POWER DISTRIBUTION SYSTEMS

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DESCRIPTION AND OPERATION

POWER DISTRIBUTION SYSTEM

DESCRIPTION

This group covers the various standard and optional power distribution components used on this model. The power distribution system for this vehicle consists of the following components:

- Power Distribution Center (PDC)
- Junction Block (JB).

The power distribution system also incorporates various types of circuit control and protection features, including:

- Automatic resetting circuit breakers
- Blade-type fuses
- Maxi fuse-type fusible links
- Relays.

Following are general descriptions of the major components in the power distribution system. See the owner's manual in the vehicle glove box for more information on the features and use of all of the power distribution system components. Refer to the index in this service manual for the location of complete circuit diagrams for the various power distribution system components.

NOTE: This group covers both Left-Hand Drive (LHD) and Right-Hand Drive (RHD) versions of this model. Whenever required and feasible, the RHD versions of affected vehicle components have been constructed as mirror-image of the LHD versions. While most of the illustrations used in this group represent only the LHD version, the diagnostic and service procedures outlined can generally be applied to either version. Exceptions to this rule have been clearly identified as LHD or RHD, if a special illustration or procedure is required.

OPERATION

The power distribution system for this vehicle is designed to provide safe, reliable, and centralized distribution points for the electrical current required to operate all of the many standard and optional factory-installed electrical and electronic powertrain, chassis, safety, security, comfort and convenience systems. At the same time, the power distribution system was designed to provide ready access to these electrical distribution points for the vehicle technician to use when conducting diagnosis and repair of faulty circuits. The power distribution system can also prove useful for the sourcing of additional electrical circuits that may be required to provide the electrical current needed to operate many accessories that the vehicle owner may choose to have installed in the aftermarket.

DESCRIPTION AND OPERATION (Continued)

POWER DISTRIBUTION CENTER

DESCRIPTION

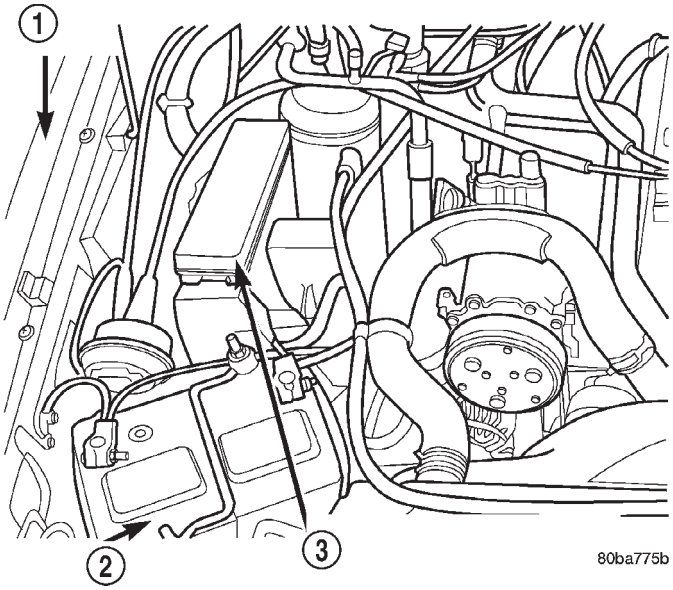


Fig. 1 Power Distribution Center Location

1 – LEFT FENDER
2 – BATTERY
3 – POWER DISTRIBUTION CENTER

All of the electrical current distributed throughout this vehicle is directed through the standard equipment Power Distribution Center (PDC) (Fig. 1). The molded plastic PDC housing is located on the right side of the engine compartment, just behind the battery. The PDC houses up to fourteen blade-type maxi fuses, which replace all in-line fusible links. The PDC also houses up to twelve blade-type mini fuses, and up to eight International Standards Organization (ISO) relays (four standard-type and four micro-type).

The PDC housing is secured to a stamped sheet metal bracket in the engine compartment by mounting slots and tabs that are integral to the PDC housing. The PDC mounting bracket is secured with two screws to the right front inner fender shield above the right front wheel house. The PDC housing has a molded plastic cover that includes two integral hinge tabs on the inboard side, and an integral latch on the outboard side. The PDC cover is easily opened or removed for service access and has a convenient fuse and relay layout map integral to the inside surface of the cover to ensure proper component identification. A separate molded plastic B(+) terminal stud cover is secured by two integral tabs and a latch to one end of the PDC housing.

The PDC cover, the PDC housing lower cover, the PDC B(+) terminal stud cover, the PDC relay wedges and the PDC relay cassettes are available for service replacement. The PDC main housing unit, the fuse wedges, the fuse cassette and the bus bars cannot be repaired and are only serviced as a unit with the headlamp and dash wire harness. If the PDC main housing unit, fuse wedges, fuse cassette or the bus bars are faulty or damaged, the headlamp and dash wire harness unit must be replaced.

OPERATION

All of the current from the battery and the generator output enters the PDC through two cables and eyelets that are secured with a nut to the PDC B(+) terminal stud located on one end of the PDC housing. The PDC B(+) terminal stud cover is unlatched and removed to access the battery and generator output connection B(+) terminal stud. The PDC cover is unlatched and opened or removed to access the fuses or relays. Internal connection of all of the PDC circuits is accomplished by an intricate combination of hard wiring and bus bars. Refer to **Power Distribution** in the index of this service manual for the location of complete PDC circuit diagrams.

