

WIRING DIAGRAMS

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8W-01 GENERAL INFORMATION

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DESCRIPTION AND OPERATION

HOW TO USE THIS GROUP

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

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

SECTION IDENTIFICATION

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

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

CONNECTOR/GROUND LOCATIONS

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

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

SPLICE LOCATIONS

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

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

NOTES, CAUTIONS, and WARNINGS

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

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

DESCRIPTION AND OPERATION (Continued)

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

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

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

WARNING: ALWAYS WEAR SAFETY GLASSES FOR EYE PROTECTION.

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

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

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

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

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

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

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

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

WIRE CODE IDENTIFICATION

Each wire shown in the diagrams contains a code (Fig. 1) which identifies the main circuit, part of the main circuit, gauge of wire, and color. The color is

shown as a two letter code which can be identified by referring to the Wire Color Code Chart (Fig. 2)

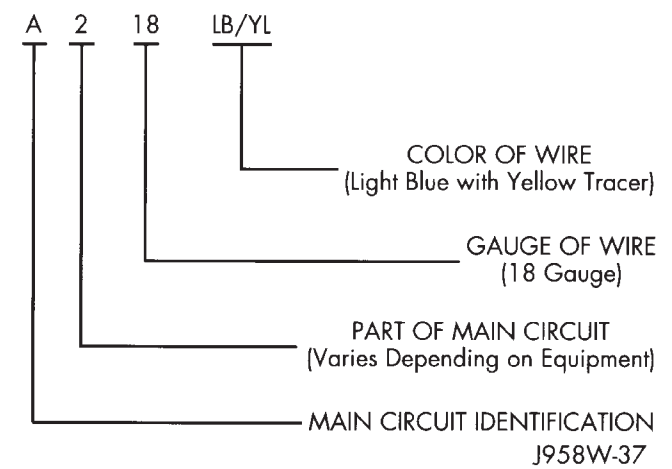


Fig. 1 Wire Code Identification

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

918W-136

Fig. 2 Wire Color Code Chart

CIRCUIT IDENTIFICATION

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

CONNECTORS

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

DESCRIPTION AND OPERATION (Continued)

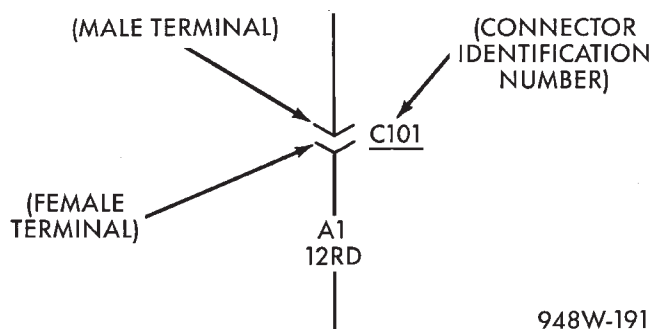
CIRCUIT	FUNCTION
A	Battery Feed
B	Brake Controls
C	Climate Controls
D	Diagnostic Circuits
E	Dimming Illumination Circuits
F	Fused Circuits (Secondary Feed)
G	Monitoring Circuits (Gauges)
H	Open
I	Not Used
J	Open
K	Powertrain Control Module
L	Exterior Lighting
M	Interior Lighting
N	ESA Module
O	Not Used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

948W-190

Fig. 3 Circuit Identification

placed next to the arrows to indicate the connector number (Fig. 4).

For viewing connector pin outs, with two terminals or greater, refer to section 8W-80. This section iden-

**Fig. 4 Connector Identification**

tifies the connector by number and provides terminal numbering, circuit identification, wire colors, and functions.

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

TAKE OUTS

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

SYMBOLS

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











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

Fig. 5 Symbol Identification

DESCRIPTION AND OPERATION (Continued)

ELECTROSTATIC DISCHARGE (ESD) SENSITIVE DEVICES

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

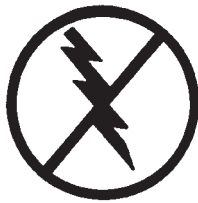
(1) Always touch a known good ground before handling the part. This should be repeated while handling the part and more frequently after sliding across a seat, sitting down from a standing position, or walking a distance.

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

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

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

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



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

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

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

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

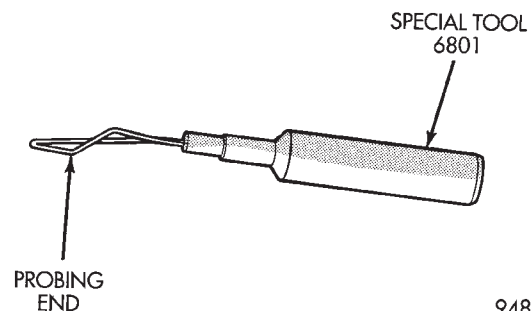
- **Voltmeter** - Used to check for voltage on a circuit. Always connect the black lead to a known good ground and the red lead to the positive side of the circuit.

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

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

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

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



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

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

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

DIAGNOSIS AND TESTING (Continued)

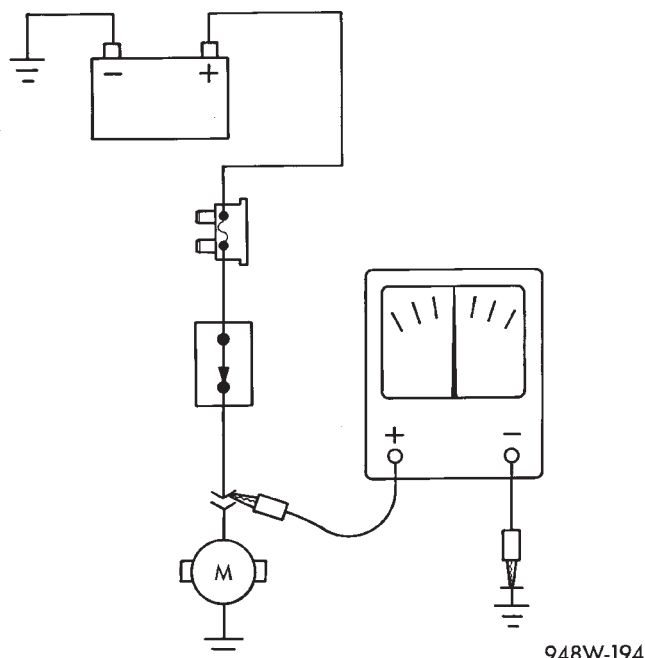
TROUBLESHOOTING TESTS

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

TESTING FOR VOLTAGE

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

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



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Fig. 8 Testing for Voltage

TESTING FOR CONTINUITY

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

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

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

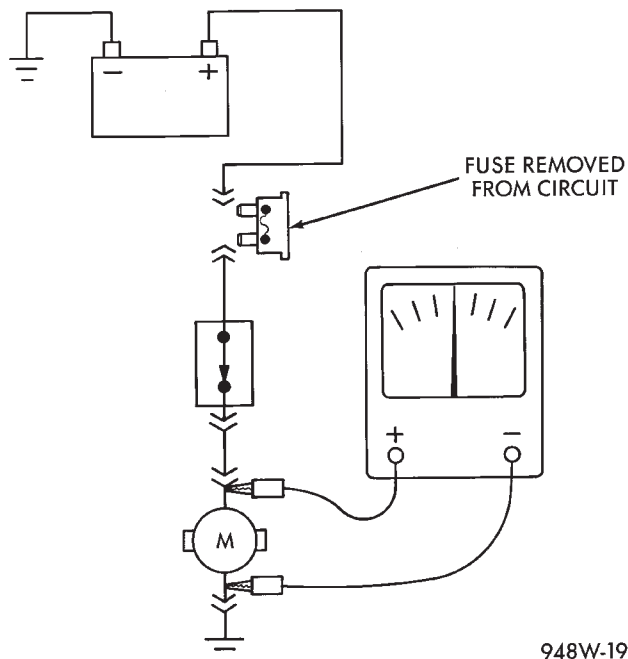
TESTING FOR A SHORT TO GROUND

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

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

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

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



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Fig. 9 Testing for Continuity

TESTING FOR A SHORT TO GROUND ON FUSES POWERING SEVERAL LOADS

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

(2) Replace the blown fuse.

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

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

TESTING FOR A VOLTAGE DROP

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

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

(3) Operate the item.

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

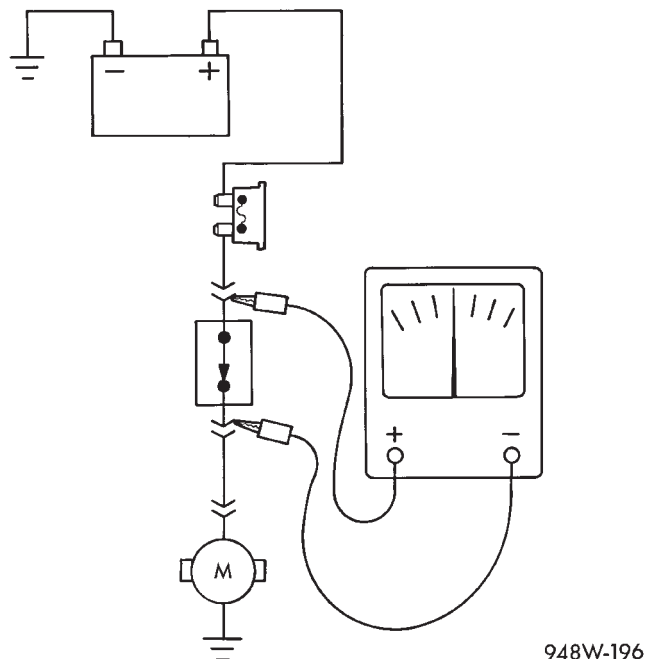
TROUBLESHOOTING WIRING PROBLEMS

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

(1) Verify the problem.

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

DIAGNOSIS AND TESTING (Continued)

**Fig. 10 Testing for Voltage Drop**

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

(4) Isolate the problem area.

(5) Repair the problem.

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

SERVICE PROCEDURES

WIRING REPAIR

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

(1) Disconnect battery negative cable

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

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

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

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

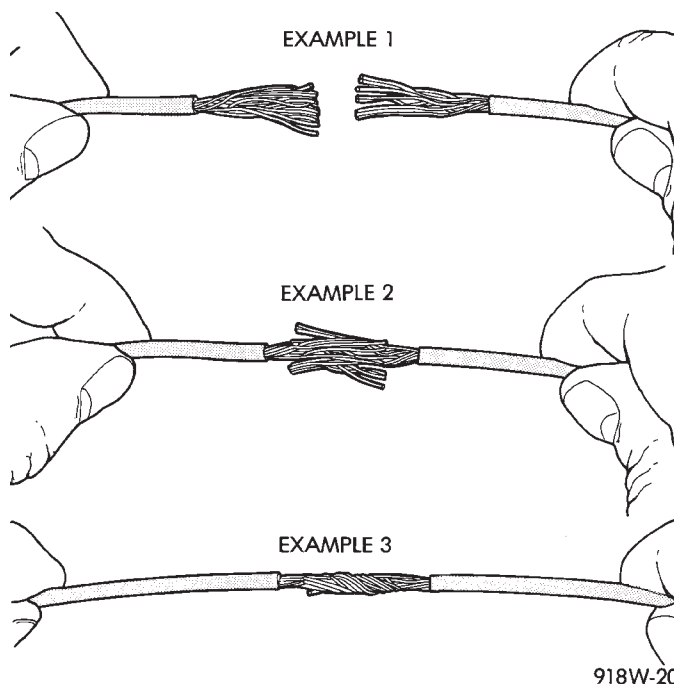
(6) Twist the wires together (example 3) (Fig. 11)

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

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

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

(10) Connect battery and test all affected systems.

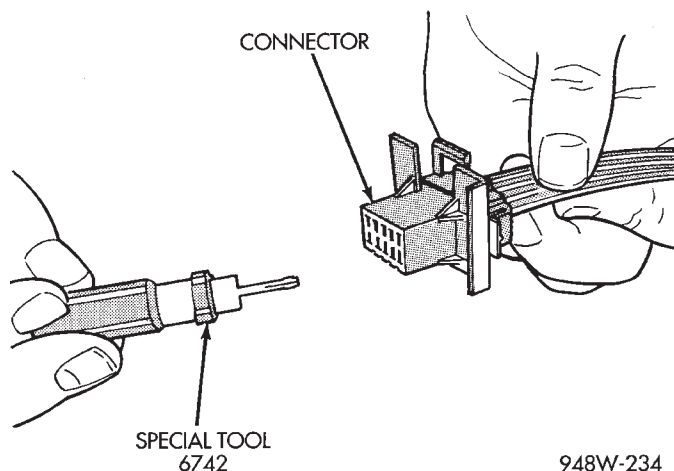
**Fig. 11 Wire Repair**

TERMINAL/CONNECTOR REPAIR-MOLEX CONNECTORS

(1) Disconnect battery.

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

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

**Fig. 12 Molex Connector Repair**

SERVICE PROCEDURES (Continued)

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

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

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

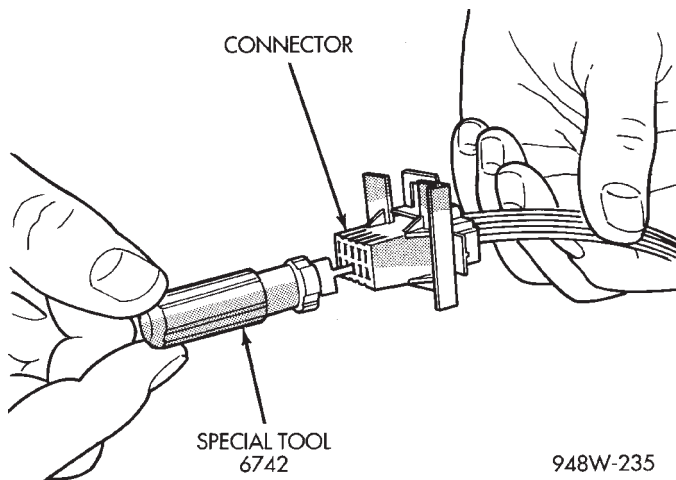


Fig. 13 Using Special Tool 6742

TERMINAL/CONNECTOR REPAIR—THOMAS AND BETTS CONNECTORS

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

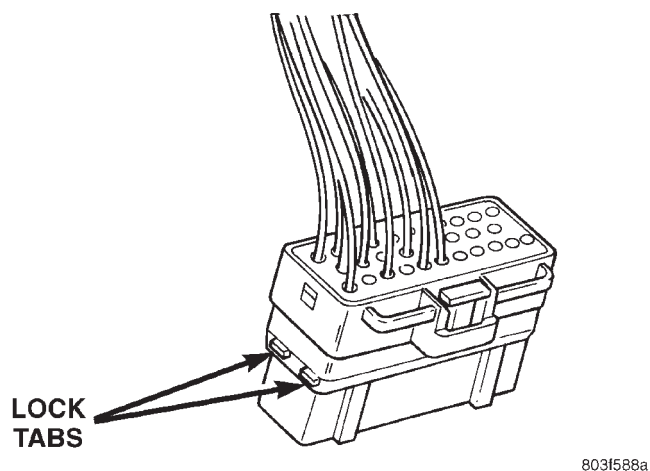


Fig. 14 Thomas and Betts Connector Lock Release Tabs

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

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

(6) Repair or replace the terminal.

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

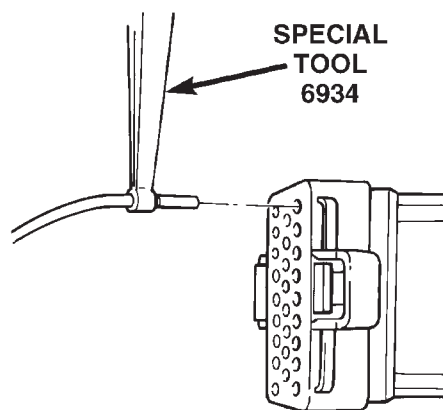


Fig. 15 Removing Wire Terminal

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

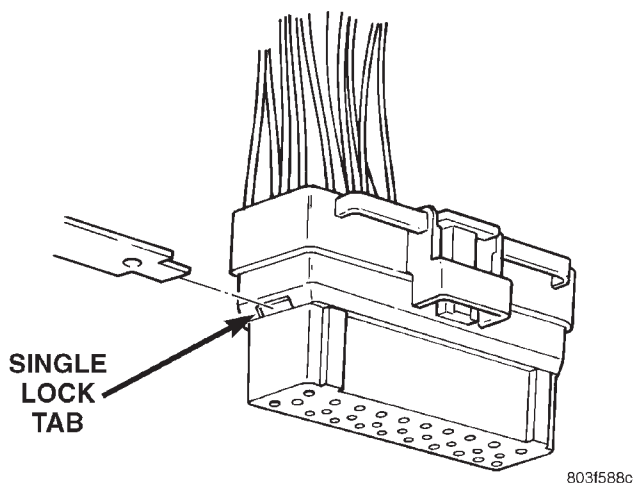
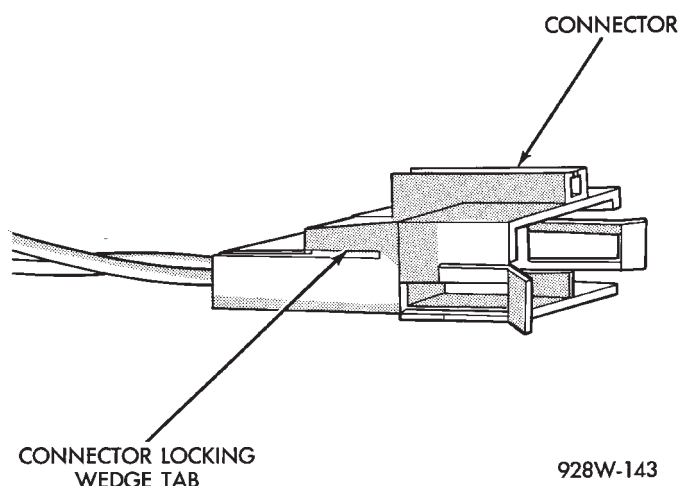


Fig. 16 Single Lock Tab

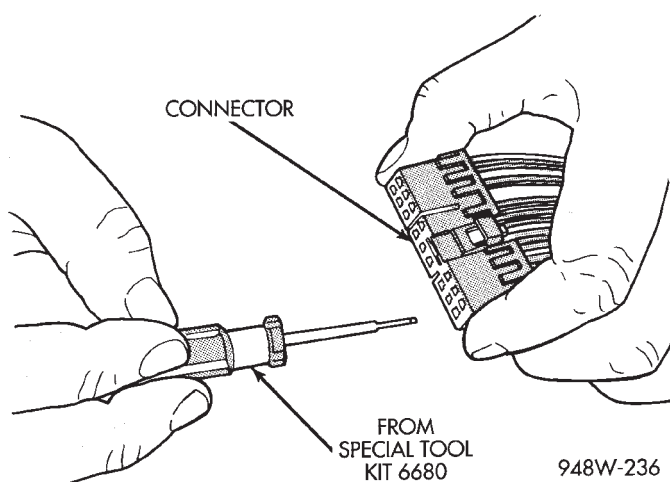
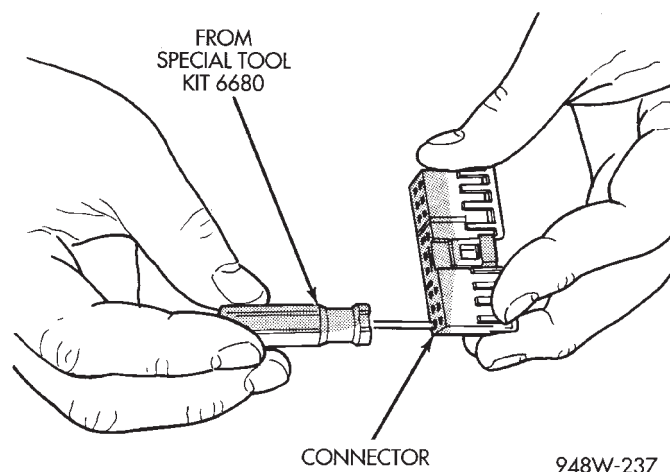
CONNECTOR REPLACEMENT

- (1) Disconnect battery.
- (2) Disconnect the connector that is to be repaired from its mating half/component
- (3) Remove the connector locking wedge, if required (Fig. 17)
- (4) Position the connector locking finger away from the terminal using the proper pick from special tool kit 6680. Pull on the wire to remove the terminal from the connector (Fig. 18) (Fig. 19).
- (5) Reset the terminal locking tang, if it has one.
- (6) Insert the removed wire in the same cavity on the repair connector.
- (7) Repeat steps four through six for each wire in the connector, being sure that all wires are inserted into the proper cavities. For additional connector pin-out identification, refer to the wiring diagrams.
- (8) Insert the connector locking wedge into the repaired connector, if required.

