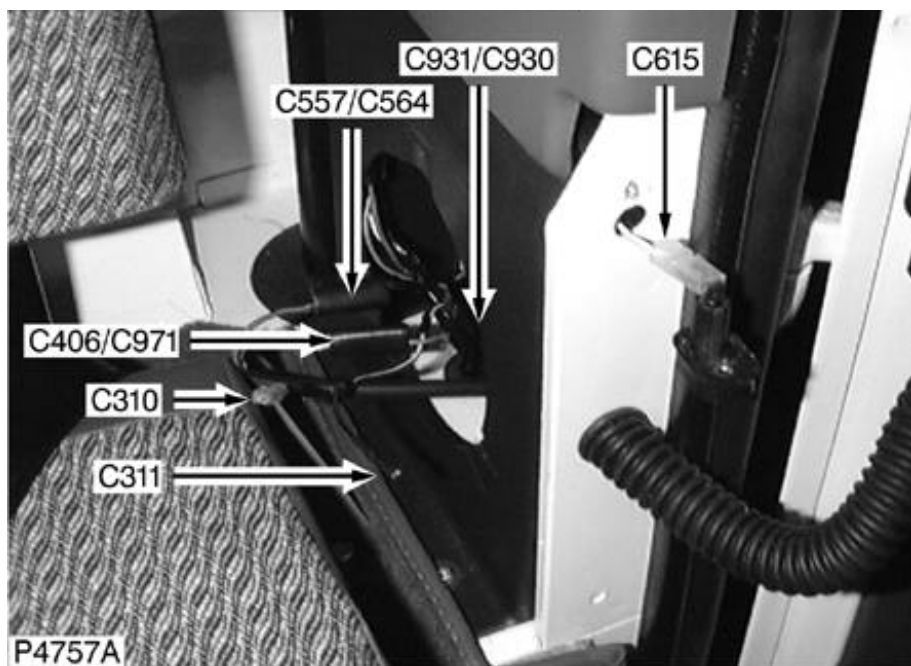
Cav	Color	Cct
1	R	ALL
2	R	ALL
3	R	ALL
4	R	ALL

C960
 SPEED SENSOR
 HARNESS TO MAIN
 HARNESS
 6 Way
 Male
 BLACK
 Beneath front passenger's
 seat



Cav	Color	Cct
1	G	ALL
2	B	ALL
3	YR	ALL
5	WK	ALL
6	WLG	ALL

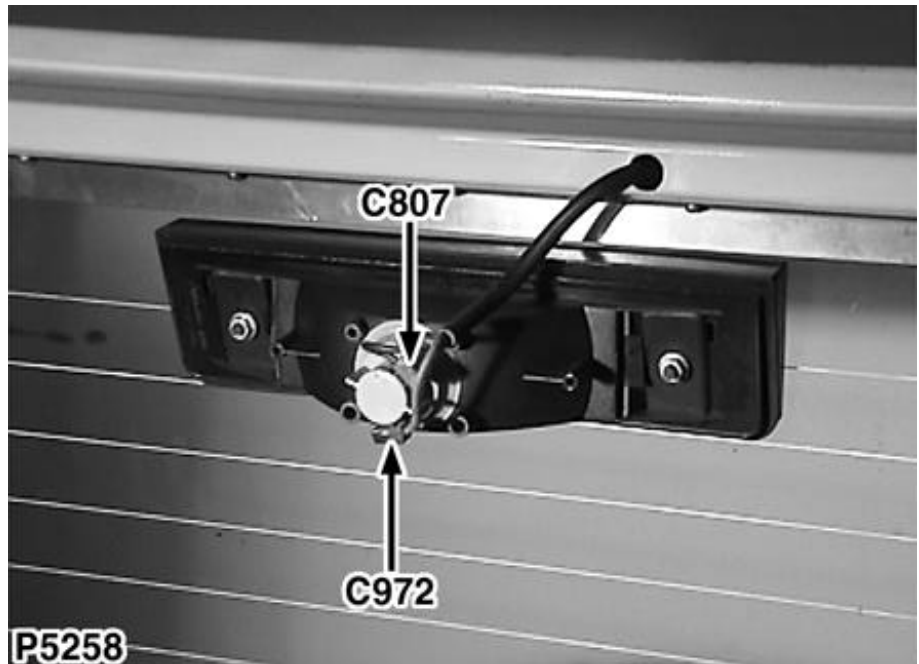
C971
 BRAKE LAMP - HIGH
 MOUNTED
 1 Way
 Female
 BLACK
 Behind RH rear speaker



YPQ10010

Cav	Color	Cct
1	R	ALL

C972
BRAKE LAMP - HIGH
MOUNTED
1 Way
Female
BLACK
Top of tail door

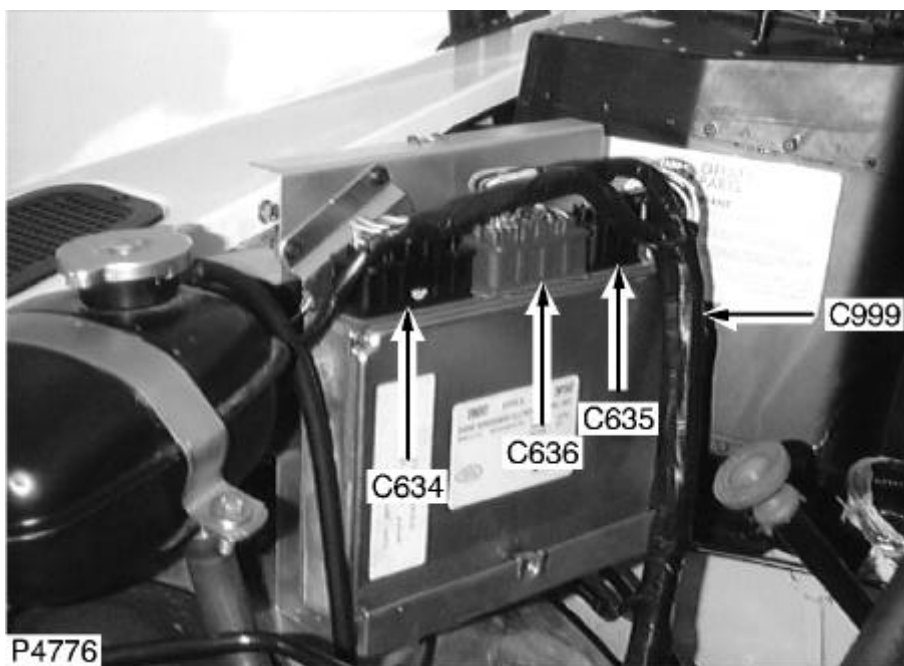


No connector face view

Cav	Color	Cct
1	R	ALL

C999
SOLDERED JOINT

Rear RH side of engine
compartment



t:\compuset\erl\faceview\51160386.tif

Cav	Color	Cct
1	SCR	ALL
1	W	ALL