IGNITION-OFF DRAW FUSE

DESCRIPTION

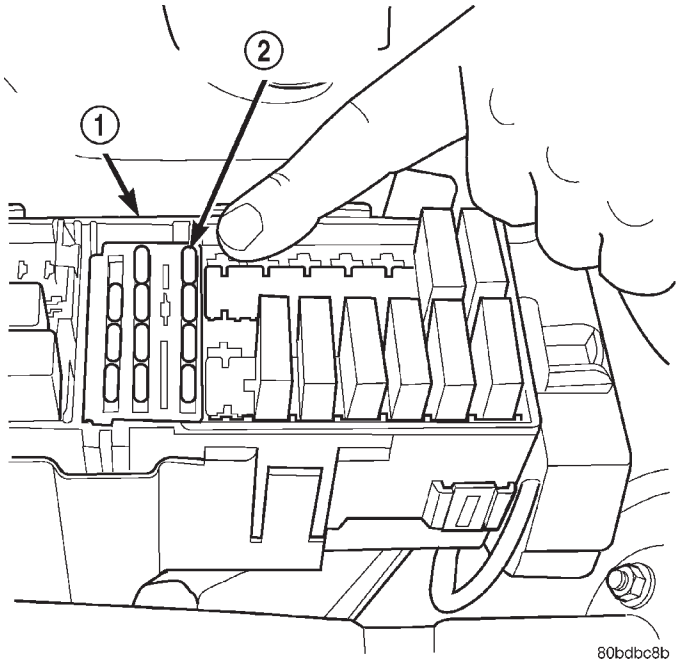


Fig. 2 Ignition-Off Draw Fuse

1 – POWER DISTRIBUTION CENTER
2 – IGNITION-OFF DRAW FUSE

All vehicles are equipped with an Ignition-Off Draw (IOD) fuse (Fig. 2) that is removed from its cavity in the Power Distribution Center (PDC) when the vehicle is shipped from the factory. Dealer per-

DESCRIPTION AND OPERATION (Continued)

sonnel are to remove the IOD fuse from the storage location and install it into PDC fuse cavity 16 as part of the preparation procedures performed just prior to new vehicle delivery.

The PDC has a molded plastic cover that can be removed to provide service access to all of the fuses and relays in the PDC. An integral latch and hinge tabs are molded into the PDC cover for easy removal. A fuse layout map is integral to the underside of the PDC cover to ensure proper fuse and relay identification. The IOD fuse is a 15 ampere mini blade-type fuse and, when removed, it is stored in a plastic fuse holder formation that is molded into the underside of the PDC cover.

OPERATION

The term ignition-off draw identifies a normal condition where power is being drained from the battery with the ignition switch in the Off position. The IOD fuse feeds the memory and sleep mode functions for many of the electronic modules in the vehicle as well as various other accessories that require battery current when the ignition switch is in the Off position, including the clock. The only reason the IOD fuse is removed is to reduce the normal IOD of the vehicle electrical system during new vehicle transportation and pre-delivery storage to reduce battery depletion, while still allowing vehicle operation so that the vehicle can be loaded, unloaded and moved as needed by both vehicle transportation company and dealer personnel.

The IOD fuse is removed from PDC fuse cavity 16 when the vehicle is shipped from the assembly plant. Dealer personnel must install the IOD fuse when the vehicle is being prepared for delivery in order to restore full electrical system operation. Once the vehicle is prepared for delivery, the IOD function of this fuse becomes transparent and the fuse that has been assigned the IOD designation becomes only another Fused B(+) circuit fuse. The IOD fuse serves no useful purpose to the dealer technician in the service or diagnosis of any vehicle system or condition, other than the same purpose as that of any other standard circuit protection device.

The IOD fuse can be used by the vehicle owner as a convenient means of reducing battery depletion when a vehicle is to be stored for periods not to exceed about thirty days. However, it must be remembered that removing the IOD fuse will not eliminate IOD, but only reduce this normal condition. If a vehicle will be stored for more than about thirty days, the battery negative cable should be disconnected to eliminate normal IOD; and, the battery should be tested and recharged at regular intervals during the vehicle storage period to prevent the battery from becoming discharged or damaged. Refer to **Battery** in the index of this service manual for the location of additional service information covering the battery.

JUNCTION BLOCK

DESCRIPTION

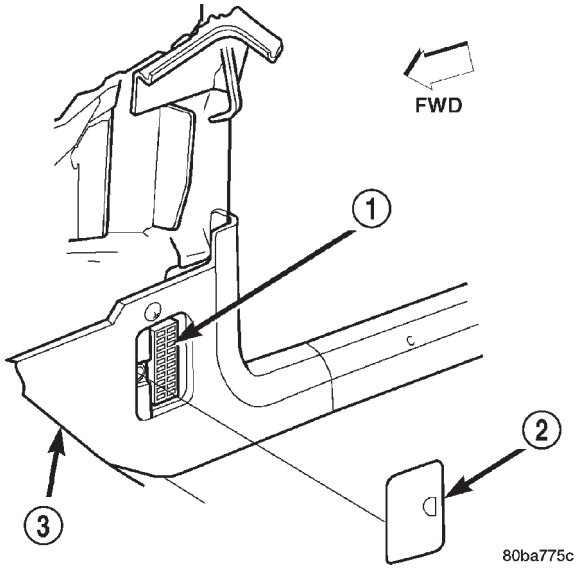


Fig. 3 Junction Block Location

1 – JUNCTION BLOCK
2 – FUSE ACCESS PANEL
3 – RIGHT COWL SIDE INNER TRIM PANEL

An electrical Junction Block (JB) is concealed behind the right cowl side inner trim panel in the passenger compartment of the vehicle (Fig. 3). The JB combines the functions previously provided by a separate fuseblock module and relay center. The JB serves to simplify and centralize numerous electrical components, as well as to distribute electrical current to many of the accessory systems in the vehicle. It also eliminates the need for numerous splice connections and serves in place of a bulkhead connector between many of the engine compartment, instrument panel, and body wire harnesses. The JB houses up to twenty-seven blade-type fuses (three standard-type and twenty-four mini-type), up to three blade-type automatic resetting circuit breakers, and four International Standards Organization (ISO) relays (three standard-type and one micro-type).

The molded plastic JB housing has integral mounting brackets that are secured with three nuts to studs on the right cowl side inner panel below the instrument panel. The right cowl side inner trim panel is secured to a stud on the JB with a push nut. A snap-fit fuse access panel can be removed for service of the JB fuses and also conceals the push nut. A finger recess is molded into the front of the fuse

DESCRIPTION AND OPERATION (Continued)

access panel for easy removal, and a fuse puller and spare fuse holders are located on the back of the fuse access panel.