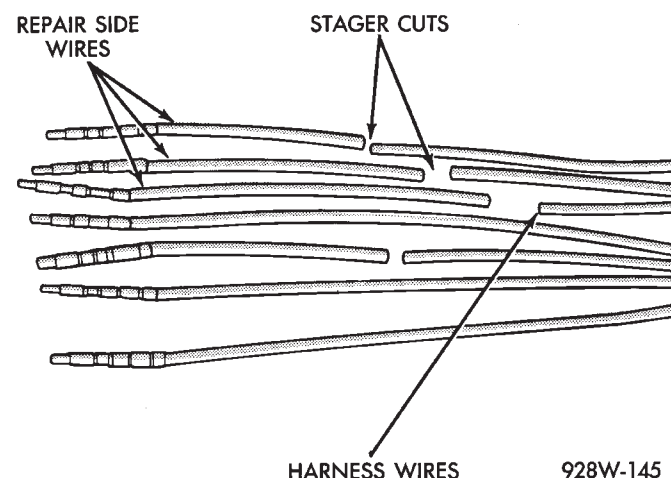
SERVICE PROCEDURES (Continued)

**Fig. 17 Connector Locking Wedge**

- (9) Connect connector to its mating half/component.
- (10) Connect battery and test all affected systems.

**Fig. 18 Terminal Removal****Fig. 19 Terminal Removal Using Special Tool****CONNECTOR AND TERMINAL REPLACEMENT**

- (1) Disconnect battery.
- (2) Disconnect the connector (that is to be repaired) from its mating half/component.
- (3) Cut off the existing wire connector directly behind the insulator. Remove six inches of tape from the harness.
- (4) Stagger cut all wires on the harness side at 1/2 inch intervals (Fig. 20).
- (5) Remove 1 inch of insulation from each wire on the harness side.
- (6) Stagger cut the matching wires on the repair connector assembly in the opposite order as was done on the harness side of the repair. Allow extra length for soldered connections. Check that the overall length is the same as the original (Fig. 20).

**Fig. 20 Stagger Cutting Wires**

- (7) Remove 1 inch of insulation from each wire.
- (8) Place a piece of heat shrink tubing over one side of the wire. Be sure the tubing will be long enough to cover and seal the entire repair area.
- (9) Spread the strands of the wire apart on each part of the exposed wires.
- (10) Push the two ends of wire together until the strands of wire are close to the insulation.
- (11) Twist the wires together.
- (12) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**
- (13) Center the heat shrink tubing over the joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.
- (14) Repeat steps 8 through 13 for each wire.
- (15) Re-tape the wire harness starting 1-1/2 inches behind the connector and 2 inches past the repair.
- (16) Re-connect the repaired connector.
- (17) Connect the battery, and test all affected systems.

SERVICE PROCEDURES (Continued)

TERMINAL REPLACEMENT

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

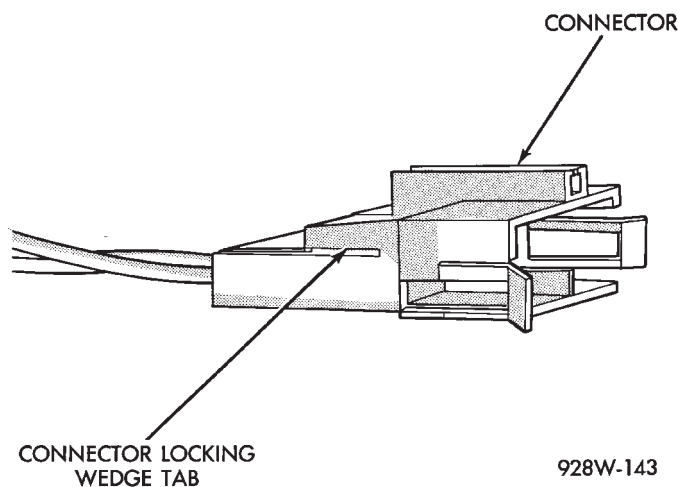


Fig. 21 Connector Locking Wedge Tab (Typical)

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

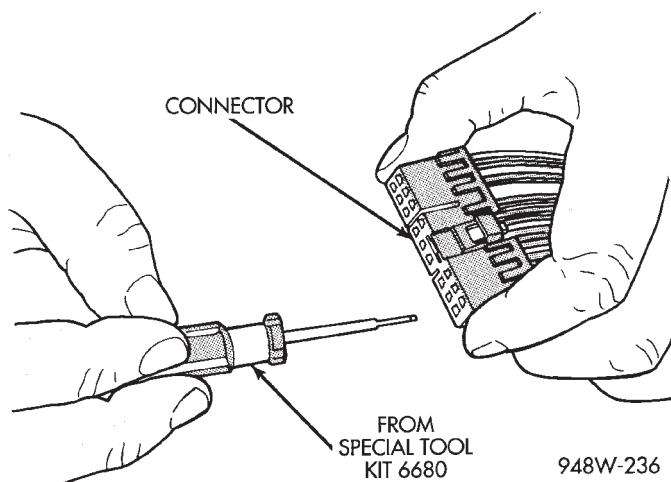


Fig. 22 Terminal Removal

- (5) Cut the wire 6 inches from the back of the connector.
- (6) Remove 1 inch of insulation from the wire on the harness side.
- (7) Select a wire from the terminal repair assembly that best matches the color wire being repaired.
- (8) Cut the repair wire to the proper length and remove 1 inch of insulation.

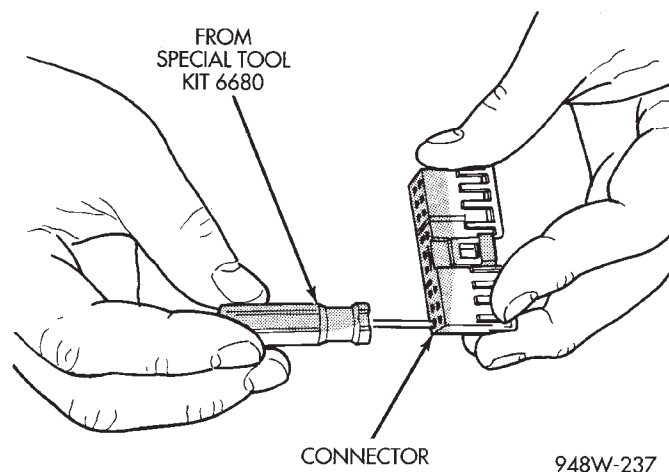


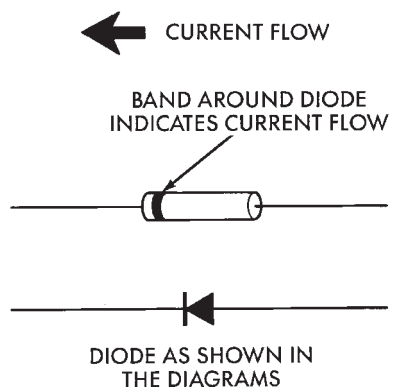
Fig. 23 Terminal Removal Using Special Tool

- (9) Place a piece of heat shrink tubing over one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.
- (10) Spread the strands of the wire apart on each part of the exposed wires.
- (11) Spread the strands of the wire apart on each part of the exposed wires.
- (12) Push the two ends of wire together until the strands of wire are close to the insulation.
- (13) Twist the wires together.
- (14) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**
- (15) Center the heat shrink tubing over the joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.
- (16) Insert the repaired wire into the connector.
- (17) Install the connector locking wedge, if required, and reconnect the connector to its mating half/component.
- (18) Re-tape the wire harness starting 1-1/2 inches behind the connector and 2 inches past the repair.
- (19) Connect battery, and test all affected systems.

DIODE REPLACEMENT

- (1) Disconnect the battery.
- (2) Locate the diode in the harness, and remove the protective covering.
- (3) Remove the diode from the harness, pay attention to the current flow direction (Fig. 24).
- (4) Remove the insulation from the wires in the harness. Only remove enough insulation to solder in the new diode.
- (5) Install the new diode in the harness, making sure current flow is correct. If necessary refer to the appropriate wiring diagram for current flow.
- (6) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

SERVICE PROCEDURES (Continued)



948W-197

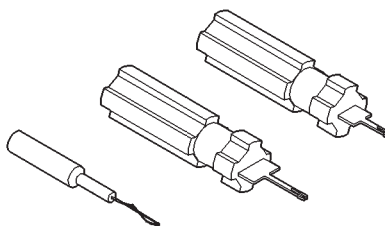
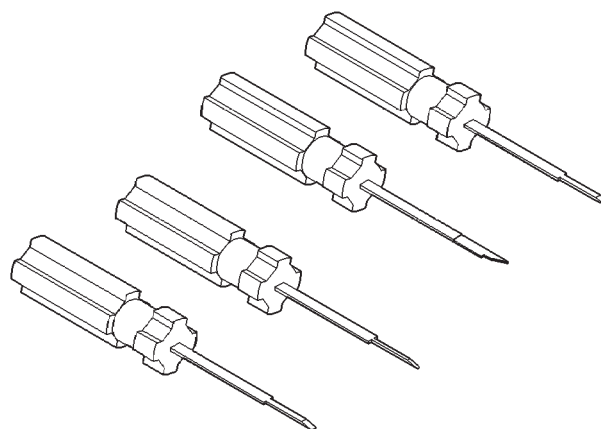
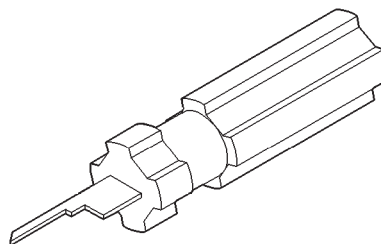
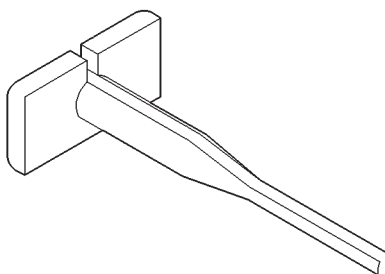
Fig. 24 Diode Identification

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

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

SPECIAL TOOLS

WIRING/TERMINAL

**Probing Tool Package 6807****Terminal Pick 6680****Terminal Removing Tool 6932****Terminal Removing Tool 6934**

8W-02 COMPONENT INDEX

GENERAL INFORMATION

INTRODUCTION

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

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Component	Section
A/C Compressor Clutch	8W-42
A/C Compressor Clutch Relay (2)	8W-11, 42
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A/C Low Pressure Switch	8W-42
A/C-Heater Blower Motor	8W-42
A/C-Heater Control Switch	8W-42
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Airbag Control Module	8W-43
Airbag Left Impact Sensor	8W-43
Airbag Right Impact Sensor	8W-43
Airbag Warning Lamp	8W-40
Ambient Air Temperature Gauge	8W-49
Ambient Air Temperature Sensor	8W-49
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Cigar Lighter	8W-41
Cigar Lighter Lamp	8W-44
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Four Wheel Drive (4WD) Indicator Switch	8W-31
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Fuel Tank Module	8W-30, 40
Fuse Block	8W-10
Fusible Links	8W-20
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Injector No. 2	8W-30
Injector No. 3	8W-30
Injector No. 4	8W-30
Injector No. 5	8W-30
Injector No. 6	8W-30
Injector No. 7	8W-30
Injector No. 8	8W-30
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Left Door Lock Switch	8W-61
Left Door Premium Speaker	8W-47
Left Door Standard Speaker	8W-47
Left Front Wheel Speed Sensor	8W-35
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Left Rear Premium Speaker	8W-47
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COMPONENT INDEX

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Power Steering Pressure Switch	8W-30	Transmission Overdrive Switch	8W-31
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Right Door Premium Speaker	8W-47	Windshield Wiper Control Module	8W-53
Right Door Standard Speaker	8W-47	Windshield Wiper Motor	8W-53
Right Front Wheel Speed Sensor	8W-35	Windshield Wiper Switch	8W-53

8W-10 FUSE/FUSE BLOCK

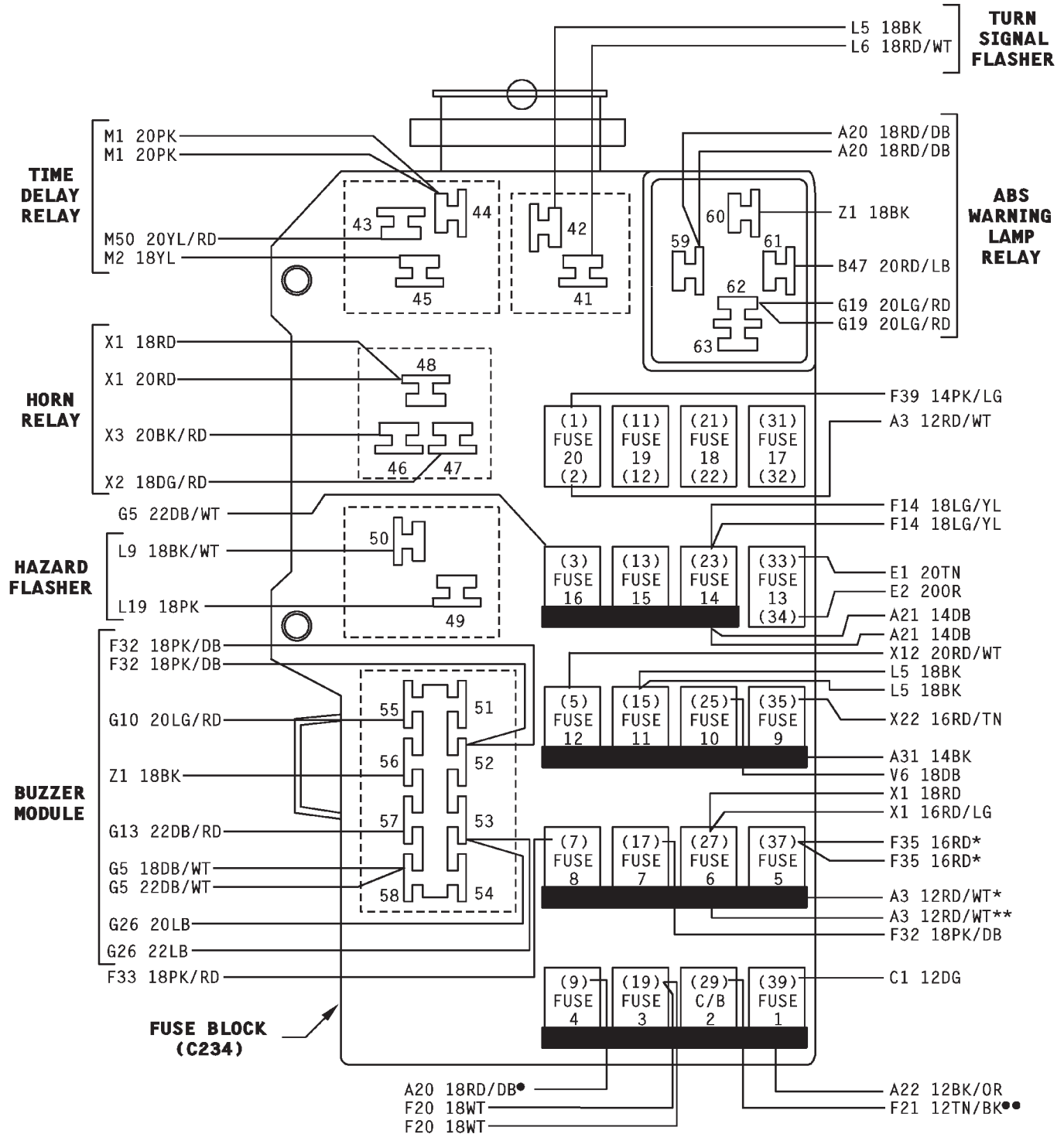
DESCRIPTION AND OPERATION

INTRODUCTION

This section covers the Fuse Block and all circuits involved with it. For additional information on system operation, refer to the appropriate section of the wiring diagrams.

DIAGRAM INDEX

Component	Page	Component	Page
ABS Warning Lamp Relay	8W-10-10	Fuse 13	8W-10-8
Buzzer Module	8W-10-11	Fuse 14	8W-10-6
Circuit Breaker 2	8W-10-7	Fuse 16	8W-10-6
Fuse 1	8W-10-7	Fuse 20	8W-10-9
Fuse 3	8W-10-7	Fuse Block	8W-10-3
Fuse 4	8W-10-7	Fuse Chart	8W-10-4
Fuse 5	8W-10-9	Hazard Flasher	8W-10-11
Fuse 6	8W-10-9	Headlamp Switch	8W-10-8
Fuse 7	8W-10-9	Horn Relay	8W-10-12
Fuse 8	8W-10-8	Ignition Switch	8W-10-6,7
Fuse 9	8W-10-6	Relay Charts	8W-10-4,5
Fuse 10	8W-10-6	Time Delay Relay	8W-10-12
Fuse 11	8W-10-6	Turn Signal Flasher	8W-10-11
Fuse 12	8W-10-6		



* WITH POWER DOOR LOCKS
 ** WITHOUT POWER DOOR LOCKS
 • WITH ABS
 •• WITH POWER WINDOWS

FUSES

FUSE #	AMPS	COLOR	FUSED CIRCUIT	FEED CIRCUIT	PAGE NO.
1	30A	GREEN	C1 12DG	A22 12BK/OR	8W-10-7
2†	30A	SILVER	F21 12TN/BK		8W-10-7
3	15A	LT BLUE	F20 18WT		8W-10-7
			F20 18WT		8W-10-7
4	5A	TAN	A20 18RD/DB		8W-10-7
5	20A	YELLOW	F35 16RD	A3 12RD/WT	8W-10-9
			F35 16RD		8W-10-9
6	20A	YELLOW	X1 18RD		8W-10-9
			X1 16RD/LG		8W-10-9
7	10A	RED	F32 18PK/DB		8W-10-9
8	20A	YELLOW	F33 18PK/RD		8W-10-8
9	15A	LT BLUE	X22 16RD/TN	A31 14BK	8W-10-6
10	20A	YELLOW	V6 18DB		8W-10-6
11	20A	YELLOW	L5 18BK		8W-10-6
			L5 18BK		8W-10-6
12	10A	RED	X12 20RD/WT		8W-10-6
13	4A	PINK	E2 200R	E1 20TN	8W-10-8
14	15A	LT BLUE	F14 18LG/YL	A21 14DB	8W-10-6
			F14 18LG/YL		8W-10-6
15	—	—	—		—
16	5A	TAN	G5 22DB/WT		8W-10-6
17	—	—	—	—	—
18	—	—	—	—	—
19	—	—	—	—	—
20	25A	NATURAL	F39 14PK/LG	A3 12RD/WT	8W-10-9

TURN SIGNAL FLASHER

CAV	COLOR	FUNCTION	PAGE NO.
41	L6 18RD/WT	TURN SIGNAL FLASHER SIGNAL	8W-10-11, 8W-52-3
42	L5 18BK	FUSED IGN SW OUTPUT (ACC/RUN)	8W-10-11, 8W-52-3

TIME DELAY RELAY

CAV	COLOR	FUNCTION	PAGE NO.
43	M50 20YL/RD	KEY-IN LAMP DRIVER	8W-10-12, 8W-44-4
44	M1 20PK	FUSED B(+)	8W-10-12, 8W-44-4
	M1 20PK	FUSED B(+)	8W-10-12, 8W-44-4
45	M2 18YL	DOOR JAMB SWITCH SENSE	8W-10-12, 8W-44-4

† CIRCUIT BREAKER

HORN RELAY

CAV	COLOR	FUNCTION	PAGE NO.
46	X3 20BK/RD	HORN RELAY CONTROL	8W-10-12, 8W-41-3
47	X2 18DG/RD	HORN RELAY OUTPUT	8W-10-12, 8W-41-3
48	X1 18RD	FUSED B(+)	8W-10-12, 8W-41-3
	X1 20RD	FUSED B(+)	8W-10-12, 8W-41-3