The JB unit cannot be repaired and is only serviced as an assembly. If any internal circuit or the JB housing is faulty or damaged, the entire JB unit must be replaced.

OPERATION

All of the circuits entering and leaving the JB do so through up to ten wire harness connectors, which are connected to the JB through integral connector receptacles molded into the JB housing. Internal connection of all of the JB circuits is accomplished by an intricate combination of hard wiring and bus bars. Refer to **Junction Block** in the index of this service manual for the location of complete JB circuit diagrams.

REMOVAL AND INSTALLATION

POWER DISTRIBUTION CENTER

The Power Distribution Center (PDC) main housing unit, the PDC fuse wedges, the PDC fuse cassette and the PDC bus bars cannot be repaired and are only serviced as a unit with the headlamp and dash wire harness. If the PDC main housing unit, the fuse wedge, the fuse cassette or the bus bars are faulty or damaged, the entire PDC and headlamp and dash wire harness unit must be replaced.

REMOVAL

(1) Disconnect and isolate the battery negative cable.

(2) Disconnect each of the headlamp and dash wire harness connectors. Refer to **Connector Locations** in the index of this service manual for the location of more information on the headlamp and dash wire harness connector locations.

(3) Remove all of the fasteners that secure each of the headlamp and dash wire harness ground eyelets to the vehicle body and chassis components. Refer to **Connector Locations** in the index of this service manual for the location of more information on the ground eyelet locations.

(4) Disengage each of the retainers that secure the headlamp and dash wire harness to the vehicle body and chassis components. Refer to **Connector Locations** in the index of this service manual for the location of more information on the headlamp and dash wire harness retainer locations.

(5) Unlatch and remove the B(+) terminal stud cover from the end of the PDC (Fig. 4).

(6) Remove the nut that secures the eyelets of the battery wire harness PDC take outs to the PDC B(+) terminal stud.

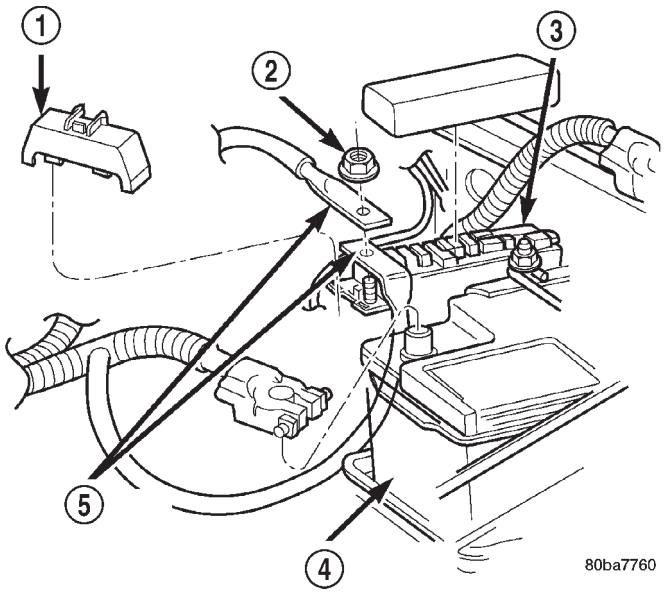


Fig. 4 Power Distribution Center Connections

1 – COVER
2 – NUT
3 – POWER DISTRIBUTION CENTER
4 – BATTERY
5 – BATTERY WIRE HARNESS PDC TAKE-OUTS

(7) Remove the battery wire harness PDC take out eyelets from the B(+) terminal stud.

(8) Disengage the latches on the PDC mounting bracket from the tabs on the PDC housing, and pull the PDC housing upward to disengage the mounting slots from the stanchions of the mounting bracket (Fig. 5).

(9) Remove the PDC and the headlamp and dash wire harness from the engine compartment as a unit.

(10) Remove the two screws that secure the PDC mounting bracket to the right front inner fender (Fig. 6).

(11) Remove the PDC mounting bracket from the right front inner fender.

INSTALLATION

NOTE: If the PDC is being replaced with a new unit, be certain to transfer each of the fuses and relays from the faulty PDC to the proper cavities of the replacement PDC. Refer to Power Distribution in the index of this service manual for the location of complete PDC circuit diagrams and cavity assignments.

(1) Position the PDC mounting bracket onto the right front inner fender.

(2) Install and tighten the two screws that secure the PDC mounting bracket to the right front inner fender. Tighten the screws to 8.1 N·m (72 in. lbs.).

REMOVAL AND INSTALLATION (Continued)

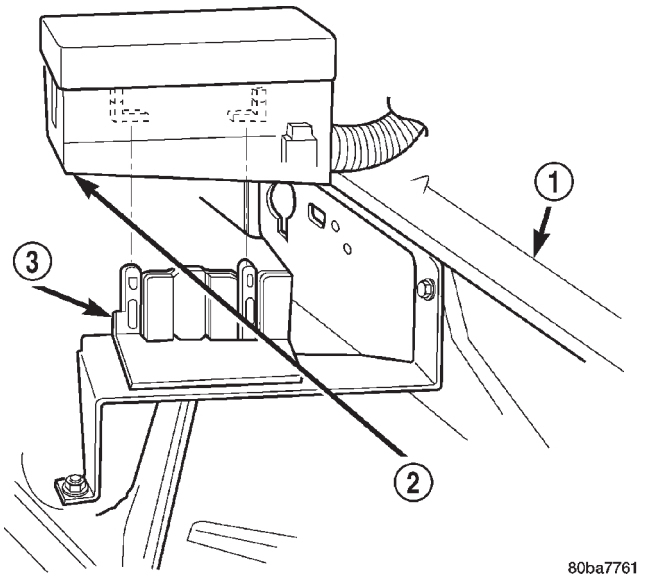


Fig. 5 Power Distribution Center Remove/Install

1 – RIGHT FENDER
2 – POWER DISTRIBUTION CENTER
3 – BRACKET

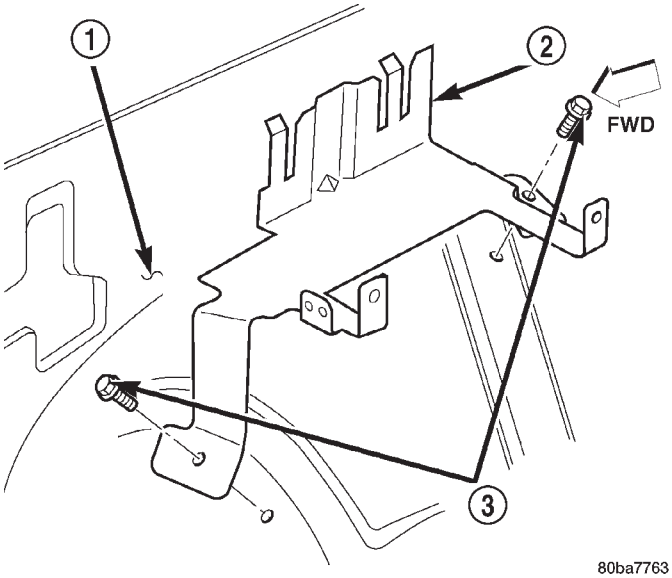


Fig. 6 PDC Mounting Bracket Remove/Install

1 – RIGHT FRONT INNER FENDER
2 – PDC MOUNTING BRACKET
3 – SCREW

(3) Position the PDC and the headlamp and dash wire harness unit in the engine compartment.

(4) Engage the mounting slots on the PDC housing with the stanchions of the PDC mounting bracket and push the unit downward until the mounting bracket latches engage the mounting tabs on the PDC housing.

(5) Install the eyelets of the battery wire harness PDC take outs onto the PDC B(+) terminal stud.

(6) Install and tighten the nut that secures the eyelet of the battery wire harness PDC take outs to the B(+) terminal stud. Tighten the nut to 10.8 N·m (95 in. lbs.).

(7) Engage the tabs on the lower edge of the B(+) terminal stud cover in the slots on the PDC housing, then engage the latch on the top of the cover with the latch receptacle on the PDC housing.

(8) Engage each of the retainers that secure the headlamp and dash wire harness to the vehicle body and chassis components. Refer to **Connector Locations** in the index of this service manual for the location of more information on the headlamp and dash wire harness retainer locations.

(9) Install all of the fasteners that secure each of the headlamp and dash wire harness ground eyelets to the vehicle body and chassis components. Refer to **Connector Locations** in the index of this service manual for the location of more information on the ground eyelet locations.

(10) Reconnect each of the headlamp and dash wire harness connectors. Refer to **Connector Locations** in the index of this service manual for the location of more information on the headlamp and dash wire harness connector locations.

(11) Reconnect the battery negative cable.

IGNITION-OFF DRAW FUSE

The Ignition-Off Draw (IOD) fuse is removed from Power Distribution Center (PDC) fuse cavity 16 (Fig. 7) when the vehicle is shipped from the assembly plant. Dealer personnel must install the IOD fuse when the vehicle is being prepared for delivery in order to restore full electrical system operation.

NOTE: When removing or installing the IOD fuse, it is important that the ignition switch be in the Off position. Failure to place the ignition switch in the Off position can cause the radio display to become scrambled when the IOD fuse is installed. Removing and installing the IOD fuse again with the ignition switch in the Off position will usually correct the scrambled radio display condition.

REMOVAL

(1) Turn the ignition switch to the Off position.

(2) Unlatch and remove the cover from the PDC.

(3) Remove the IOD fuse from fuse cavity 16 of the PDC.

(4) Store the removed IOD fuse by inserting the terminal blades of the fuse into the plastic fuse holder formation that is molded into the underside of the PDC cover.

(5) Install and latch the cover onto the PDC.

REMOVAL AND INSTALLATION (Continued)

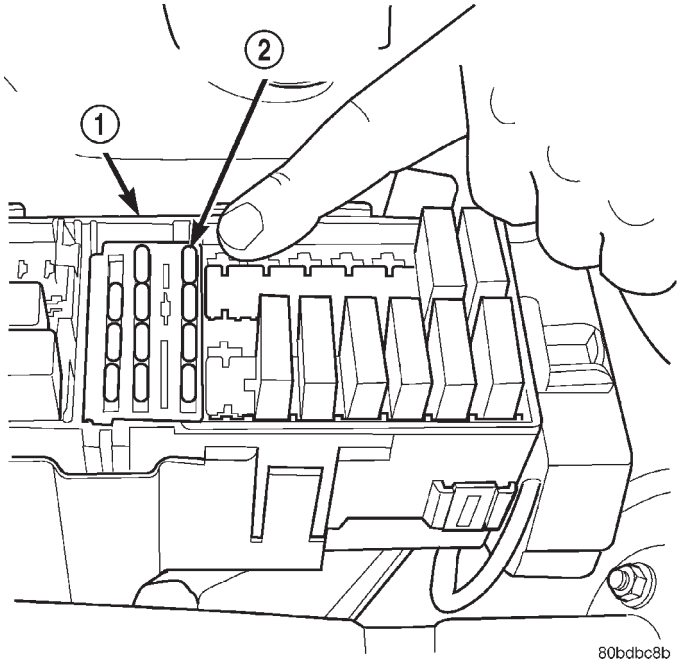


Fig. 7 Ignition-Off Draw Fuse

1 – POWER DISTRIBUTION CENTER
2 – IGNITION-OFF DRAW FUSE

INSTALLATION

(1) Turn the ignition switch to the Off position.
(2) Unlatch and remove the cover from the PDC.
(3) Remove the stored IOD fuse from the plastic fuse holder formation that is molded into the underside of the PDC cover.
(4) Align the terminal blades of the IOD fuse with the terminal receptacles in fuse cavity 16 of the PDC.
(5) Use a thumb to press the IOD fuse firmly down into PDC fuse cavity 16.
(6) Install and latch the cover onto the PDC.