HAZARD FLASHER

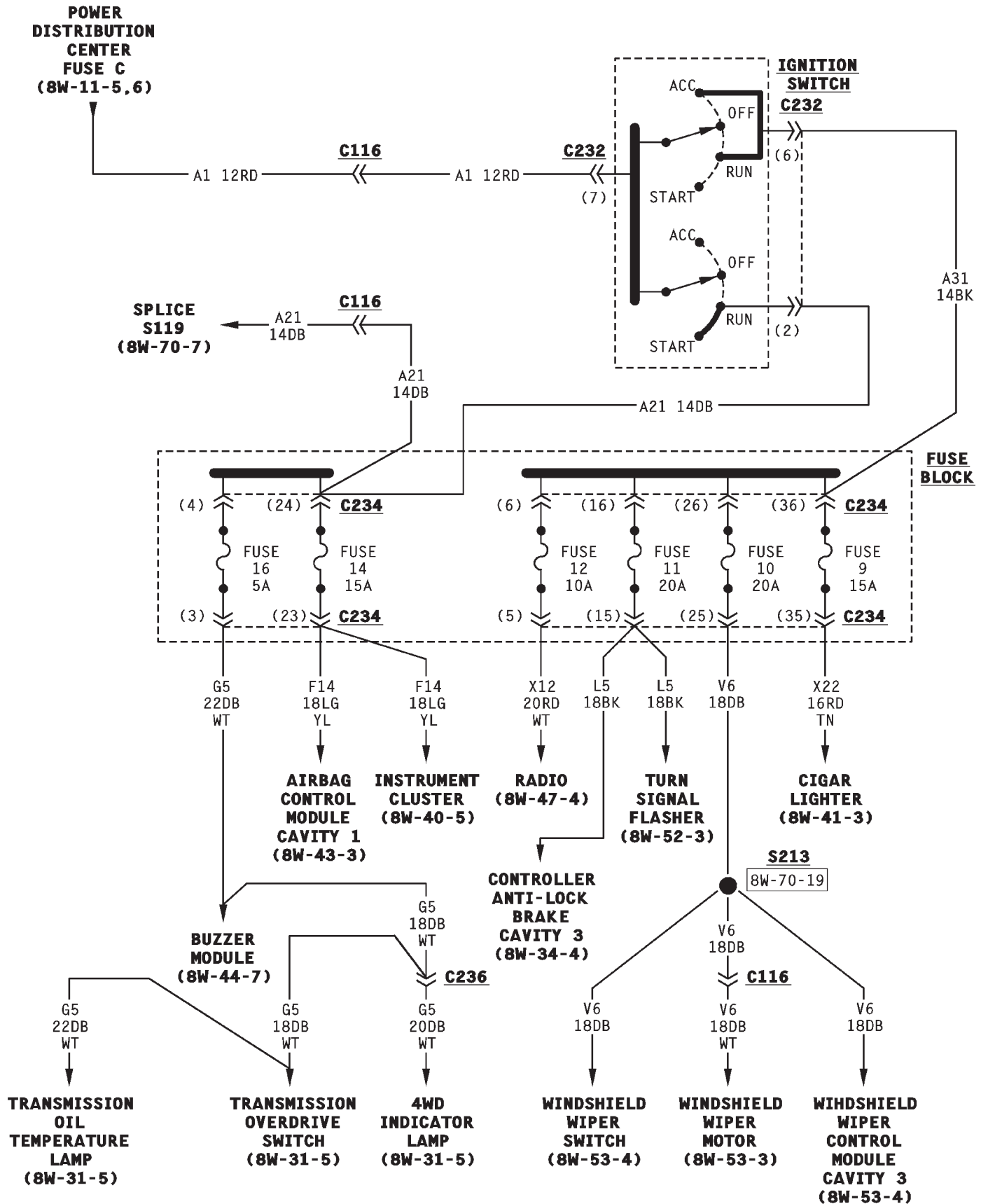
CAV	COLOR	FUNCTION	PAGE NO.
49	L19 18PK	HAZARD FLASHER SIGNAL	8W-10-11, 8W-52-4
50	L9 18BK/WT	HAZARD FLASHER FUSED B(+)	8W-10-11, 8W-52-4

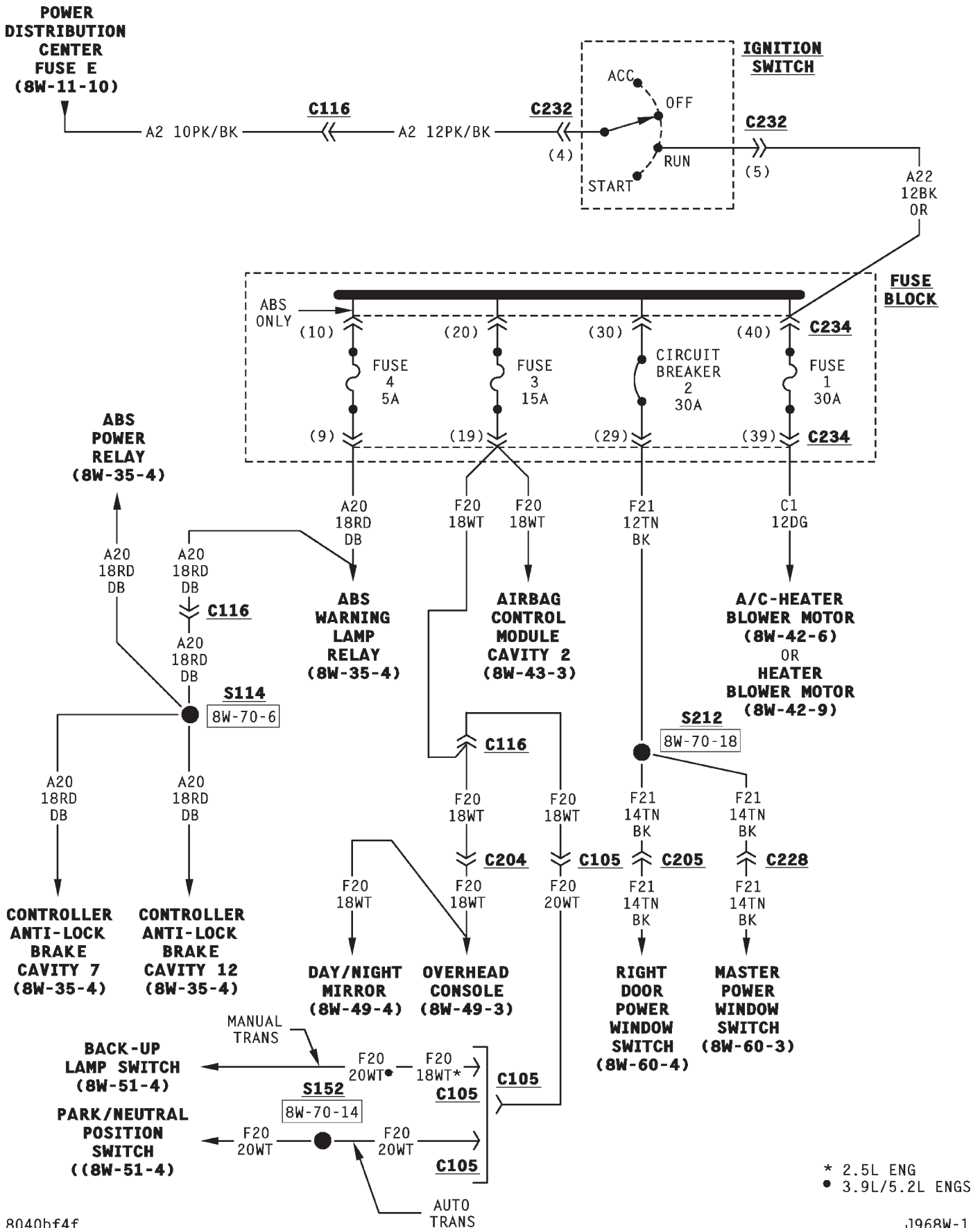
BUZZER MODULE

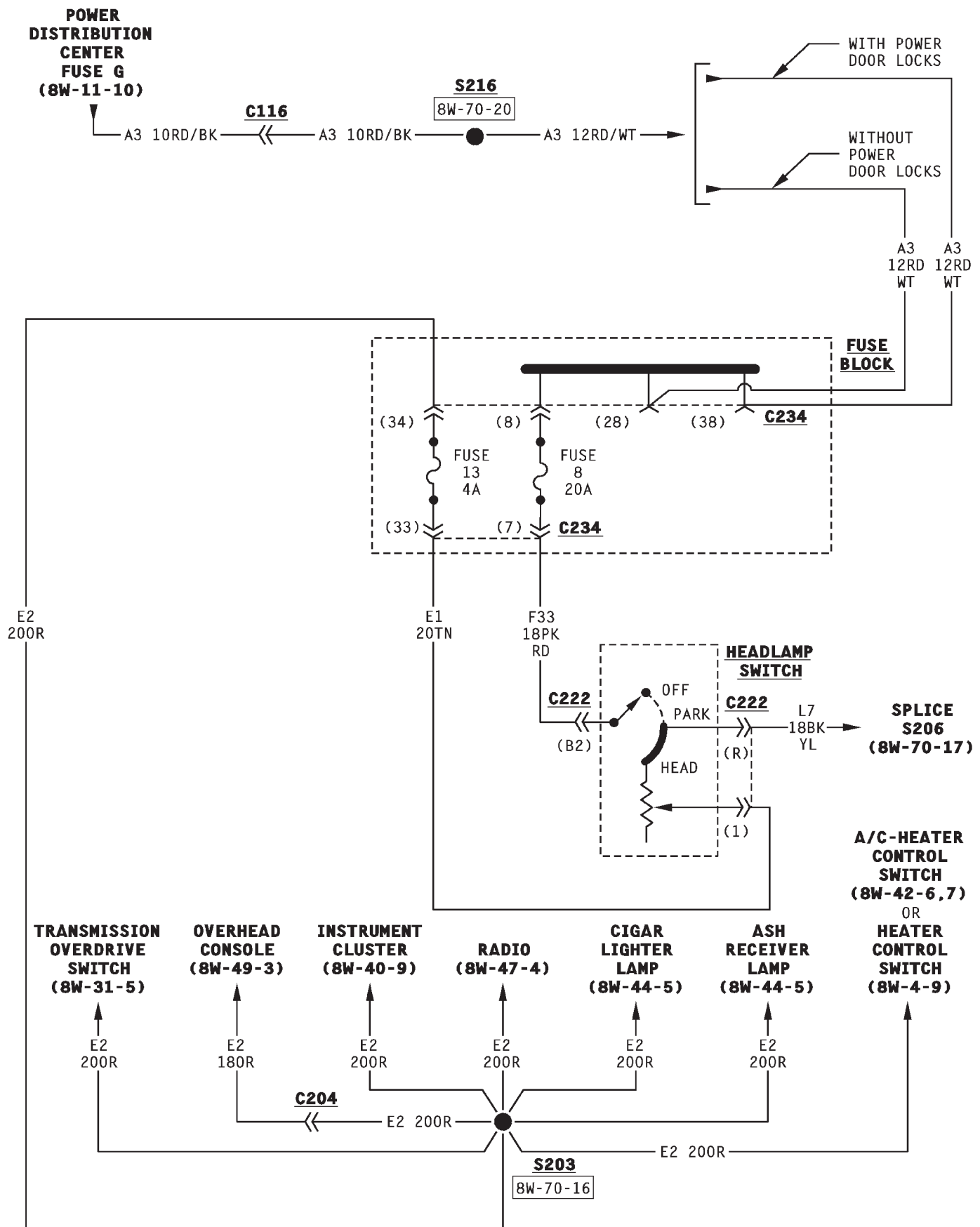
CAV	COLOR	FUNCTION	PAGE NO.
51	—	—	—
52	F32 18PK/DB	FUSED B(+)	8W-10-11, 8W-44-7
	F32 18PK/DB	FUSED B(+)	8W-10-11, 8W-44-7
53	G26 20LB	KEY-IN IGNITION SWITCH SENSE	8W-10-11, 8W-44-8
	G26 22LB	KEY-IN IGNITION SWITCH SENSE	8W-10-11, 8W-44-8
54	—	—	—
55	G10 20LG/RD	SEAT BELT SWITCH SENSE	8W-10-11, 8W-44-8
56	Z1 18BK	GROUND	8W-10-11, 8W-44-8
57	G13 22DB/RD	SEAT BELT LAMP DRIVER	8W-10-11, 8W-44-8
58	G5 18DB/WT	FUSED IGN SW OUTPUT (RUN/START)	8W-10-11, 8W-44-7
	G5 22DB/WT	FUSED IGN SW OUTPUT (RUN/START)	8W-10-11, 8W-44-7

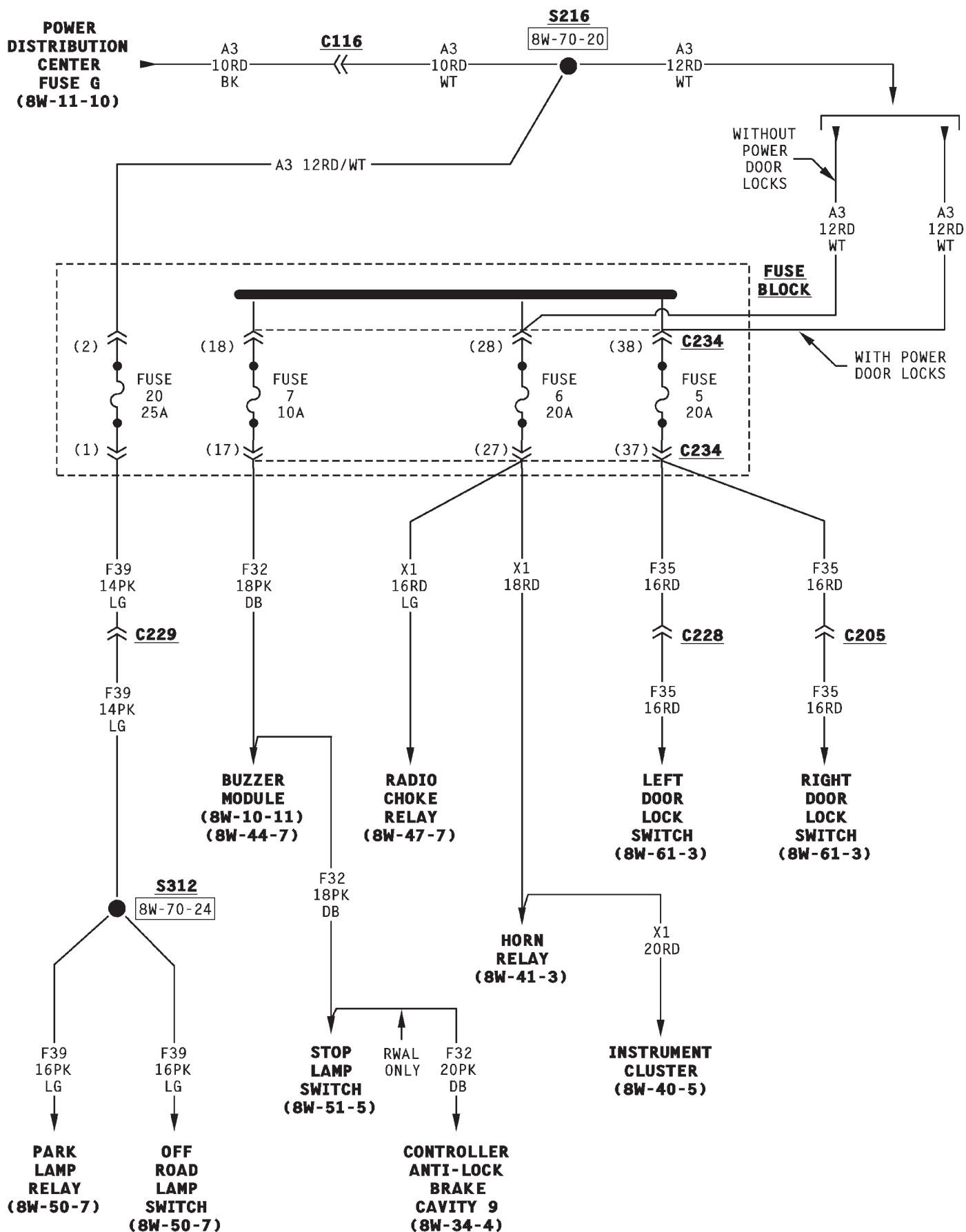
ABS WARNING LAMP RELAY

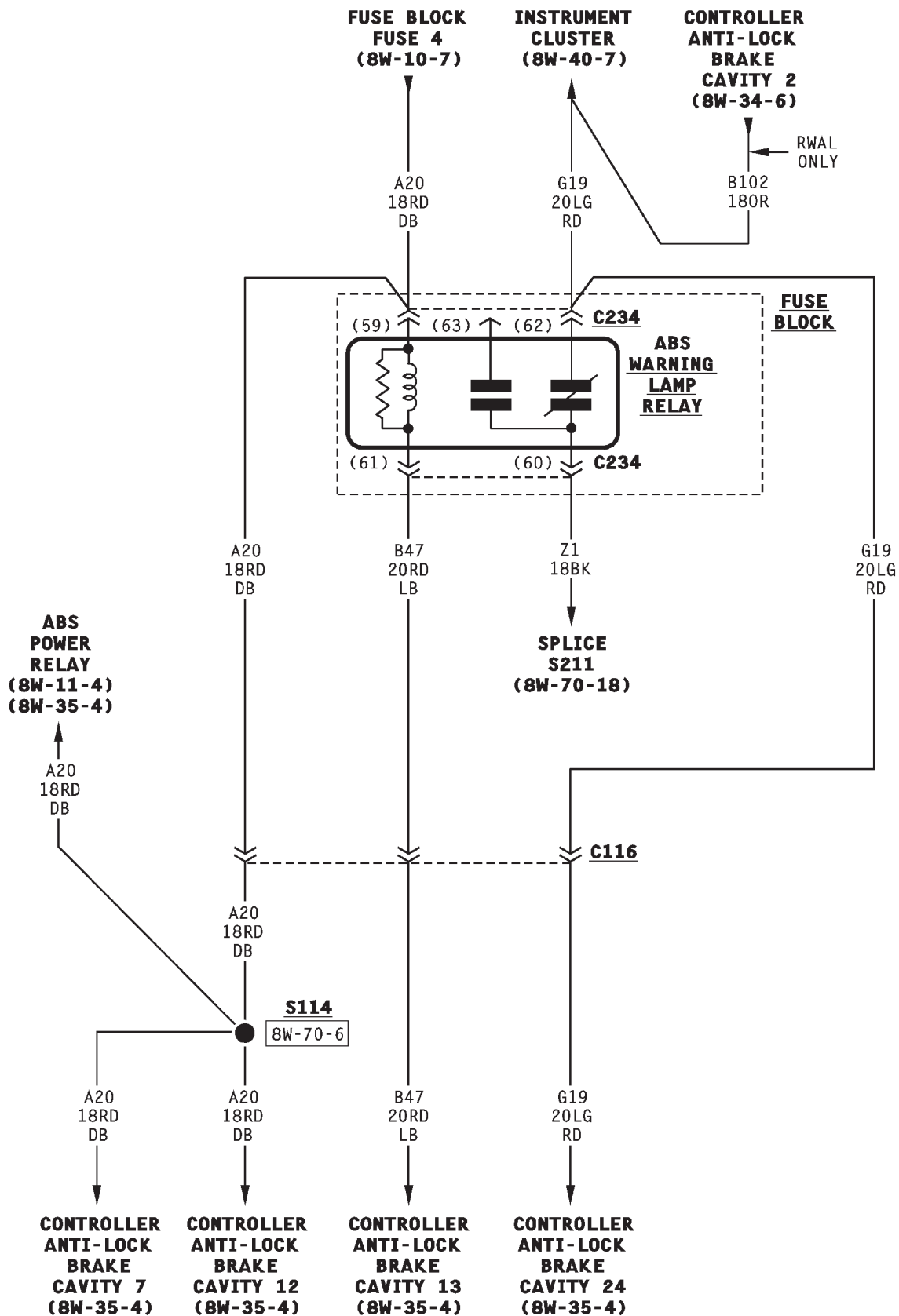
CAV	COLOR	FUNCTION	PAGE NO.
59	A20 18RD/DB	FUSED IGN SW OUTPUT (RUN)	8W-10-10, 8W-35-4
	A20 18RD/DB	FUSED IGN SW OUTPUT (RUN)	8W-10-10, 8W-35-4
60	Z1 18BK	GROUND	8W-10-10, 8W-35-4
61	B47 20RD/LB	ABS WARNING LAMP RELAY CONTROL	8W-10-10, 8W-35-4
62	G19 20LG/RD	ABS WARNING LAMP DRIVER	8W-10-10, 8W-35-4
	G19 20LG/RD	ABS WARNING LAMP DRIVER	8W-10-10, 8W-35-4
63	—	—	—