JUNCTION BLOCK

WARNING: ON VEHICLES EQUIPPED WITH AIRBAGS, DISABLE THE AIRBAG SYSTEM BEFORE ATTEMPTING ANY STEERING WHEEL, STEERING COLUMN, OR INSTRUMENT PANEL COMPONENT DIAGNOSIS OR SERVICE. DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE, THEN WAIT TWO MINUTES FOR THE AIRBAG SYSTEM CAPACITOR TO DISCHARGE BEFORE PERFORMING FURTHER DIAGNOSIS OR SERVICE. THIS IS THE ONLY SURE WAY TO DISABLE THE AIRBAG SYSTEM. FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND POSSIBLE PERSONAL INJURY.

REMOVAL

(1) Disconnect and isolate the battery negative cable.
(2) Remove the fuse access panel by unsnapping it from the right cowl side inner trim panel (Fig. 8).

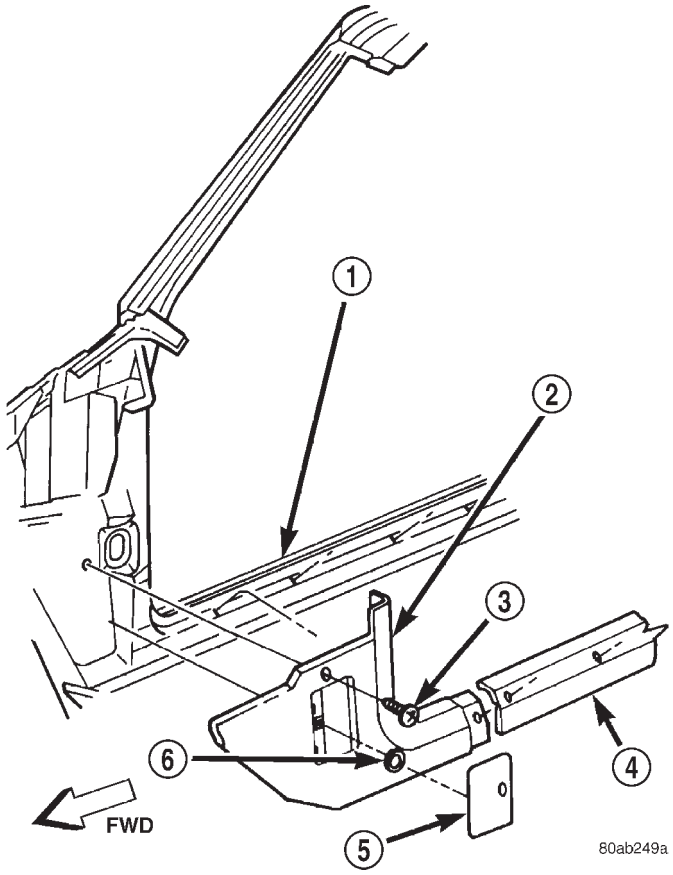


Fig. 8 Right Cowl Side Inner Trim Remove/Install

1 – RIGHT FRONT DOOR SILL
2 – COWL SIDE TRIM PANEL
3 – SCREW
4 – SILL TRIM
5 – FUSE ACCESS PANEL
6 – PUSH-NUT

(3) Remove the push nut that secures the right cowl side inner trim panel to the mounting stud on the Junction Block (JB).
(4) Remove the screw located above the fuse access opening that secures the trim panel to the right cowl side inner panel.
(5) Remove the screw that secures the right cowl side inner trim panel and right front door sill trim to the door opening sill.
(6) Remove the trim from the right cowl side inner panel.
(7) Remove the screw that secures the lower instrument panel wire harness connector to the JB.
(8) Disconnect all of the wire harness connectors from the connector receptacles on the JB.

REMOVAL AND INSTALLATION (Continued)

(9) Remove the three nuts that secure the JB to the mounting studs on the right cowl side inner panel (Fig. 9).

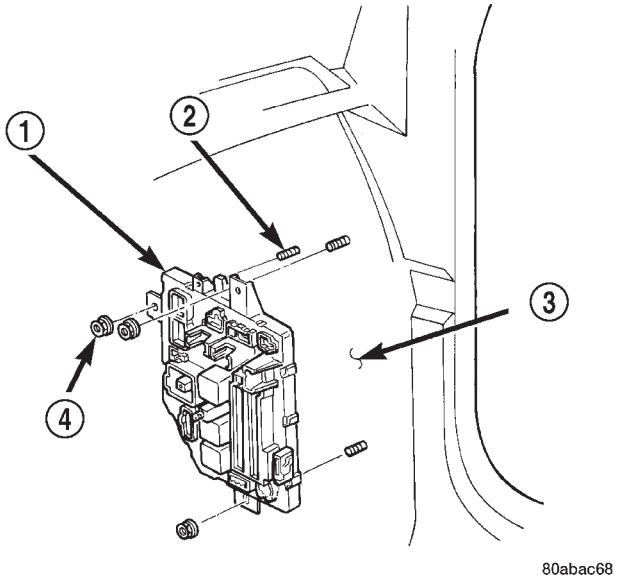


Fig. 9 Junction Block Remove/Install

1 – JUNCTION BLOCK
2 – STUD
3 – RIGHT COWL SIDE INNER PANEL
4 – NUT

(10) Remove the JB from the mounting studs on the right cowl side inner panel.

INSTALLATION

NOTE: If the Junction Block (JB) is being replaced with a new unit, be certain to transfer each of the fuses, circuit breakers and relays from the faulty JB to the proper cavities of the replacement JB. Refer to Junction Block in the index of this service manual for the location of complete circuit diagrams and cavity assignments for the JB.

(1) Position the JB onto the mounting studs located on the right cowl side inner panel.

(2) Install and tighten the three nuts that secure the JB to the mounting studs on the right cowl side inner panel. Tighten the nuts to 2.7 N·m (24 in. lbs.).

(3) Reconnect all of the wire harness connectors to the proper connector receptacles on the JB.