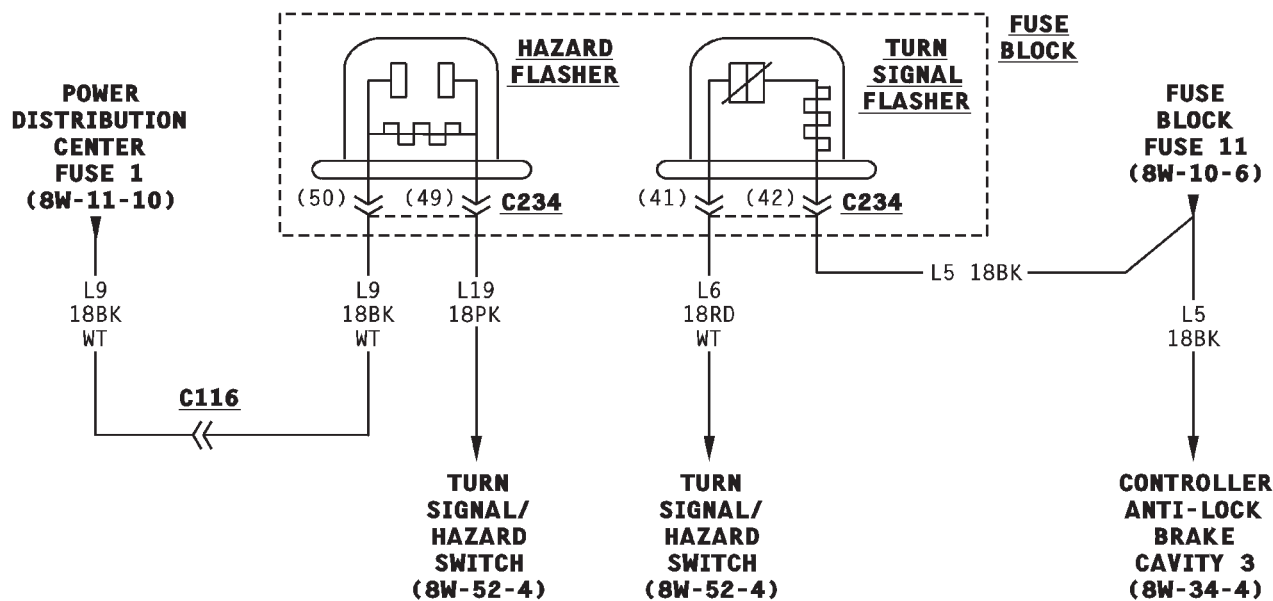
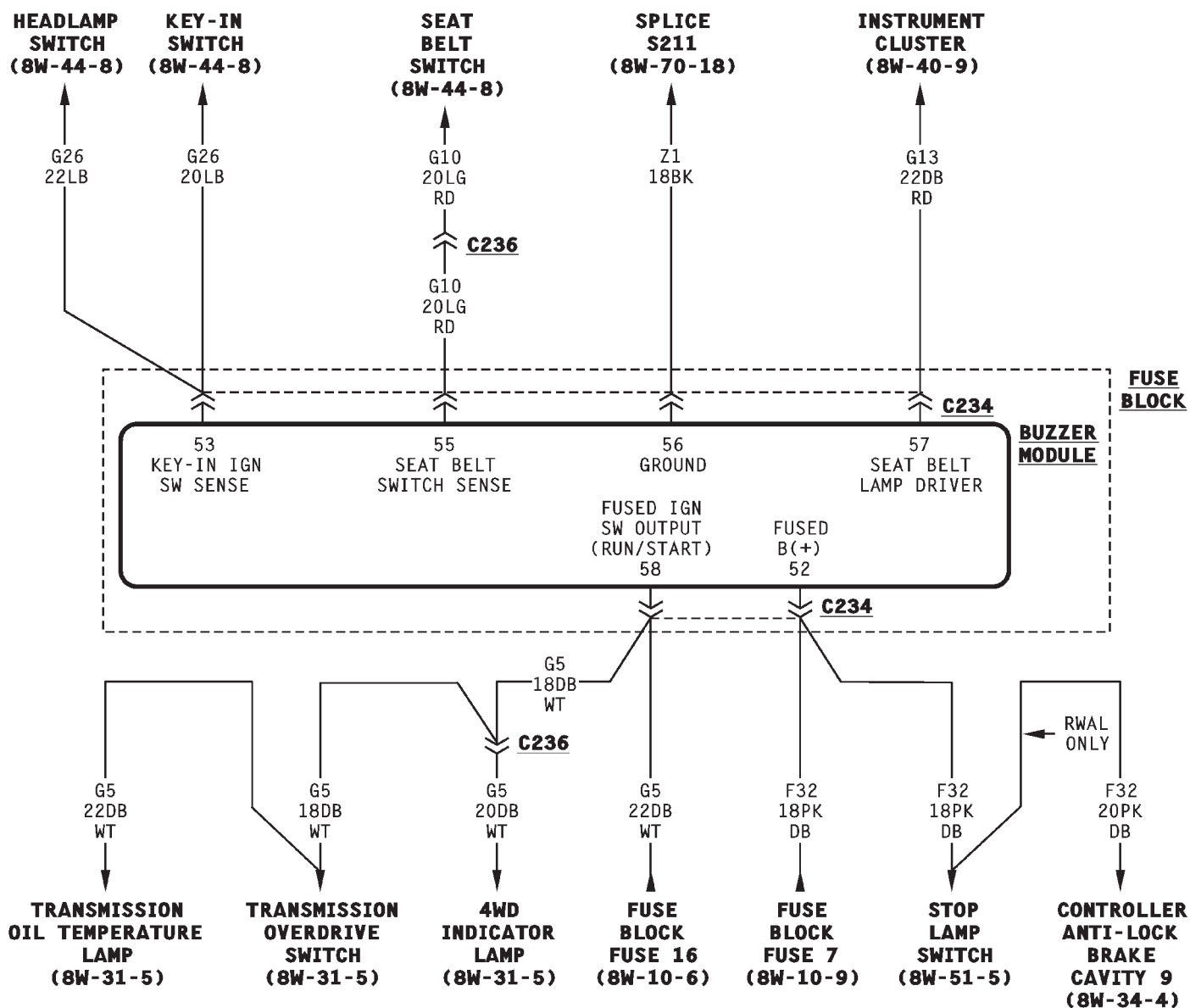


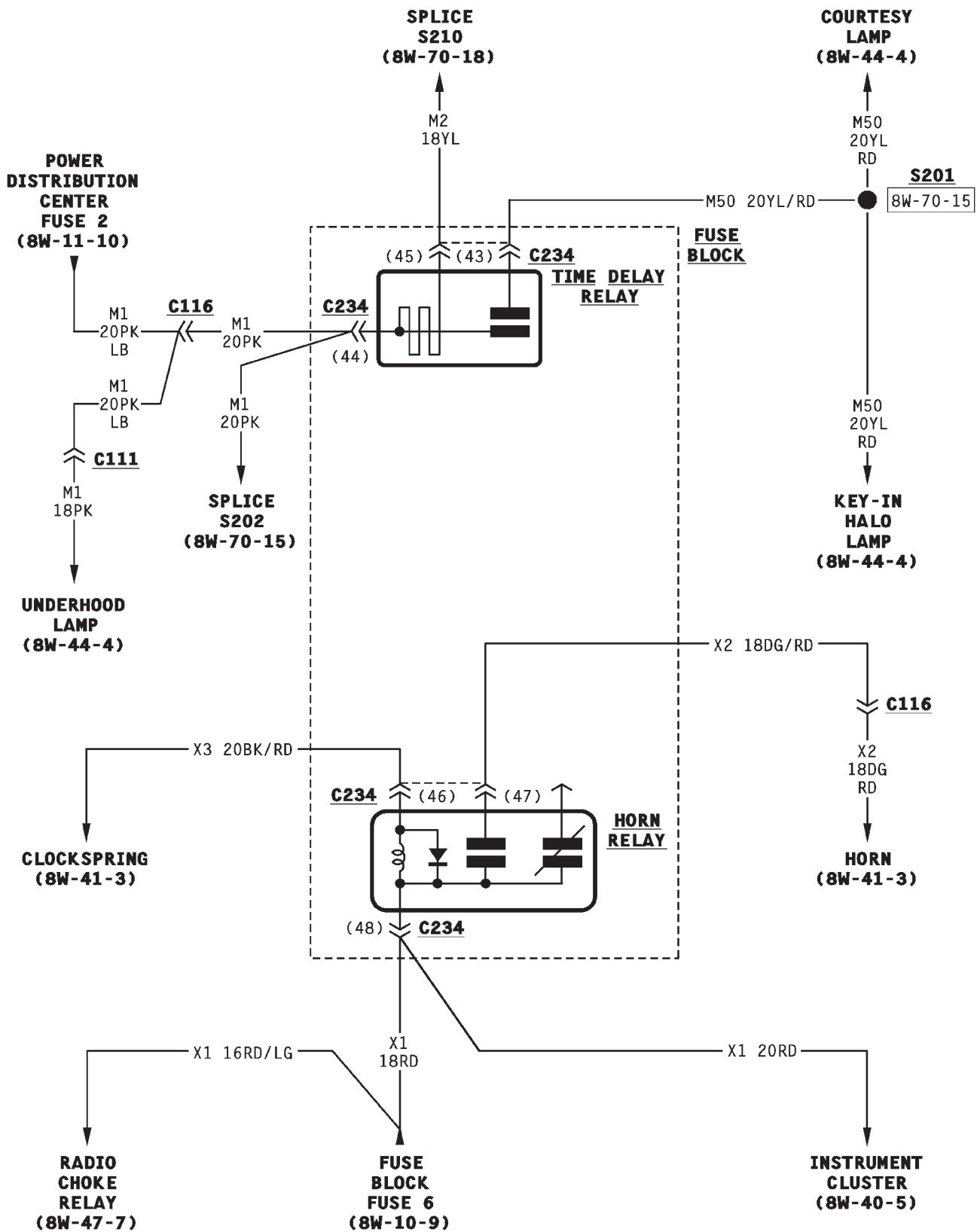












8W-11 POWER DISTRIBUTION

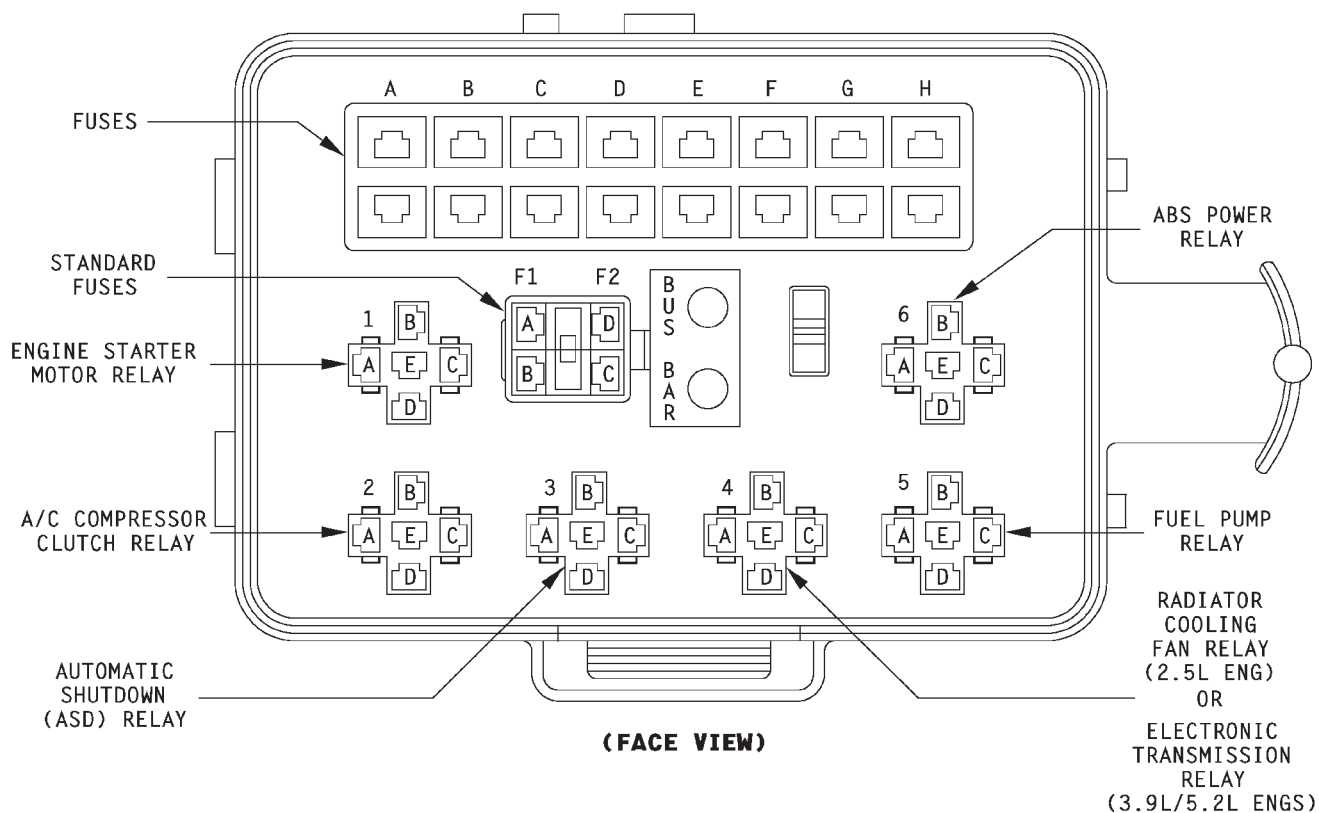
DESCRIPTION AND OPERATION

INTRODUCTION

This section covers the power distribution center and all circuits involved with it. For additional information on system operation, refer to the appropriate section of the wiring diagrams.

DIAGRAM INDEX

Component	Page	Component	Page
A/C Compressor Clutch Relay	8W-11-6, 7	Fuse B (PDC)	8W-11-5, 6, 7
ABS Power Relay	8W-11-8	Fuse C (PDC)	8W-11-5, 6, 7, 9
Automatic Shut Down Relay	8W-11-9	Fuse D (PDC)	8W-11-9
Bus Bar	8W-11-3, 5 thru 10	Fuse E (PDC)	8W-11-10
Clutch Pedal Position Switch	8W-11-5	Fuse F (PDC)	8W-11-10
Controller Anti-Lock Brake	8W-11-8	Fuse G (PDC)	8W-11-10
Electronic Transmission Relay (3.9/5.2L Engs)	8W-11-7	Hydraulic Control Unit	8W-11-8
Engine Starter Motor Relay	8W-11-5	Ignition Switch	8W-11-5, 6, 7, 9, 10
Fuel Pump Relay	8W-11-9	PDC Fuse Charts	8W-11-3
Fuse 1 (PDC)	8W-11-10	PDC Relay Charts	8W-11-4
Fuse 2 (PDC)	8W-11-10	Power Distribution Center	8W-11-3
Fuse A (PDC)	8W-11-8	Radiator Cooling Fan Relay (2.5L Eng)	8W-11-6



FUSES

CAV	CIRCUIT	AMPS	FUNCTION	SECTION/PAGE
A	A10 12RD/DG	40A	FUSED B(+)	8W-11-8
B	C26 14GY	30A	FUSED B(+)	8W-11-5,6,7
C	A1 12RD	40A	FUSED B(+)	8W-11-5,6,7,9
D	A14 14RD/WT	30A	FUSED B(+)	8W-11-9
E	A2 10PK/BK	50A	FUSED B(+)	8W-11-10
F	A4 16BK/RD	20A	FUSED B(+)	8W-11-10
G	A3 10RD/BK	50A	FUSED B(+)	8W-11-10
H	-	-	-	-

BUS BAR

CAV	CIRCUIT	FUNCTION	SECTION/PAGE
BB	A0 6BK	B(+)	8W-11-5 thru 10
BB	A11 6BK	GENERATOR OUTPUT	8W-11-5 thru 10

NOTE: REVERSING A0 AND A11 EYELET TERMINAL CONNECTIONS AT THE BUS BAR IS PERMISSIBLE.

STANDARD FUSE (F1)

CAV	CIRCUIT	AMPS	FUNCTION	SECTION/PAGE
A1	A15 16PK	20A	FUSED B(+)	8W-11-10
B1	L9 18BK/WT	20A	HAZARD FLASHER FUSED B(+)	8W-11-10

STANDARD FUSE (F2)

CAV	CIRCUIT	AMPS	FUNCTION	SECTION/PAGE
C2	A4 16BK/RD	5A	FUSED B(+)	8W-11-10
D2	M1 20PK/LB	5A	FUSED B(+)	8W-11-10

ENGINE STARTER MOTOR RELAY (1)

CAV	CIRCUIT	FUNCTION	SECTION/PAGE
1A	A41 14YL	IGNITION SWITCH OUTPUT (START)	8W-11-5
1B	A0 14BK	B(+)	8W-11-5
1C	T41 18BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE	8W-11-5
1D	T40 14BR	ENGINE STARTER MOTOR RELAY OUTPUT	8W-11-5

A/C COMPRESSOR CLUTCH RELAY (2)

CAV	CIRCUIT	FUNCTION	SECTION/PAGE
2A	A21 14DB	IGNITION SWITCH OUTPUT (RUN/START)	8W-11-6,7
2B	C26 14GY	FUSED B(+)	8W-11-6,7
2C	C13 18DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL	8W-11-6,7
2D	C3 14DB/BK	A/C COMPRESSOR CLUTCH RELAY OUTPUT	8W-11-6,7

AUTOMATIC SHUT DOWN RELAY (3)

CAV	CIRCUIT	FUNCTION	SECTION/PAGE
3A	A21 14DB	IGNITION SWITCH OUTPUT (RUN/START)	8W-11-9
3B	A14 14RD/WT	FUSED B(+)	8W-11-9
3C	K51 18DB/YL	ASD RELAY CONTROL	8W-11-9
3D	A142 14DG/OR	ASD RELAY OUTPUT	8W-11-9

(2.5L ENG) RADIATOR COOLING FAN RELAY (4)

CAV	CIRCUIT	FUNCTION	SECTION/PAGE
4A	A21 14DB	IGNITION SWITCH OUTPUT (RUN/START)	8W-11-6
4B	C26 14PK/DB	FUSED B(+)	8W-11-6
4C	C27 18DB/WT	RADIATOR FAN RELAY CONTROL	8W-11-6
4D	C25 14LG	RADIATOR FAN RELAY OUTPUT	8W-11-6

(3.9L/5.2L ENGS) ELECTRONIC TRANSMISSION RELAY (4)

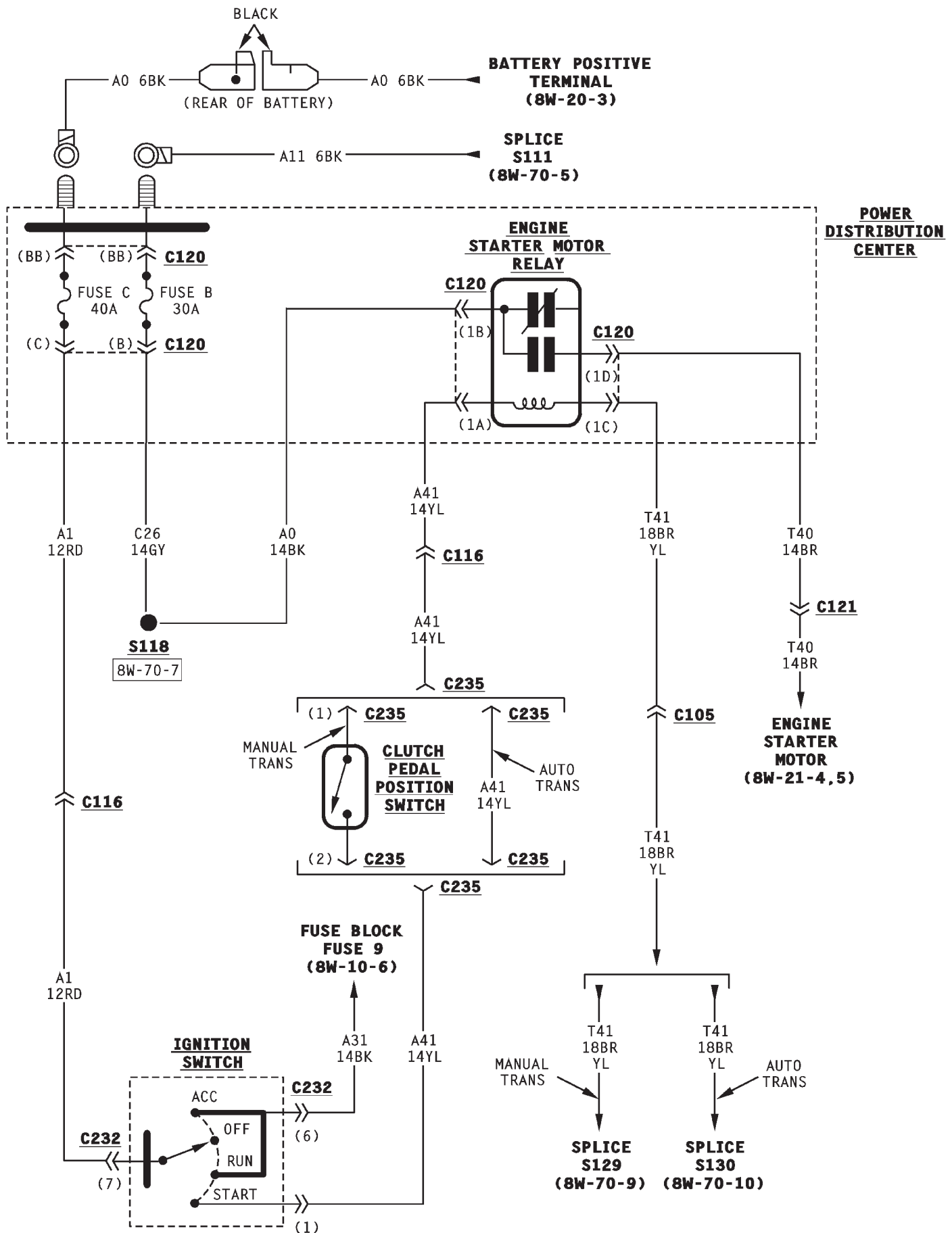
CAV	CIRCUIT	FUNCTION	SECTION/PAGE
4A	A21 14DB	IGNITION SWITCH OUTPUT (RUN/START)	8W-11-7
4B	C26 14PK/DB	FUSED B(+)	8W-11-7
4C	C27 18DB/WT	ELECTRONIC TRANSMISSION RLY CTRL	8W-11-7
4D	C25 14LG	ELECTRONIC TRANSMISSION RLY OUTPUT	8W-11-7

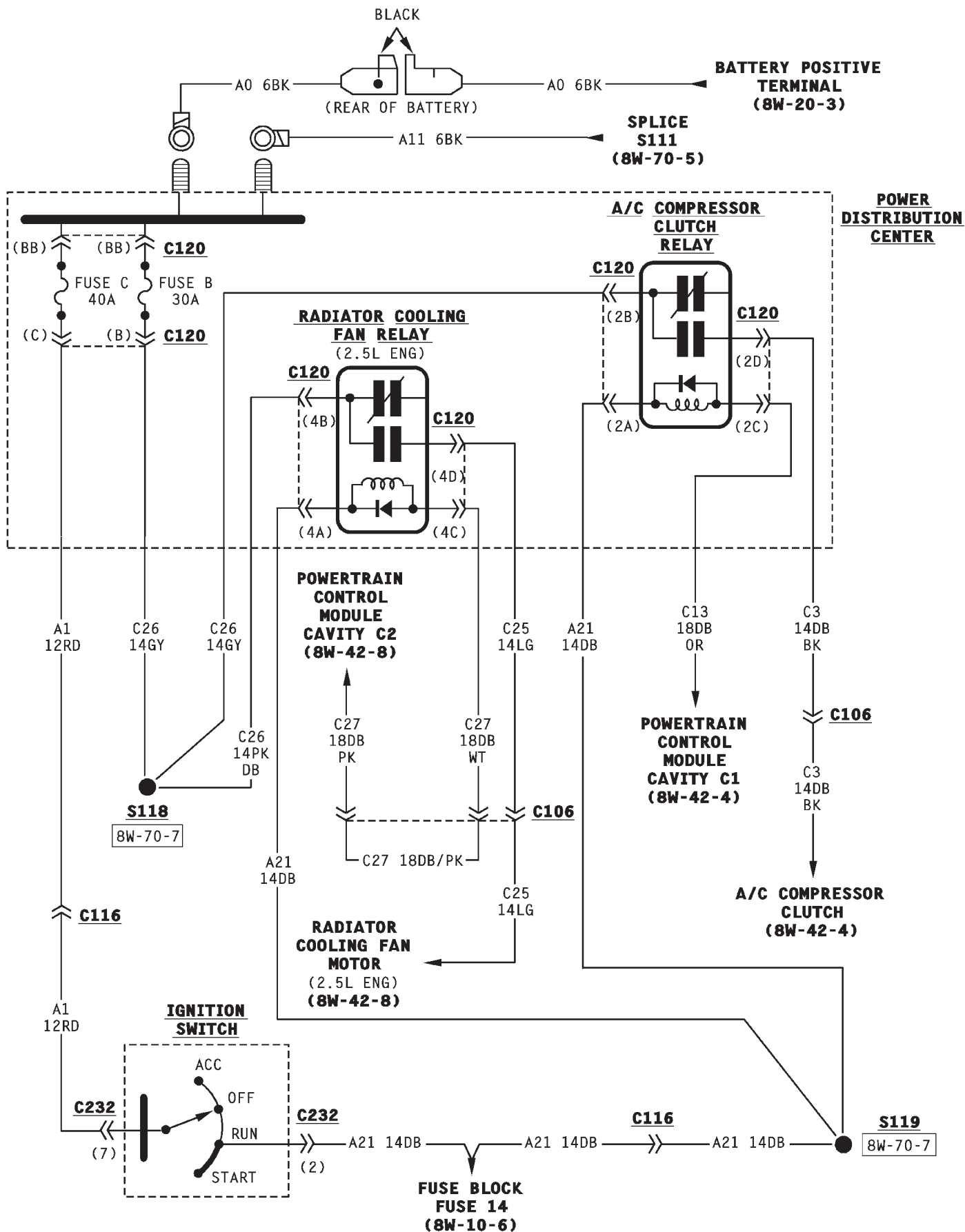
FUEL PUMP RELAY (5)

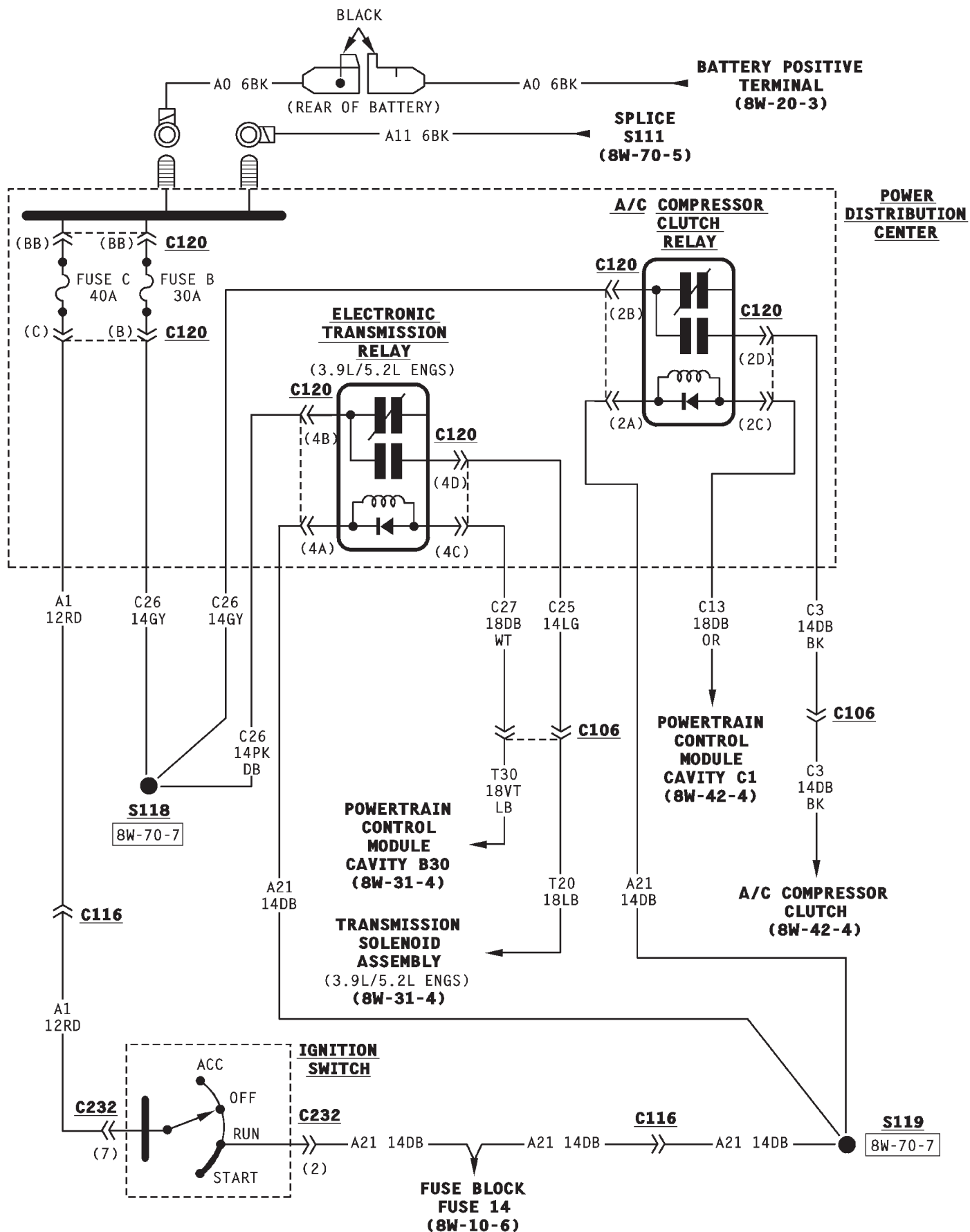
CAV	CIRCUIT	FUNCTION	SECTION/PAGE
5A	A21 14DB	IGNITION SWITCH OUTPUT (RUN/START)	8W-11-9
5B	A14 14RD/WT	FUSED B(+)	8W-11-9
5C	K31 18BR/YL	FUEL PUMP RELAY CONTROL	8W-11-9
5D	A141 16DG/BK	FUEL PUMP RELAY OUTPUT	8W-11-9

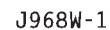
ABS POWER RELAY (6)

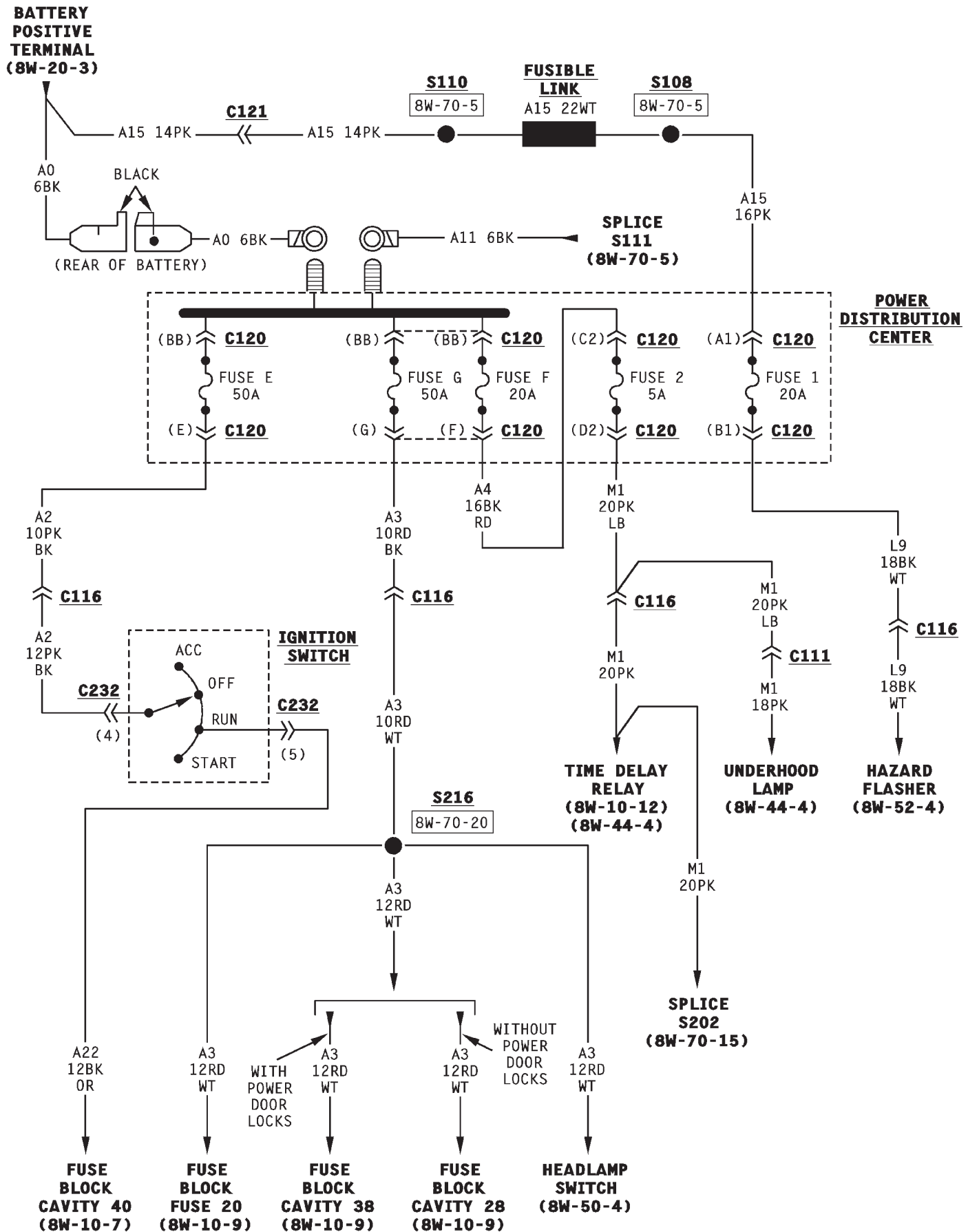
CAV	CIRCUIT	FUNCTION	SECTION/PAGE
6A	B116 20GY	ABS POWER RELAY CONTROL	8W-11-8
6B	B120 12BR/WT	ABS POWER RELAY OUTPUT	8W-11-8
6C	A20 18RD/DB	FUSED B(+)	8W-11-8
6D	A10 12RD/DG	FUSED B(+)	8W-11-8











8W-15 GROUND DISTRIBUTION

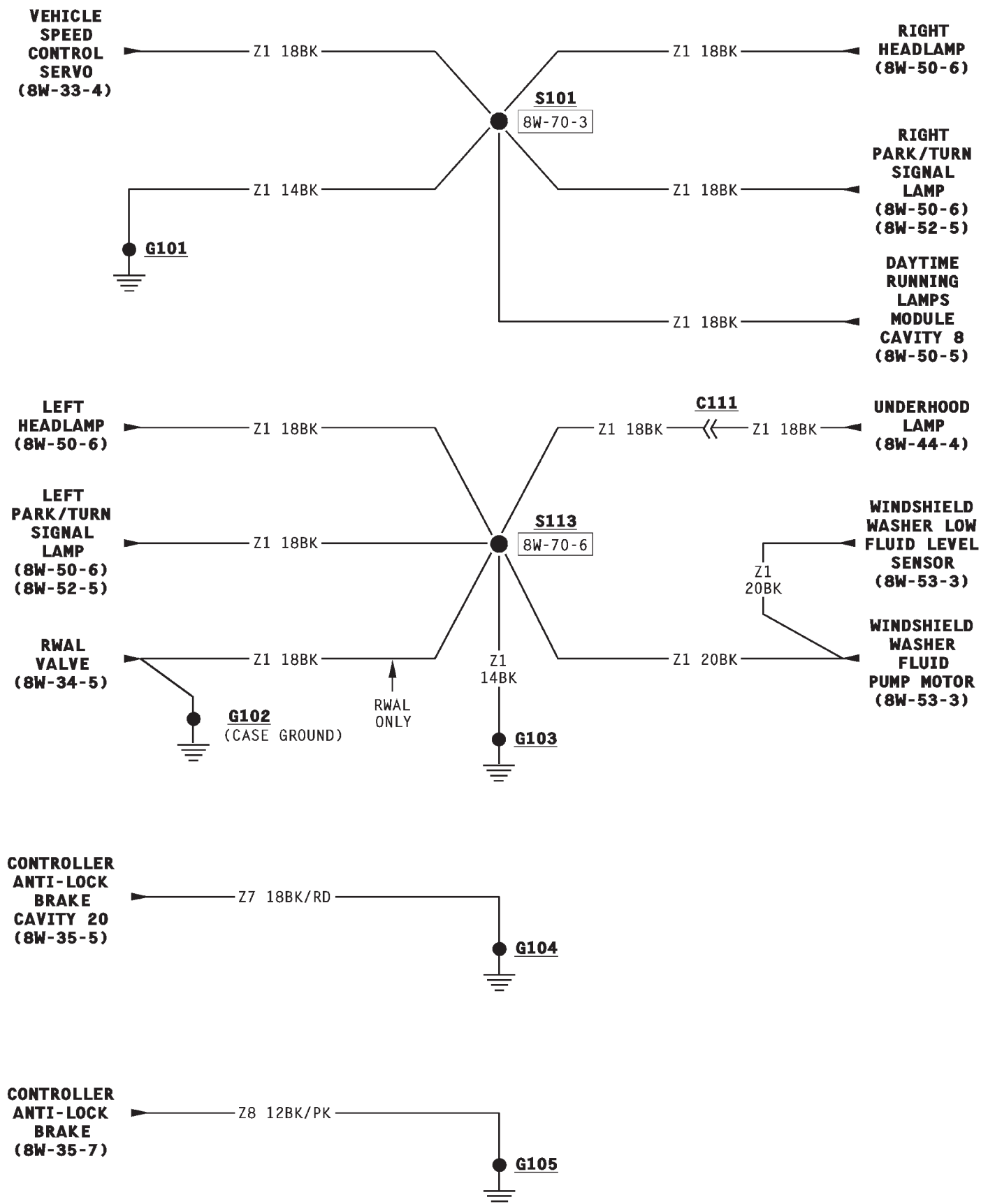
DESCRIPTION AND OPERATION

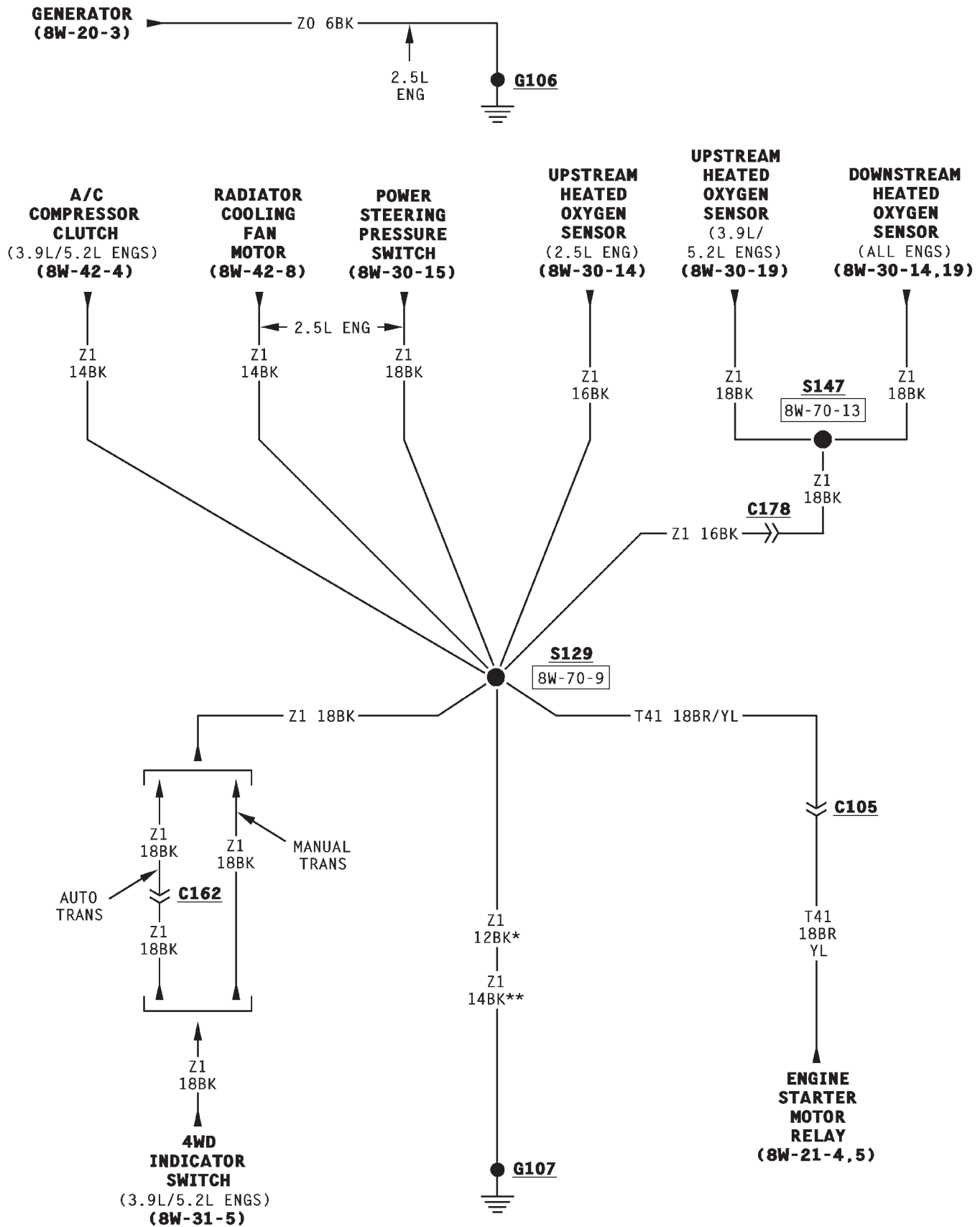
INTRODUCTION

This section identifies the grounds, splices that connect to those grounds, and the components that connect those grounds. For additional information on system operation, refer to the appropriate section of the wiring diagrams. For an illustration of the physical location of each ground, refer to group 8W-90.