(4) Install and tighten the screw that secures the lower instrument panel wire harness connector to the JB connector receptacle. Tighten the screw to 3.5 N·m (31 in. lbs.).

(5) Position the trim onto the right cowl side inner panel.

(6) Install and tighten the screw that secures the right cowl side inner trim panel and right front door sill trim to the door opening sill. Tighten the screw to 2.2 N·m (20 in. lbs.).

(7) Install and tighten the screw located above the fuse access opening that secures the trim panel to the right cowl side inner panel. Tighten the screw to 2.2 N·m (20 in. lbs.).

(8) Install the push nut that secures the right cowl side inner trim panel to the mounting stud on the JB.

(9) Install the fuse access panel by snapping it onto the right cowl side inner trim panel.

(10) Reconnect the battery negative cable.

DISASSEMBLY AND ASSEMBLY

POWER DISTRIBUTION CENTER

The Power Distribution Center (PDC) cover, the PDC housing lower cover, the PDC relay wedges, the PDC relay cassettes and the PDC B(+) terminal stud cover are available for service replacement (Fig. 10). The PDC cover and B(+) terminal stud cover can be simply unlatched and removed from the PDC housing without the PDC being removed or disassembled. Service of the remaining PDC components requires that the PDC be removed from its mounting and disassembled. Refer to **Wiring Repair** in the index of this service manual for the location of the wiring repair procedures.

DISASSEMBLY

PDC HOUSING LOWER COVER

(1) Disconnect and isolate the battery negative cable.

(2) Unlatch and remove the cover from the PDC.

(3) Unlatch and remove the B(+) terminal stud cover from the PDC.

(4) Remove the nut that secures the two battery wire harness PDC take out eyelets to the B(+) terminal stud of the PDC.

(5) Remove the battery wire harness PDC take out eyelets from the PDC B(+) terminal stud.

(6) Disengage the latches on the PDC mounting bracket from the tabs on the PDC housing, and pull the PDC housing upward to disengage the mounting slots from the stanchions of the mounting bracket.

(7) Using a trim stick or another suitable wide flat-bladed tool, gently pry the latches on each side and one end of the PDC housing that secure the housing lower cover to the PDC and remove the housing lower cover (Fig. 11).

PDC RELAY WEDGE

(1) Remove the PDC housing lower cover.

(2) Remove each of the relays from the PDC relay wedge to be removed.

DISASSEMBLY AND ASSEMBLY (Continued)

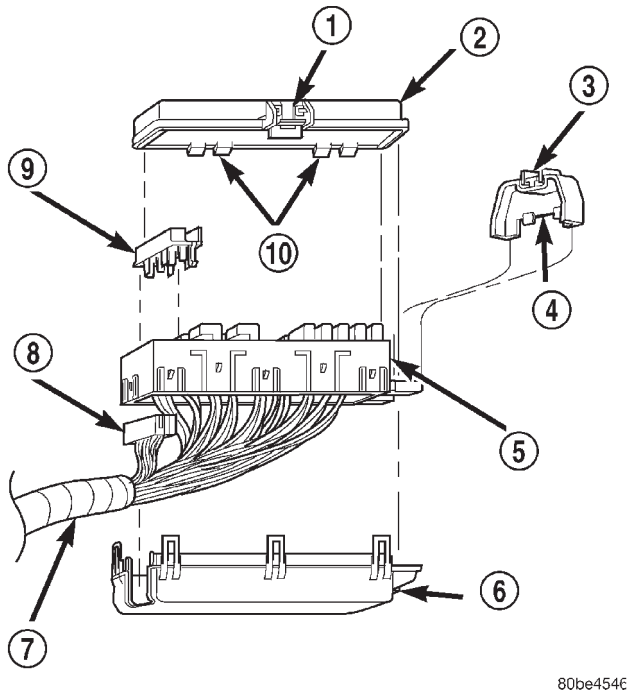


Fig. 10 Power Distribution Center Components

1 – LATCH
2 – COVER
3 – LATCH
4 – B(+) TERMINAL STUD COVER
5 – PDC HOUSING
6 – HOUSING LOWER COVER (TYPICAL)
7 – WIRE HARNESS
8 – RELAY CASSETTE (TYPICAL)
9 – RELAY WEDGE (TYPICAL)
10 – HINGE TABS

(3) From the bottom of the PDC housing, use a small screwdriver or a terminal pick tool (Special Tool Kit 6680) to release the two latches (yellow) that secure the relay wedge to the PDC relay cassette.

(4) From the top of the PDC housing, remove the relay wedge from the PDC relay cassette (Fig. 12).

PDC RELAY CASSETTE

(1) Remove the relay wedge from the PDC relay cassette to be removed.

NOTE: It may be necessary to remove relay cassettes that are not being serviced from the PDC housing in order to obtain sufficient clearance to service the faulty relay cassette. The same service procedure is repeated as necessary to remove each of the interfering relay wedges and relay cassettes from the PDC housing.

(2) From the top of the PDC housing, use a small screwdriver or a terminal pick tool (Special Tool Kit 6680) to release the two latches that secure the relay cassette in the PDC (Fig. 13).