DIAGRAM INDEX

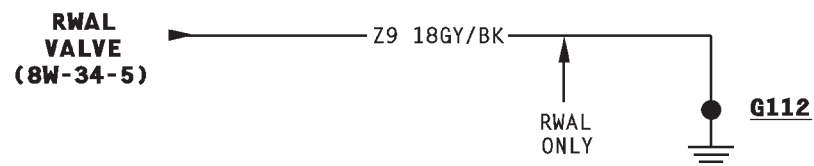
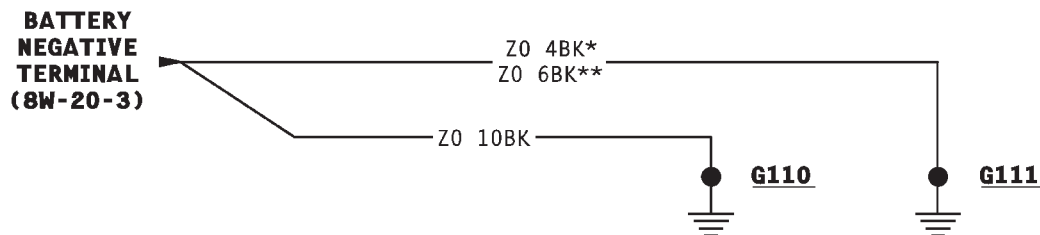
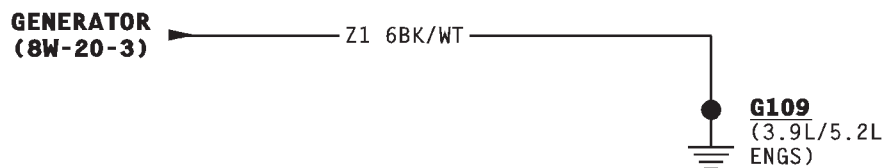
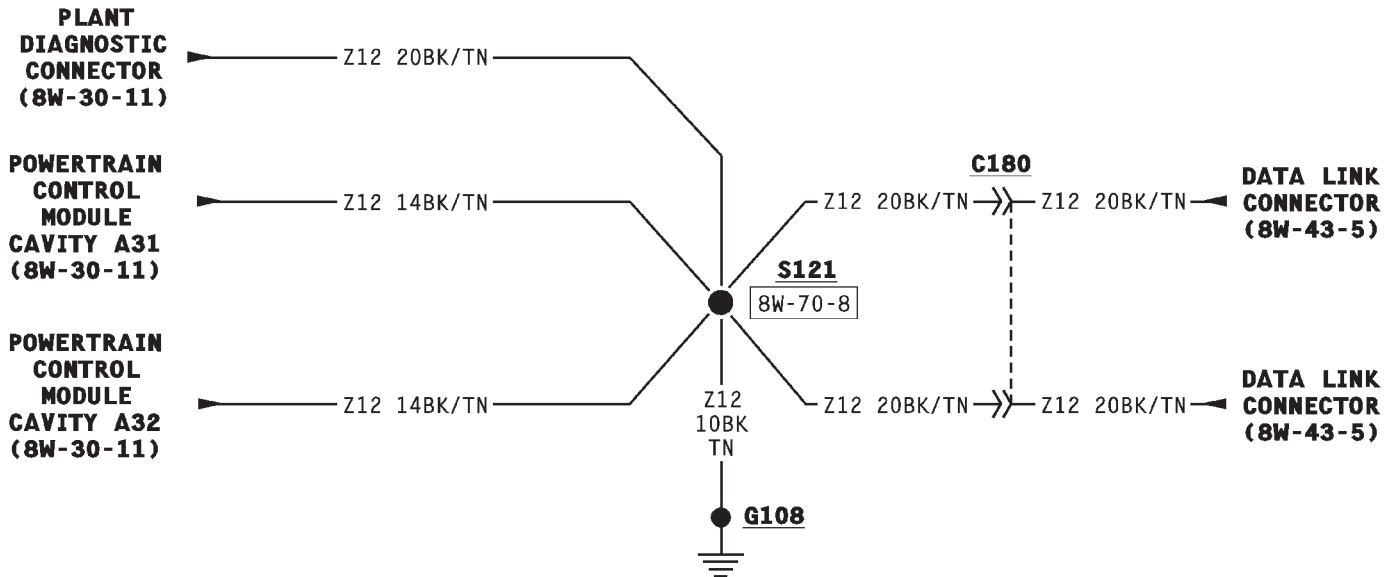
Component	Page	Component	Page
G101	8W-15-3	G110	8W-15-5
G102	8W-15-3	G111	8W-15-5
G103	8W-15-3	G112	8W-15-5
G104	8W-15-3	G201	8W-15-6
G105	8W-15-3	G202	8W-15-7
G106	8W-15-4	G302	8W-15-8
G107	8W-15-4	G303	8W-15-8
G108	8W-15-5	G304	8W-15-9
G109	8W-15-5	G305	8W-15-9



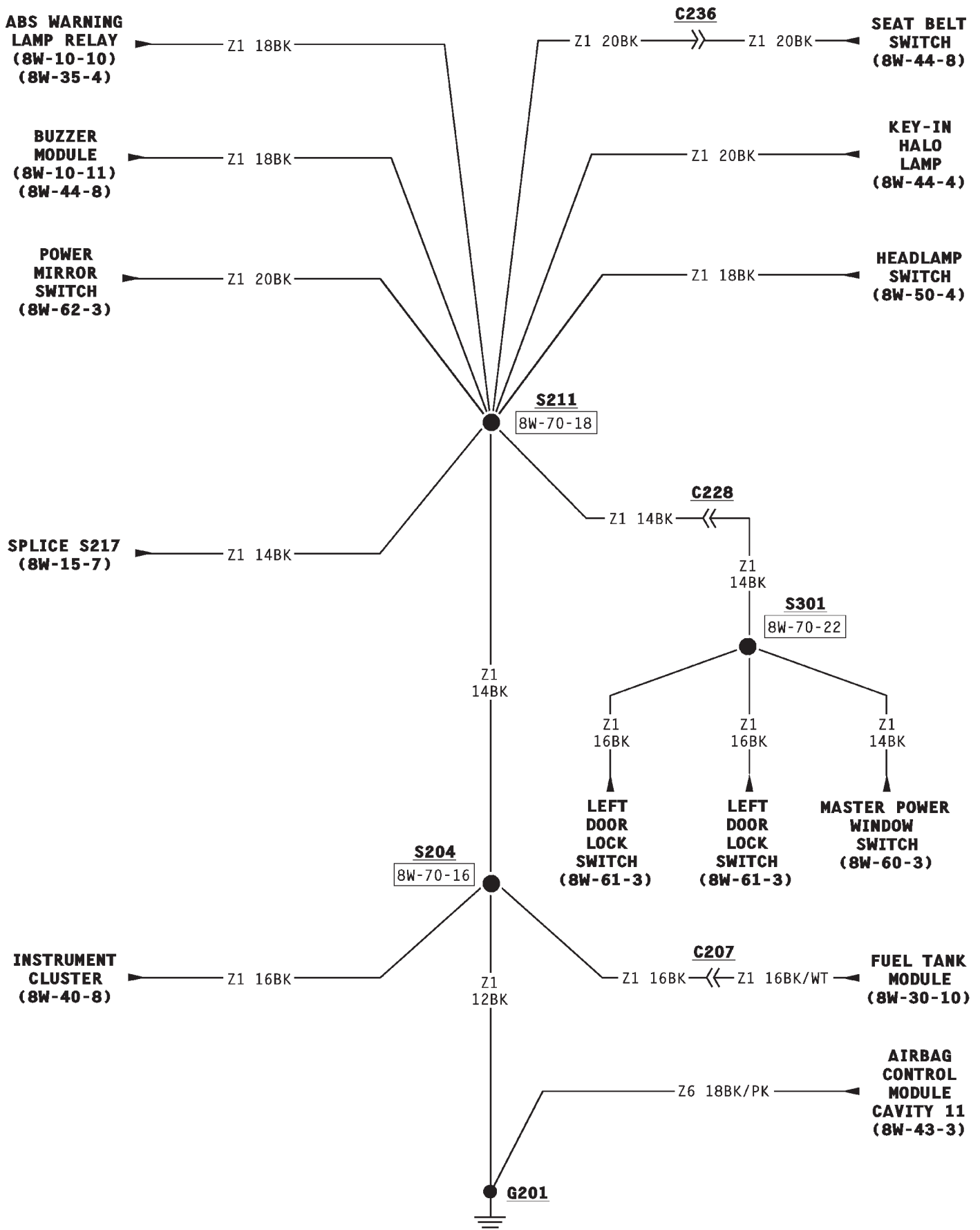


* 2.5L ENG
** 3.9L/5.2L ENGS

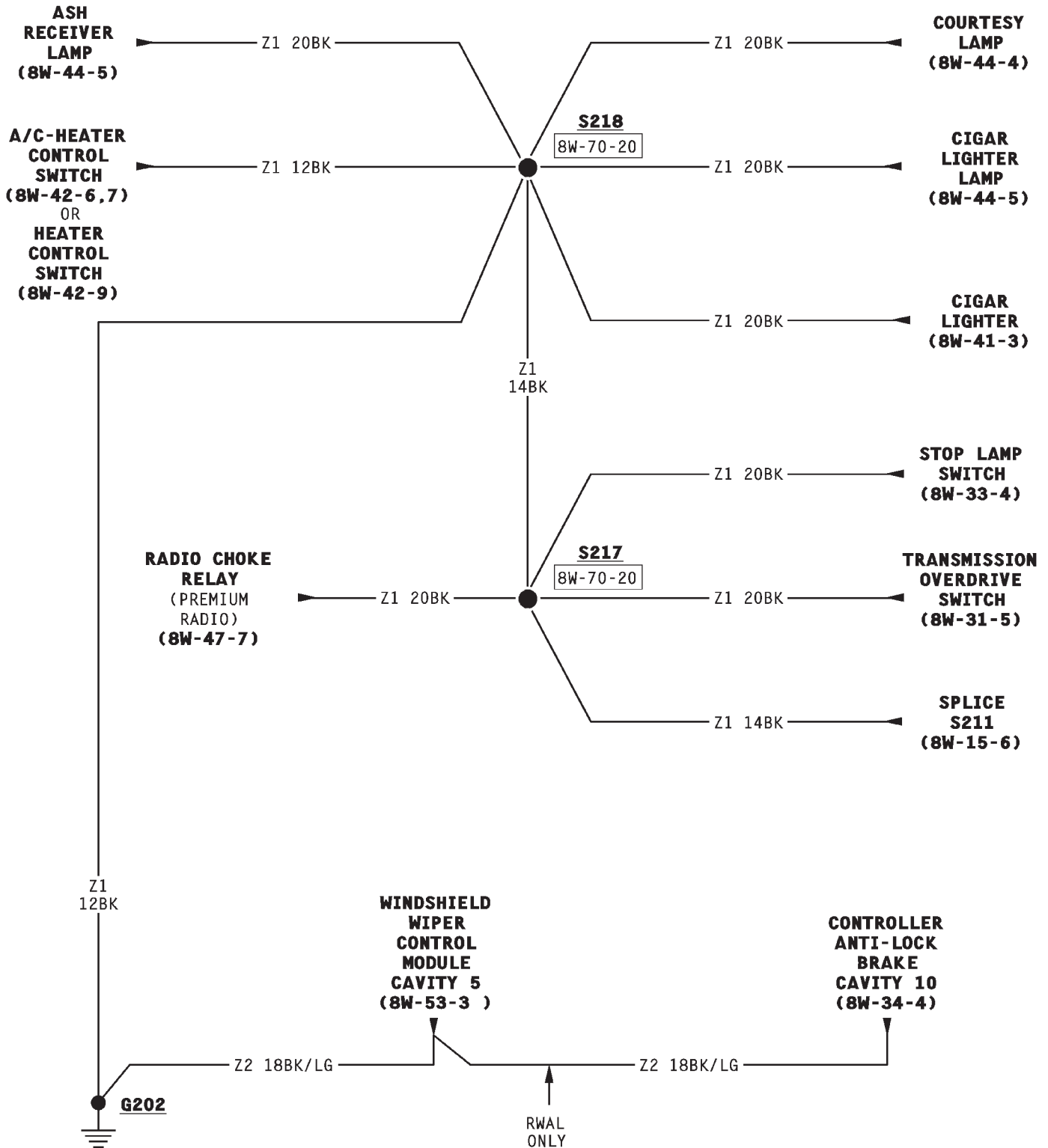
AN 8W-15 GROUND DISTRIBUTION 8W - 15 - 5

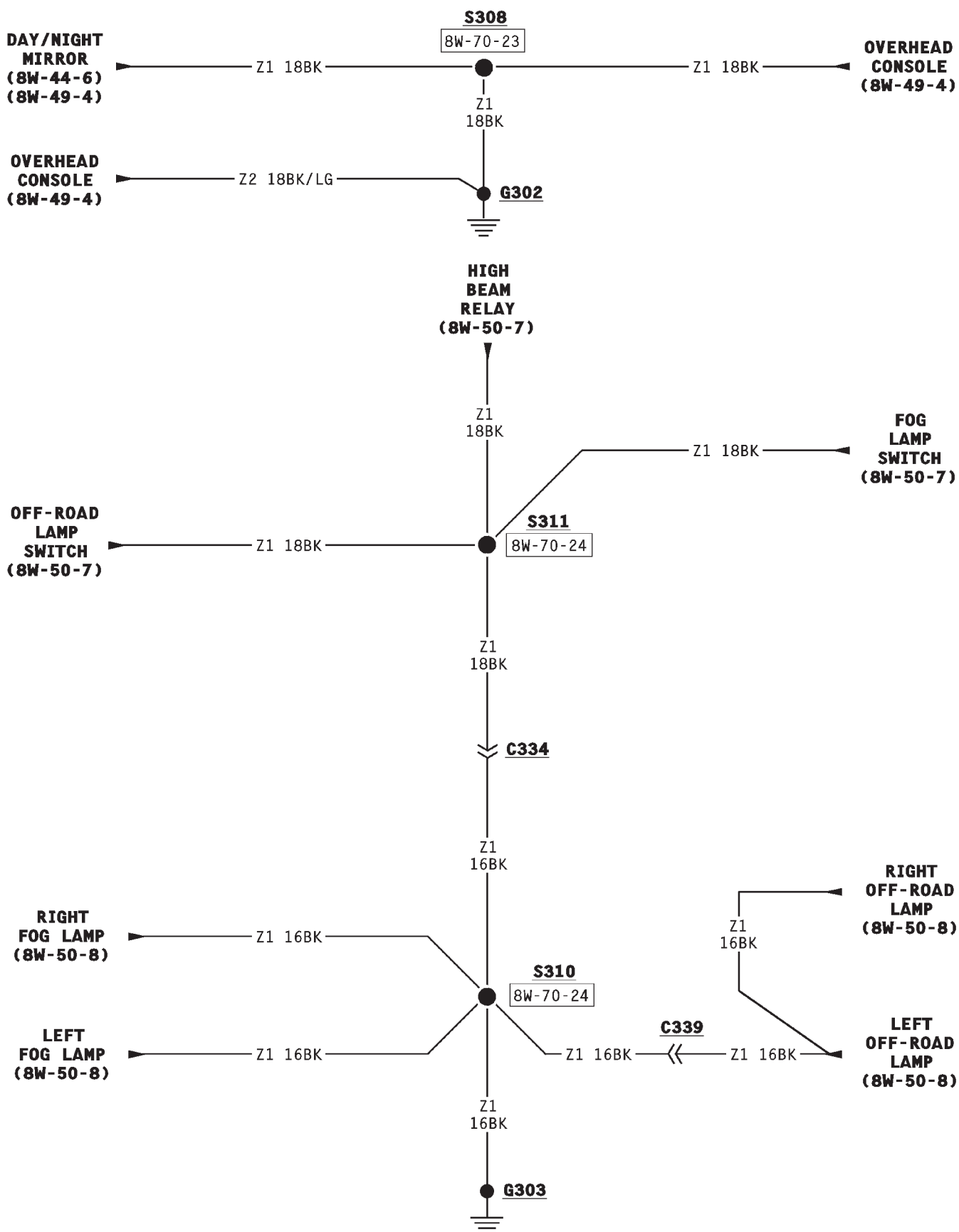


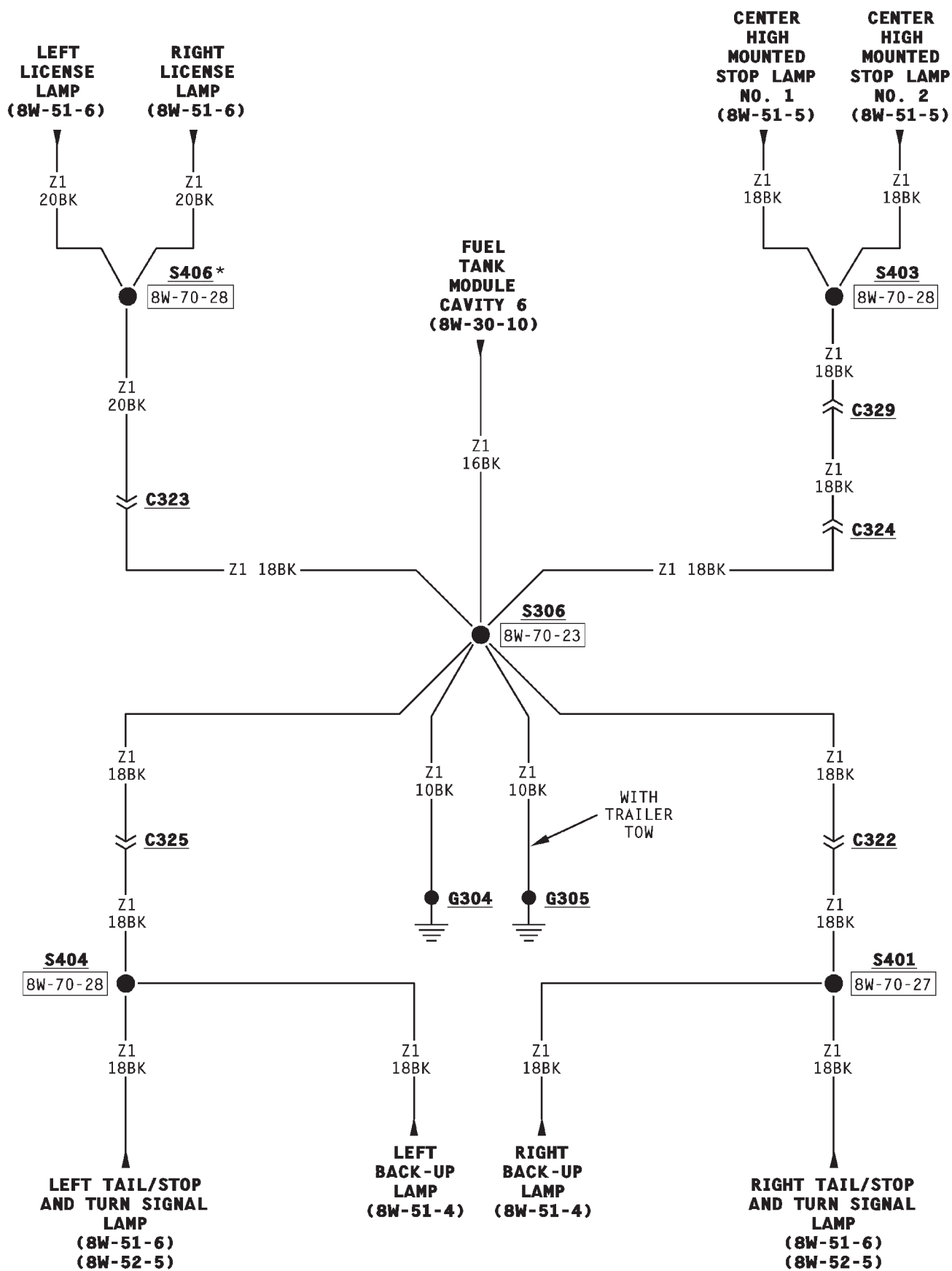
* 2.5L ENG
 ** 3.9L/5.2L ENGS



AN ————— 8W-15 GROUND DISTRIBUTION ————— 8W - 15 - 7







* WITH STEP BUMPER

8W-20 CHARGING SYSTEM

DESCRIPTION AND OPERATION

CHARGING SYSTEM

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

Circuit A11 connects to the generator output terminal and the Power Distribution Center (PDC). Circuit A0 connects the battery to the PDC. A fusible link in circuit A11 between the PDC and the generator protects the charging system.