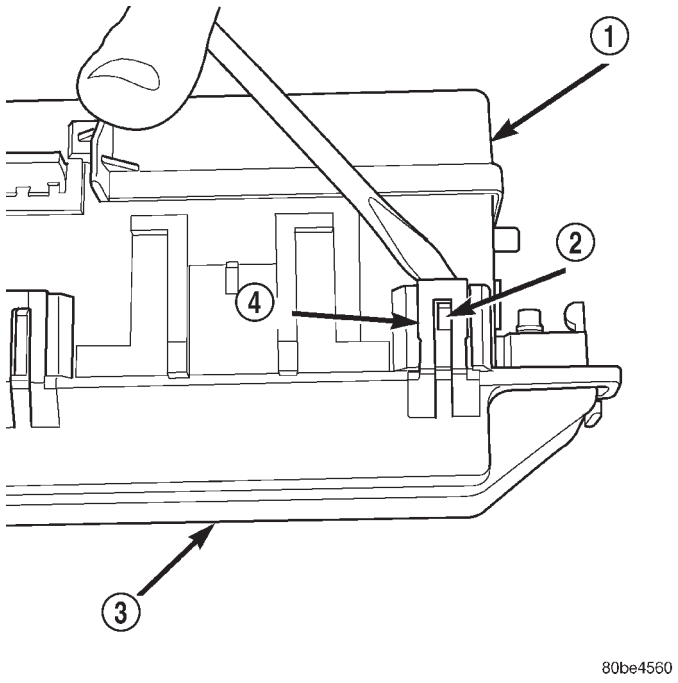


Fig. 11 PDC Housing Lower Cover Remove/Install

1 – PDC HOUSING
2 – TAB
3 – PDC HOUSING LOWER COVER
4 – LATCH

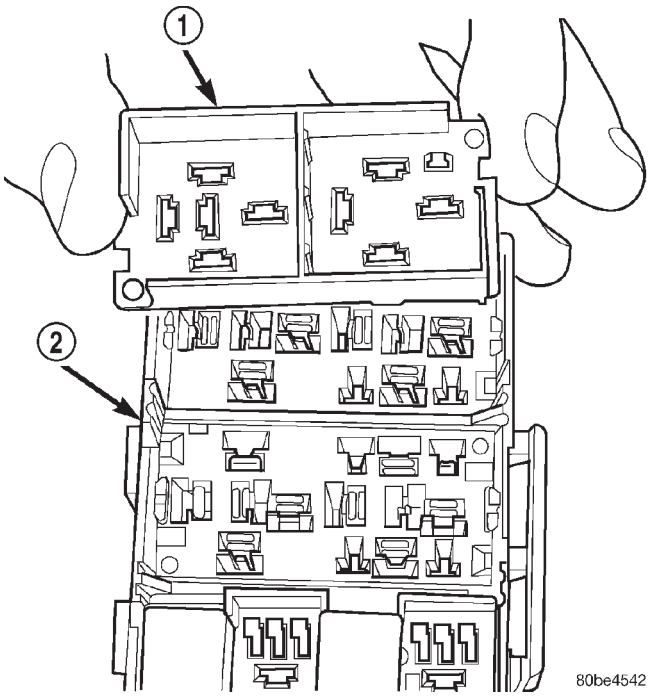


Fig. 12 PDC Relay Wedge Remove/Install

1 – RELAY WEDGE (TYPICAL)
2 – PDC HOUSING

(3) Gently and evenly press the relay cassette down through the PDC housing.

DISASSEMBLY AND ASSEMBLY (Continued)

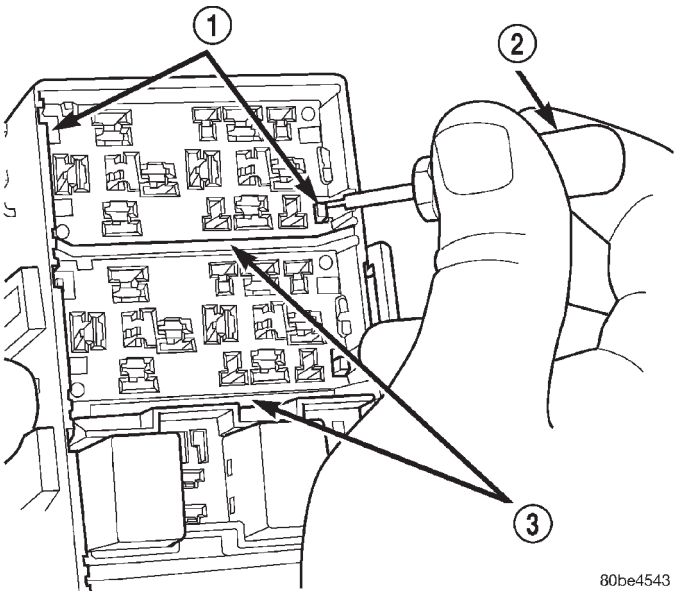


Fig. 13 PDC Relay Cassette Latches

1 – LATCHES
2 – FROM SPECIAL TOOL KIT 6680
3 – PDC RELAY CASSETTES (TYPICAL)

(4) From the bottom of the PDC housing, remove the relay cassette from the PDC (Fig. 14).

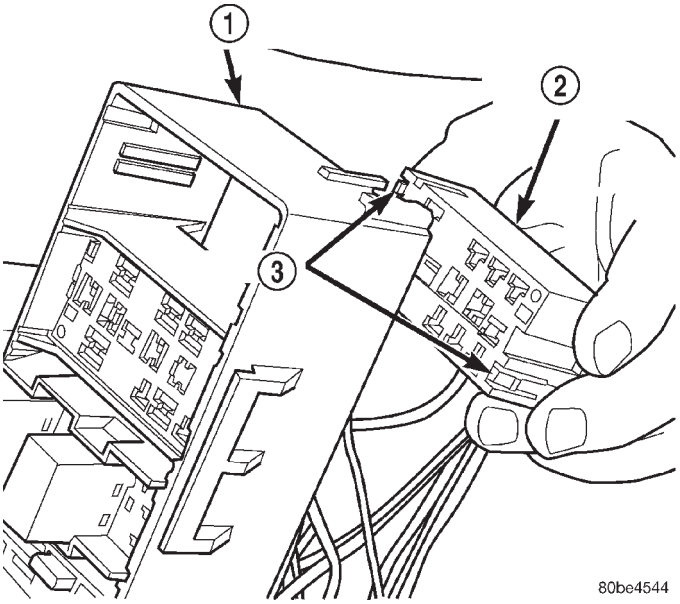


Fig. 14 PDC Relay Cassette Remove/Install

1 – PDC HOUSING
2 – PDC RELAY CASSETTE (TYPICAL)
3 – LATCHES

CAUTION: Do not remove the wiring and terminals from the terminal cavities of the faulty PDC relay cassette at this time. Refer to the Assembly procedure that follows for the proper procedures for transferring the wiring and terminals to the replacement PDC relay cassette.

ASSEMBLY

PDC RELAY CASSETTE

(1) Move the faulty PDC relay cassette with its wiring away from the bottom of the PDC housing far enough to allow the replacement relay cassette to be installed into the PDC.

(2) Using the faulty relay cassette as a guide, be certain that the replacement relay cassette is correctly oriented before installing it into the PDC housing.

(3) From the bottom of the PDC housing, align and insert the replacement relay cassette into the PDC. Press the relay cassette up into the PDC until both of the latches are fully engaged.

CAUTION: Proper care must be taken to be certain that the wiring and terminals from the faulty PDC relay cassette are installed in the correct terminal cavities of the replacement relay cassette. To prevent mistakes it is recommended that the wiring and terminals be removed from the faulty relay cassette one cavity at a time, repaired or spliced as necessary, then installed securely into the correct cavity of the replacement relay cassette. If you are not absolutely certain into which cavity a terminal should be installed, refer to Power Distribution in the index of this service manual for the location of complete circuit diagrams covering the PDC.

(4) While pulling gently on the wire from the bottom of the faulty PDC relay cassette, use a terminal pick tool (Special Tool Kit 6680) from the top of the relay cassette to release the latch that secures the terminal in the relay cassette terminal cavity (Fig. 15).

(5) From the bottom of the faulty PDC relay cassette, remove the wire and terminal from the relay cassette terminal cavity.

(6) Make all necessary repairs and splices to the wire for the removed terminal. Refer to **Wiring Repair** in the index of this service manual for the location of the wiring repair procedures.

(7) From the bottom of the PDC housing, align and insert the removed wire and terminal into the correct terminal cavity of the replacement relay cassette. Push the wire and terminal up into the relay cassette terminal cavity until it is fully engaged by the latch.

(8) Repeat Step 4, Step 5, Step 6 and Step 7 one wire and terminal at a time until each of the wires and terminals have been transferred from the faulty PDC relay cassette into the replacement relay cassette.

(9) Install the PDC relay wedge into the replacement PDC relay cassette.

DISASSEMBLY AND ASSEMBLY (Continued)

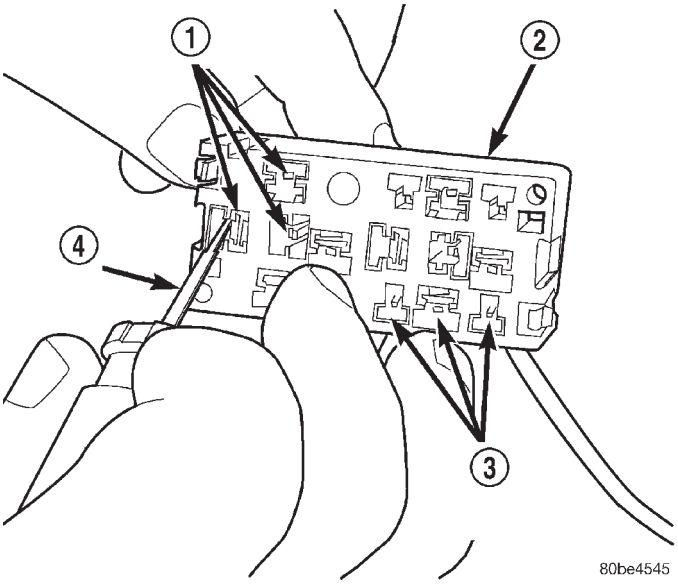


Fig. 15 PDC Relay Cassette Terminal Remove/Install

1 – TERMINAL CAVITIES (TYPICAL)
2 – PDC RELAY CASSETTE (TYPICAL)
3 – TERMINAL LATCHES (TYPICAL)
4 – FROM SPECIAL TOOL KIT 6680

PDC RELAY WEDGE

(1) From the top of the PDC housing, align and insert the PDC relay wedge latch arms into the correct cavities in the relay cassette.

(2) Gently and evenly press the PDC relay wedge down into the relay cassette until both of the latches are fully engaged.

(3) Install each of the removed relays into the proper cavities of the PDC relay wedge.

(4) Install the PDC housing lower cover.

PDC HOUSING LOWER COVER

(1) Align the PDC housing lower cover to the bottom of the PDC.

(2) Press the PDC housing lower cover gently and evenly onto the PDC until each of the latches that secure the cover to the PDC is fully engaged.

(3) Engage the mounting slots on the PDC housing with the stanchions of the PDC mounting bracket and push the unit downward until the mounting bracket latches fully engage the mounting tabs on the PDC housing.

(4) Install the battery wire harness PDC take out eyelets over the PDC B(+) terminal stud.

(5) Install and tighten the nut that secures the eyelets of the battery wire harness PDC take outs to the B(+) terminal stud. Tighten the nut to 10.8 N·m (95 in. lbs.).

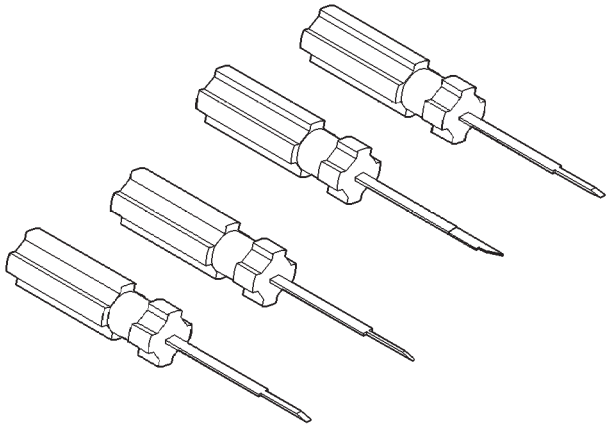
(6) Install the B(+) terminal stud cover onto the PDC.

(7) Install the cover onto the PDC.

(8) Reconnect the battery negative cable.

SPECIAL TOOLS

POWER DISTRIBUTION SYSTEMS



Terminal Pick Kit 6680