If the vehicle has a 2.5L engine, circuit Z0 provides ground for the generator. If the vehicle has the 3.9L, 5.2L or 5.9L engine, circuit Z1 provides ground for the generator.

When the ignition switch is in the START or RUN position it connects circuit A1 from fuse C in the PDC to circuit A21. Circuit A21 powers the coil side of the Automatic Shut Down (ASD) relay. The Powertrain Control Module (PCM) energizes the relay by grounding the relay coil on circuit K51. Circuit K51 connects to cavity C3 of the PCM.

When the PCM energizes the ASD relay, the relay contacts close and connect circuit A14 from fuse D in the PDC to circuit A142. Circuit A142 supplies battery voltage to the generator field.

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

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

HELPFUL INFORMATION

- Circuit A21 splices to supply battery voltage to the coil side of the fuel pump relay. The ASD relay supplies battery voltage for the fuel injectors, fuel pump module, ignition coil, and the heated oxygen sensors.
- Circuit A142 also connects to PCM cavity C12.

SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

Component	Page	Component	Page
Automatic Shut Down Relay	8W-20-3	Fusible Link (A15)	8W-20-3
Battery	8W-20-3	Generator	8W-20-3
Fuse 1 (PDC)	8W-20-3	Powertrain Control Module	8W-20-3
Fusible Link (A11)	8W-20-3		

8W-21 STARTING SYSTEM

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	page		page
DESCRIPTION AND OPERATION		SCHEMATICS AND DIAGRAMS	
2.5L ENGINE	1	WIRING DIAGRAM INDEX	2
3.9L/5.2L ENGINES	1		

DESCRIPTION AND OPERATION

2.5L ENGINE

The Power Distribution Center (PDC) supplies battery voltage to the engine starter motor solenoid on circuit T40 when the coil side of the engine starter motor relay energizes.

Circuit A0 from the battery is double crimped at the battery positive post. One branch of circuit A0 (battery positive cable) connects to the engine starter motor. The other A0 branch supplies voltage to a bus bar in the PDC. Fuse B (30 amp) connects to the bus bar and protects circuit C26. Circuit C26 splices to circuit A0 which connects to the contact side of the engine starter motor relay.

In the START position, the ignition switch connects circuit A1 from fuse C in the PDC to circuit A41. Circuit A41 feeds the coil side of the engine starter motor relay. Circuit T41 connects the coil side of the relay to ground circuit Z1.

Manual transmission equipped vehicles use a clutch pedal position switch in circuit A41 between the ignition switch and engine starter motor relay. Before the relay will energize, the operator has to press the clutch pedal to close the clutch pedal position switch.

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

HELPFUL INFORMATION

- Circuit C26 splices to feed the coil and contact sides of the radiator fan relay and the A/C compressor clutch relay.
- Circuit Z1 also provides ground for the vehicle speed sensor, A/C compressor clutch, 4x4 switch, speed control, heated oxygen sensors, and PCM.

3.9L/5.2L ENGINES

AUTOMATIC TRANSMISSION

The Power Distribution Center (PDC) supplies battery voltage to the engine starter motor solenoid on

circuit T40 when the coil side of the engine starter motor relay energizes.

Circuit A0 from the battery is double crimped at the positive battery post. One branch of circuit A0 (battery positive cable) connects to the starter motor. The other A0 branch supplies voltage to a bus bar in the PDC. Fuse B connects to the bus bar and protects circuit C26. Circuit C26 splices to circuit A0 which connects to the contact side of the starter motor relay.

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

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

HELPFUL INFORMATION

- The PARK/NEUTRAL switch closes when the transmission is in either the PARK or NEUTRAL positions.
- Circuit T41 splices to cavity A6 of the Powertrain Control Module (PCM). This input tells the PCM the operator is starting the vehicle.
- Circuit T41 is spliced to circuit Z1. Circuit Z1 provides ground for the vehicle speed sensor, A/C compressor clutch, 4x4 switch, vehicle speed control, and heated oxygen sensors.

MANUAL TRANSMISSION

The Power Distribution Center (PDC) supplies battery voltage to the engine starter motor solenoid on circuit T40 when the coil side of the engine starter motor relay energizes.

Circuit A0 from the battery is double crimped at the positive battery post. One branch of circuit A0 (battery positive cable) connects to the battery starter motor. The other A0 branch supplies voltage

DESCRIPTION AND OPERATION (Continued)

to a bus bar in the PDC. Fuse B (30 amp) connects to the bus bar and protects circuit C26. Circuit C26 splices to circuit A0 which connects to the contact side of the starter motor relay.

The ignition switch supplies battery voltage to the coil side of the engine starter motor relay on circuit A41 when the key is moved to the START position and the operator presses the clutch pedal. When the operator presses the clutch pedal, the clutch pedal position switch closes. Ground for the coil side of the engine starter motor relay is supplied on circuit T41. This circuit is spliced with circuit Z1. The Z1 circuit terminates at the left fender side shield.

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

HELPFUL INFORMATION

Circuit Z1 also provides ground for the vehicle speed sensor, A/C compressor clutch, 4x4 switch, vehicle speed control, heated oxygen sensor.

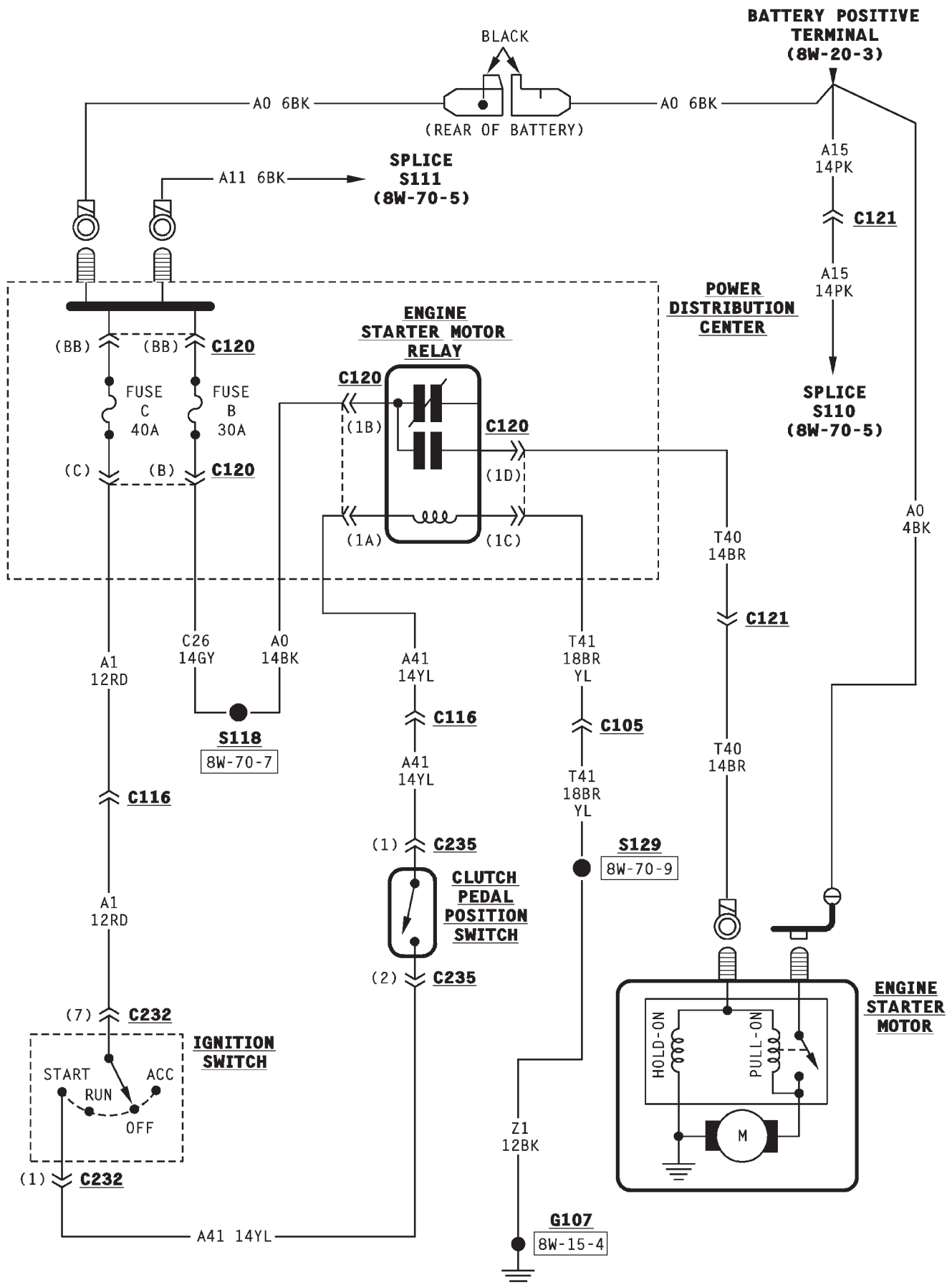
SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

Component	Page	Component	Page
Fuse B (PDC)	8W-21-4, 5	Engine Starter Motor Relay	8W-21-4, 5
Fuse C (PDC)	8W-21-4, 5	Ignition Switch	8W-21-4, 5
Clutch Pedal Position Switch	8W-21-4, 5	Park/Neutral Position Switch	8W-21-5
Engine Starter Motor	8W-21-4, 5		



8W-30 FUEL/IGNITION SYSTEMS

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BATTERY FEED	1	INTAKE AIR TEMPERATURE SENSOR	4
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CRANKSHAFT POSITION SENSOR	3	MANUAL TRANSMISSION UP-SHIFT LAMP	5
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DUTY CYCLE EVAP/PURGE SOLENOID	5	POWER STEERING PRESSURE SWITCH	5
ENGINE COOLANT TEMPERATURE SENSOR ...	3	THROTTLE POSITION SENSOR	4
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GROUND	1		

GENERAL INFORMATION

INTRODUCTION

This section of the wiring diagrams contains diagrams for the 2.5L, 3.9L and 5.2L engines. In some instances, circuits, diagrams or circuit descriptions may be labeled for a specific engine.

DESCRIPTION AND OPERATION

IGNITION SWITCH

When the ignition switch is in the RUN position, it connects circuit A2 from the Power Distribution Center (PDC) to circuit A22. A 50 amp fuse in cavity E of the PDC protects the A2 and A22 circuits.

Circuit A22 connects to a bus bar in the fuse block. The bus bar feeds circuits C1, F21, F20, and A20. Circuits C1, F20, and A20 are protected by separate fuses. A circuit breaker protects circuit F21.

In the START position, the ignition switch connects circuit A1 from the PDC to circuit A41. Circuit A41 connects to the coil side of the starter motor relay. If the vehicle is equipped with a manual transmission, circuit A41 connects to the clutch pedal position switch before reaching the starter motor relay.

Also in the START position, the ignition switch provides ground for the brake lamp switch, parking brake lamp switch, and connects to the Controller Antilock Brakes (CAB).

In the START or RUN positions, the ignition switch connects circuit A1 from the PDC with circuit

A21. Circuit A1 connects to fuse C in the PDC. The A21 circuit is double crimped at the fuse block.

At the fuse block, circuit A21 connects to a bus bar that feeds circuits F14 and G5. Each circuit is protected by a separate fuse.

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from the PDC with circuit A31. Circuit A31 connects to a bus bar in the fuse block that feeds circuits X22, V6, L5, and X12. Each circuit is protected by a separate fuse.

BATTERY FEED

Circuit A14 from the Power Distribution Center (PDC) supplies battery voltage to cavity A22 of the Powertrain Control Module (PCM). A 30 amp fuse in cavity D of the PDC protects circuit A14.

HELPFUL INFORMATION

Circuit A14 supplies power to the contact sides of the Automatic Shut Down (ASD) relay and fuel pump relay.

GROUND

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

HELPFUL INFORMATION

- The grounding point for circuit Z12 is the rear of the engine.

DESCRIPTION AND OPERATION (Continued)

- If the system loses ground for the Z12 circuits, the vehicle will not operate.

BATTERY TEMPERATURE SENSOR

The Powertrain Control Module (PCM) determines battery temperature on circuit K118. Circuit K118 connects the PCM to the battery temperature sensor. Circuit K4 provides ground for the sensor. Circuit K118 connects to cavity C15 of the PCM. Circuit K4 connects to cavity A4.

DATA LINK CONNECTOR

Circuit M1 supplies battery voltage to the data link connector. Circuit M1 originates at the fuse in cavity 2 of the Power Distribution Center (PDC).

Circuit D20 connects to cavity C29 of the Powertrain Control Module (PCM). Circuit D20 is the SCI receive circuit for the PCM.

Circuit D21 connects to cavity C27 of the PCM. Circuit D21 is the SCI transmit circuit for the PCM.

Circuits Z8 and Z12 provide ground for the data link connector.

HELPFUL INFORMATION

- The grounding point for circuit Z12 is the rear of the engine.
- Circuit Z12 also supplies a ground for the PCM high current drivers.
- If the system loses ground for the Z12 circuits at the rear of the engine, the vehicle will not operate. Check the connection at the ganged-ground circuit eyelet.

AUTOMATIC SHUT DOWN (ASD) RELAY

Circuit A14 from the Power Distribution Center (PDC) supplies battery voltage to the contact side of the Automatic Shut Down (ASD) relay.

In the START or RUN position, the ignition switch connects circuit A1 from fuse C in the PDC to circuit A21. Circuit A21 supplies battery voltage to the coil side of the ASD relay. The Powertrain Control Module (PCM) provides the ground path for the coil side of the relay on circuit K51. Circuit K51 connects to cavity C3 of the PCM.

When the ASD relay energizes, it connects circuit A14 and circuit A142. Circuit A142 splices to supply voltage to the fuel injectors, ignition coil, and heated oxygen sensors. Circuit A142 also splices to cavity C12 of the PCM. This input tells the PCM the ASD relay has energized.

HELPFUL INFORMATION

Along with supplying voltage to the ASD relay contacts, circuit A14 splices to supply voltage to the contact side of the fuel pump relay.

Circuit A21 splices to supply battery voltage to the coil side of the ASD relay and fuel pump relay.

FUEL PUMP RELAY

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse C in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers the coil side of the fuel pump relay. The Powertrain Control Module (PCM) energizes the relay by providing ground for the relay coil on circuit K31. Circuit K31 connects to cavity C19 of the PCM.

When the PCM energizes the relay, the contacts close and connect circuit A14 from fuse D in the PDC to circuit A141. Circuit A141 powers the fuel pump module.

HELPFUL INFORMATION

Along with supplying voltage to the fuel pump relay contacts, circuit A14 splices to supply voltage to the contact side of the ASD relay.

Circuit A21 splices to supply battery voltage to the coil sides of the ASD relay and fuel pump relay.

FUEL PUMP MODULE

The in-tank fuel pump module contains the fuel pump motor and fuel level sensor. Refer to Group 14 for fuel pump module information.

FUEL PUMP MOTOR

When the fuel pump relay contacts close, circuit A141 powers the fuel pump motor. Circuit Z1 provides ground for the fuel pump motor.

FUEL LEVEL SENSOR

The fuel level sensor is a variable resistor. Circuit G4 connects the fuel level sensor to the fuel gauge in the instrument cluster. Circuit F14 from fuse 14 in the fuse block supplies voltage to the fuel gauge. The fuel level sensor draws voltage from circuit F14 through the fuel gauge on circuit G4.

As current flows through the coils in the fuel gauge, it creates a magnetic field. One of the coils in the gauge receives fixed current. The other coil is connected to the level sensor. The magnetic field controls the position of the fuel gauge pointer.

The fuel level sensor contains a variable resistor. As the position of the float arm on the fuel level sensor changes, the resistor changes the current flow through the second coil in the fuel gauge. A change in current flow alters the magnetic field in the fuel gauge, which changes the pointer position.

Circuit G8 from the level sensor connects to cavity C26 of the Powertrain Control Module (PCM). Circuit G8 provides the fuel level input to the PCM. Circuit K4 provides ground for the signal.

Circuit Z1 provides the ground path for the fuel level sensor.

DESCRIPTION AND OPERATION (Continued)

VEHICLE SPEED SENSOR

The Powertrain Control Module (PCM) supplies 5 volts to the vehicle speed sensor on circuits T33 and K7. Circuit T33 connects to circuit K7. Circuit T33 connects to cavity B31 of the PCM.

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

The PCM provides a ground for the vehicle speed sensor signal (circuit G7) through circuit K4. Circuit K4 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Circuit G7 splices to the speedometer and Daytime Running Lamps (DRL) module.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensors
- Camshaft position sensor
- Crankshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Intake air temperature sensor

HEATED OXYGEN SENSORS

When the Automatic Shut Down (ASD) relay contacts CLOSE, they connect circuits A14 and A142. Circuit A142 splices to supply voltage to the heated oxygen sensors.

Circuit K141 delivers the signal from the upstream heated oxygen sensor to the PCM. Circuit K141 connects to cavity A24 of the Powertrain Control Module (PCM). Circuit K341 delivers the signal from the downstream sensor and connects to cavity A25 of the PCM.

The PCM provides a ground for the heated oxygen sensor signals (circuits K141 and K341) through circuit K4. Circuit K4 connects to cavity A4 of the PCM connector.

Circuit Z1 provides a ground for the heater circuit in the sensors.

HELPFUL INFORMATION

• Along with supplying voltage to the ASD relay contacts, circuit A14 supplies voltage to the contact side of the fuel pump relay.

• Circuit A142 splices to supply voltage to the fuel injectors and ignition coil.

Circuit K4 splices to supply ground for the signals from the following:

- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor

- Vehicle speed sensor

CRANKSHAFT POSITION SENSOR

The Powertrain Control Module (PCM) supplies 5 volts to the crankshaft position sensor on circuit K6. Circuit K6 connects to cavity A17 of the PCM.

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

The PCM provides a ground for the crankshaft position sensor (circuit K24) through circuit K4. Circuit K4 connects to cavity A4 of the PCM connector.

HELPFUL INFORMATION

Circuit K6 splices to supply 5 volts to the camshaft position sensor, manifold absolute pressure sensor, and throttle position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensors
- Camshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

CAMSHAFT POSITION SENSOR

The Powertrain Control Module (PCM) supplies 5 volts to the camshaft position sensor on circuit K6. Circuit K6 connects to cavity A17 of the PCM.

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

The PCM provides a ground for the camshaft position sensor (circuit K44) through circuit K4. Circuit K4 connects to cavity A4 of the PCM connector.

HELPFUL INFORMATION

Circuit K6 splices to supply 5 volts to the crankshaft position sensor, manifold absolute pressure sensor, and throttle position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensors
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

ENGINE COOLANT TEMPERATURE SENSOR

The engine coolant temperature (ECT) sensor provides an input to the powertrain control module (PCM) on circuit K2. From circuit K2, the engine coolant temperature sensor draws up to 5 volts from

DESCRIPTION AND OPERATION (Continued)

the PCM. The sensor is a variable resistor. As coolant temperature changes, the resistance in the sensor changes, causing a change in current draw. The K2 circuit connects to cavity A16 of the PCM.

The PCM provides a ground for the engine coolant temperature sensor signal (circuit K2) through circuit K4. Circuit K4 connects to cavity A4 of the PCM connector.

HELPFUL INFORMATION

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensors
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Vehicle speed sensor

THROTTLE POSITION SENSOR

From the Powertrain Control Module (PCM), circuit K6 supplies 5 volts to the Throttle Position Sensor (TPS). Circuit K6 connects to cavity A17 of the PCM.

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

The PCM provides a ground for the TPS signal (circuit K22) through circuit K4. Circuit K4 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Refer to Group 14 for TPS operation.

Circuit K6 splices to supply 5 volts to the manifold absolute pressure sensor, crankshaft position sensor and camshaft position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensors
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

MANIFOLD ABSOLUTE PRESSURE SENSOR

From the Powertrain Control Module (PCM), circuit K6 supplies 5 volts to the Manifold Absolute Pressure (MAP) sensor. Circuit K6 connects to cavity A17 of the PCM.

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

The PCM provides a ground for the MAP sensor signal (circuit K1) through circuit K4. Circuit K4 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Refer to Group 14 for MAP sensor operation.

Circuit K6 splices to supply 5 volts to the Throttle Position Sensor (TPS), camshaft position sensor, and crankshaft position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensors
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

INTAKE AIR TEMPERATURE SENSOR

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

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

The PCM provides a ground for the intake air temperature sensor signal (circuit K21) through circuit K4. Circuit K4 connects to cavity A4 of the PCM.

HELPFUL INFORMATION

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensors
- Camshaft position sensor
- Crankshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

PARK/NEUTRAL POSITION SWITCH

When closed, the case-grounded Park/Neutral position switch provides a ground path on circuit T41 for the coil side of the engine starter motor relay. Circuit A41 from the ignition switch provides battery voltage to the coil side of the relay.

Circuit T41 splices to cavity A6 of the Powertrain Control Module (PCM). The Park/Neutral position switch provides an input to the PCM.

HELPFUL INFORMATION

In the START position, the ignition switch connects circuit A1 from fuse C in the Power Distribution Center (PDC) to circuit A41.

DESCRIPTION AND OPERATION (Continued)

POWER STEERING PRESSURE SWITCH

When the power steering pressure switch close, it connects circuit K10 from the Powertrain Control Module (PCM) to ground on circuit Z1. In response the PCM increases idle speed for additional add power steering assist.

FUEL INJECTORS

When the Automatic Shut Down (ASD) relay contacts close, they connect circuits A14 and A142. Circuit A142 supplies voltage to the fuel injectors. Each injector has a separate ground circuit controlled by the Powertrain Control Module (PCM).

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

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

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

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

On 3.9L and 5.2L engines, circuit K38 provides ground for injector number five. The K38 circuit connects to cavity B6 of the PCM.

On 3.9L and 5.2L engines, circuit K58 provides ground for injector number six. The K58 circuit connects to cavity B12 of the PCM.

On the 5.2L engine, circuit K26 provides ground for injector number seven. The K26 circuit connects to cavity B2 of the PCM.

Also on the 5.2L engine, circuit K28 provides ground for injector number eight. The K28 circuit connects to cavity B13 of the PCM.

HELPFUL INFORMATION

Circuit A142 splices to supply voltage to the fuel injectors, ignition coil, and heated oxygen sensor.

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

IGNITION COIL

When the Powertrain Control Module (PCM) grounds the Automatic Shut Down (ASD) relay, the contacts close and connect circuits A14 and A142.

Circuit A142 supplies battery voltage to the ignition coil. The PCM controls the ground path for the ignition coil on circuit K19. Circuit K19 connects to cavity A7 of the PCM.

HELPFUL INFORMATION

Circuit A142 splices to supply voltage to the fuel injectors, ignition coil, and heated oxygen sensor.

IDLE AIR CONTROL MOTOR

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

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

DUTY CYCLE EVAP/PURGE SOLENOID

The Powertrain Control Module (PCM) operates the EVAP/Purge solenoid by providing a ground path on circuit K52. Circuit K52 connects to PCM cavity C20. Circuit A21 supplies battery voltage to the EVAP/Purge solenoid.

HELPFUL INFORMATION

In the RUN or START position, the ignition switch connects circuit A1 from the Power Distribution Center (PDC) and circuit A21.

MANUAL TRANSMISSION UP-SHIFT LAMP

The manual transmission up-shift lamp illuminates when the Powertrain Control Module (PCM) provides ground for the lamp on circuit K54. Circuit K54 connects to cavity B11 of the PCM.

MALFUNCTION INDICATOR LAMP (MIL)

The Powertrain Control Module (PCM) provides ground for the MIL on circuit G3. Circuit G3 connects to cavity C17 of the PCM.

For information regarding diagnostic trouble code access using the MIL lamp, refer to Group 14, Fuel Systems.

SCHEMATICS AND DIAGRAMS**DIAGRAM INDEX**

This section of the wiring diagrams has two indexes; 2.5L Engine and 3.9L/5.2L Engines. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

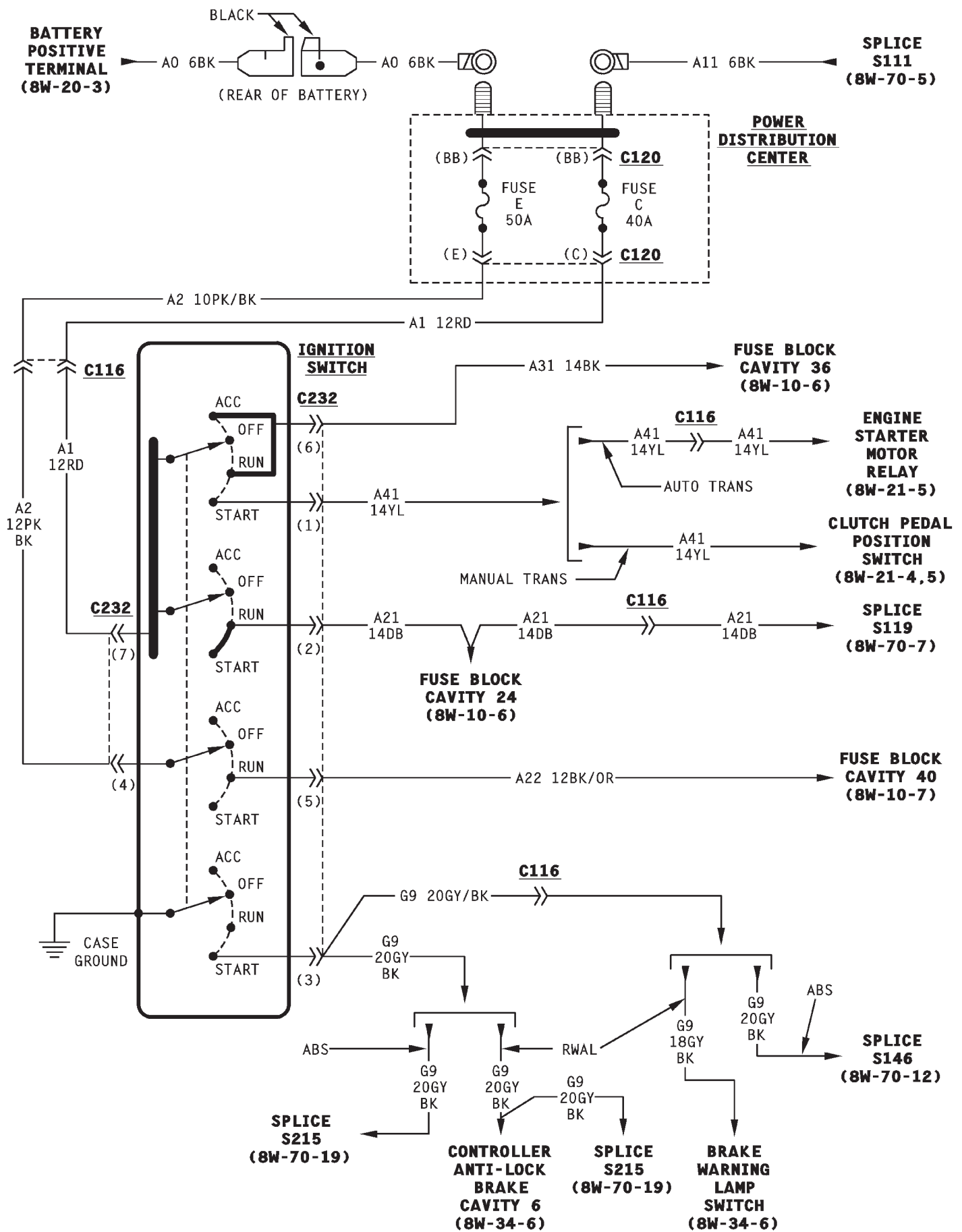
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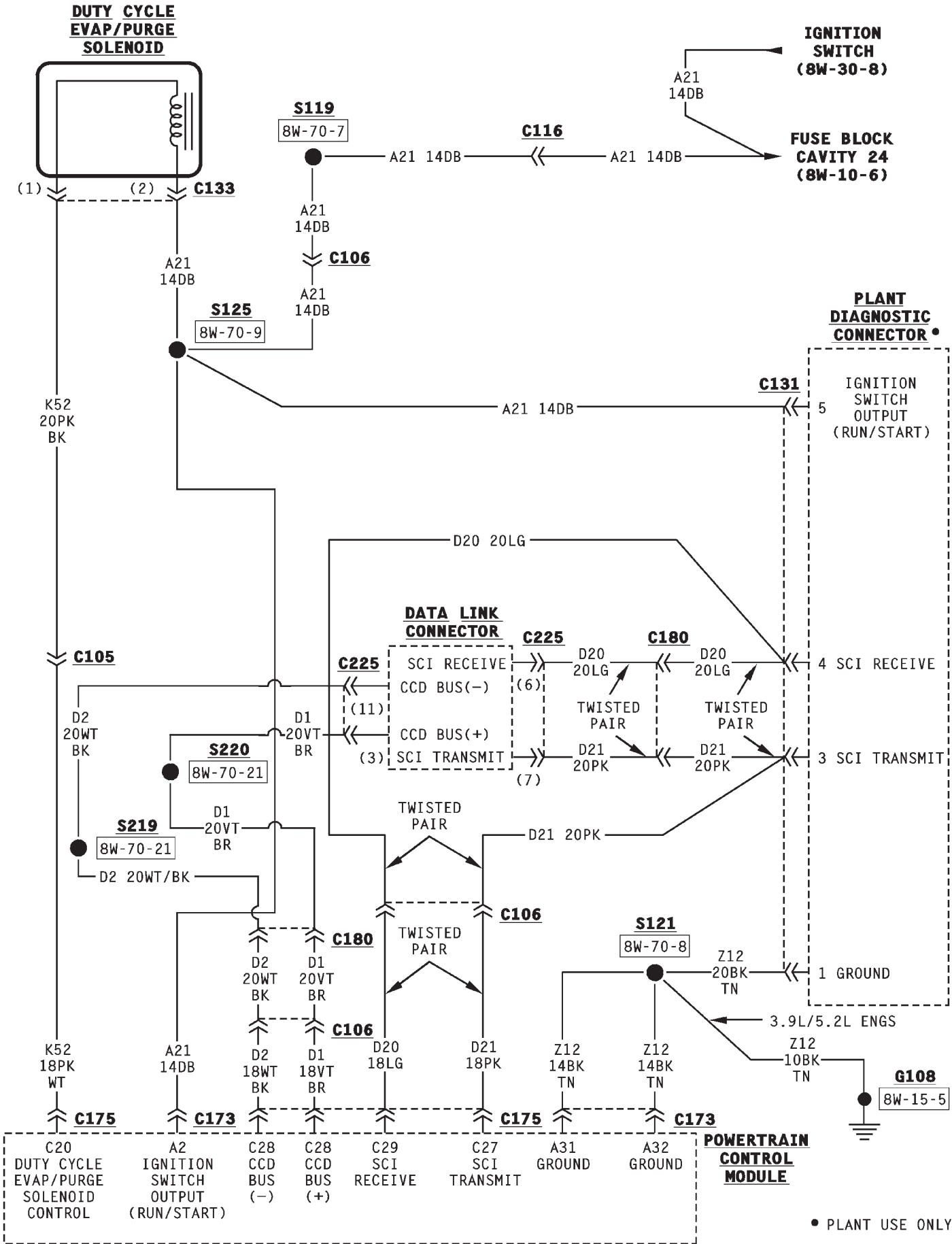
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Throttle Position Sensor	8W-30-12
Upstream Heated Oxygen Sensor	8W-30-14
Vehicle Speed Sensor	8W-30-15

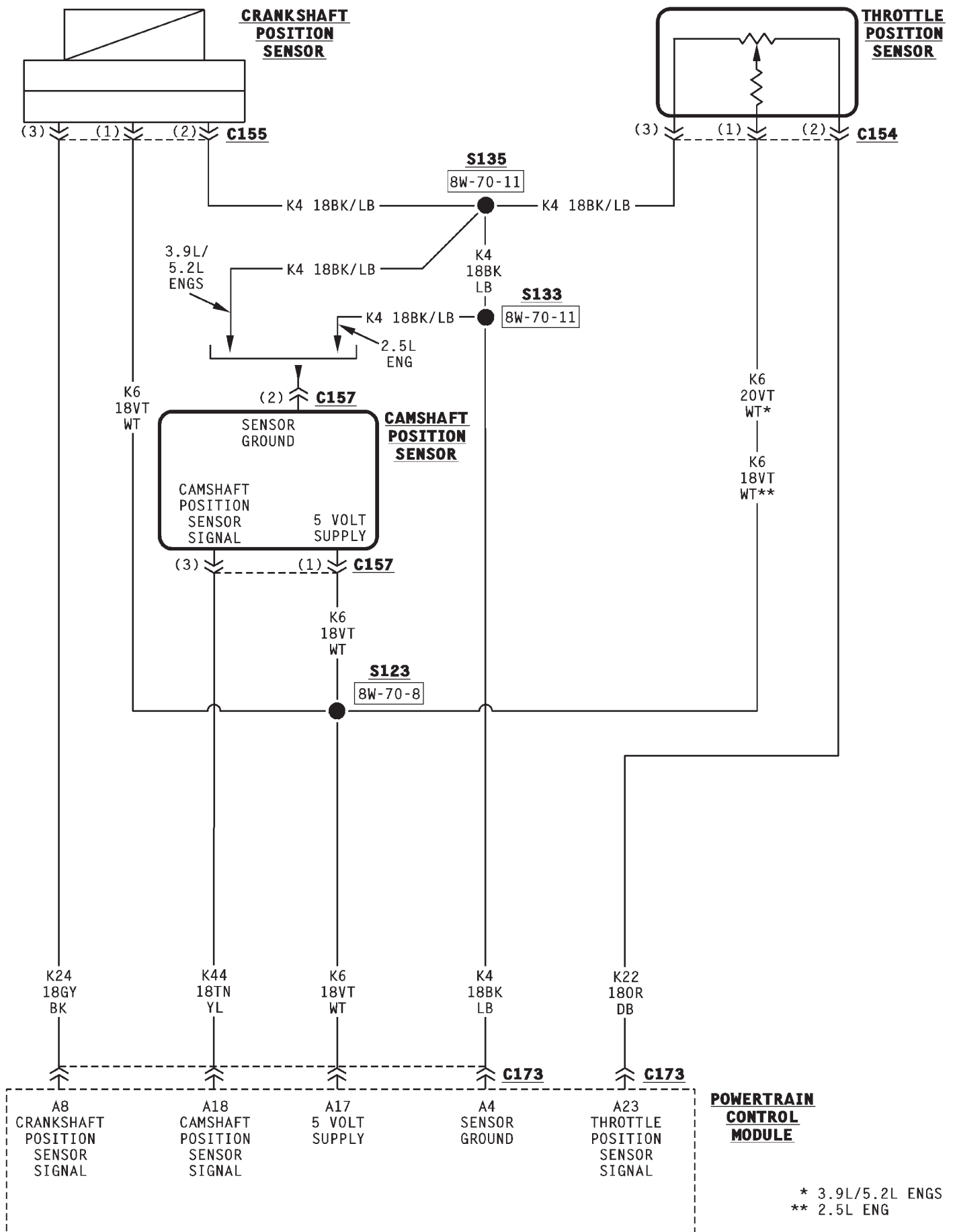
COMPONENT INDEX

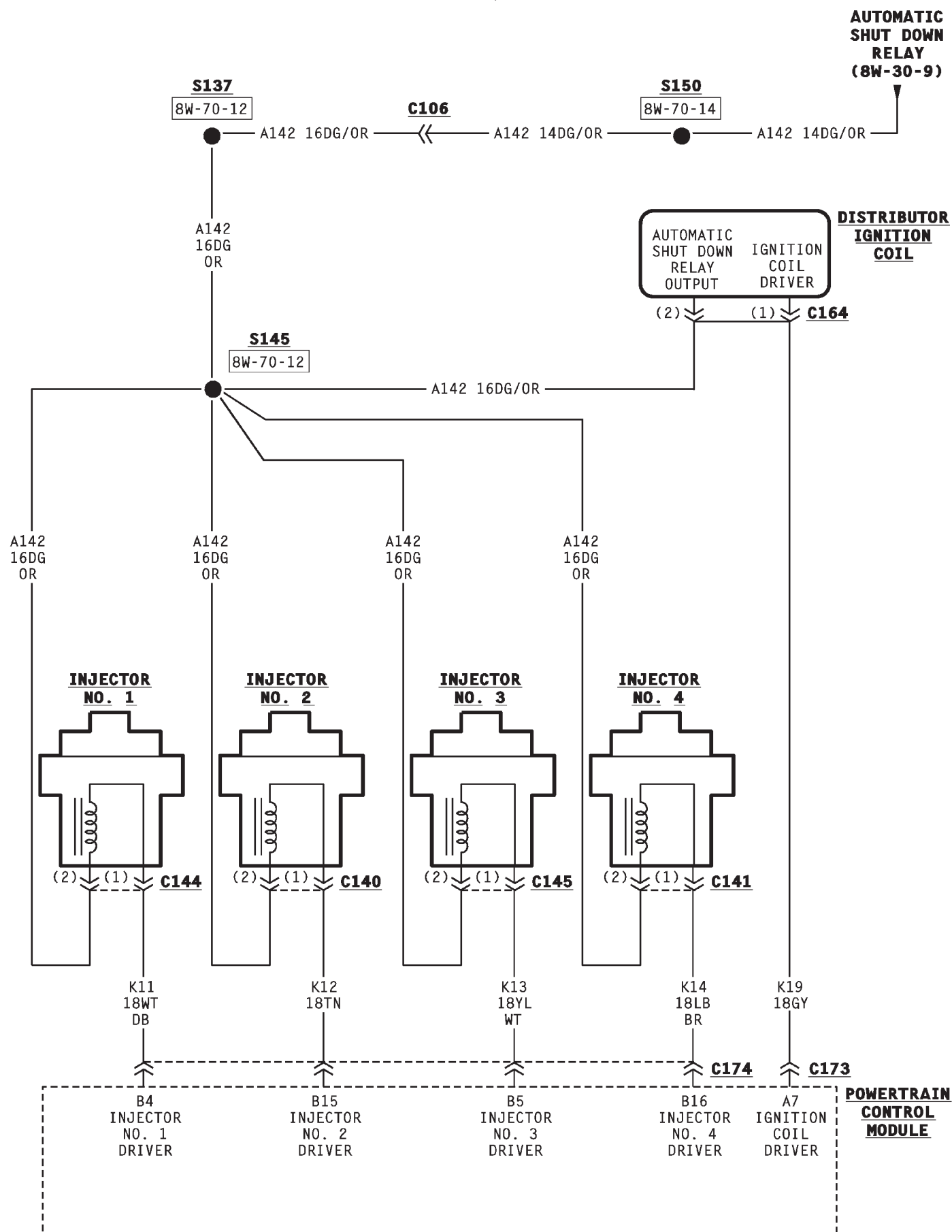
Component	Page	Component	Page
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Battery Temperature Sensor	8W-30-22	Injector No. 2	8W-30-18
Camshaft Position (CMP) Sensor	8W-30-12	Injector No. 3	8W-30-17
Crankshaft Position (CKP) Sensor	8W-30-12	Injector No. 4	8W-30-18
Data Link Connector	8w-30-11	Injector No. 5	8W-30-17
Distributor Ignition Coil	8W-30-17	Injector No. 6	8W-30-18
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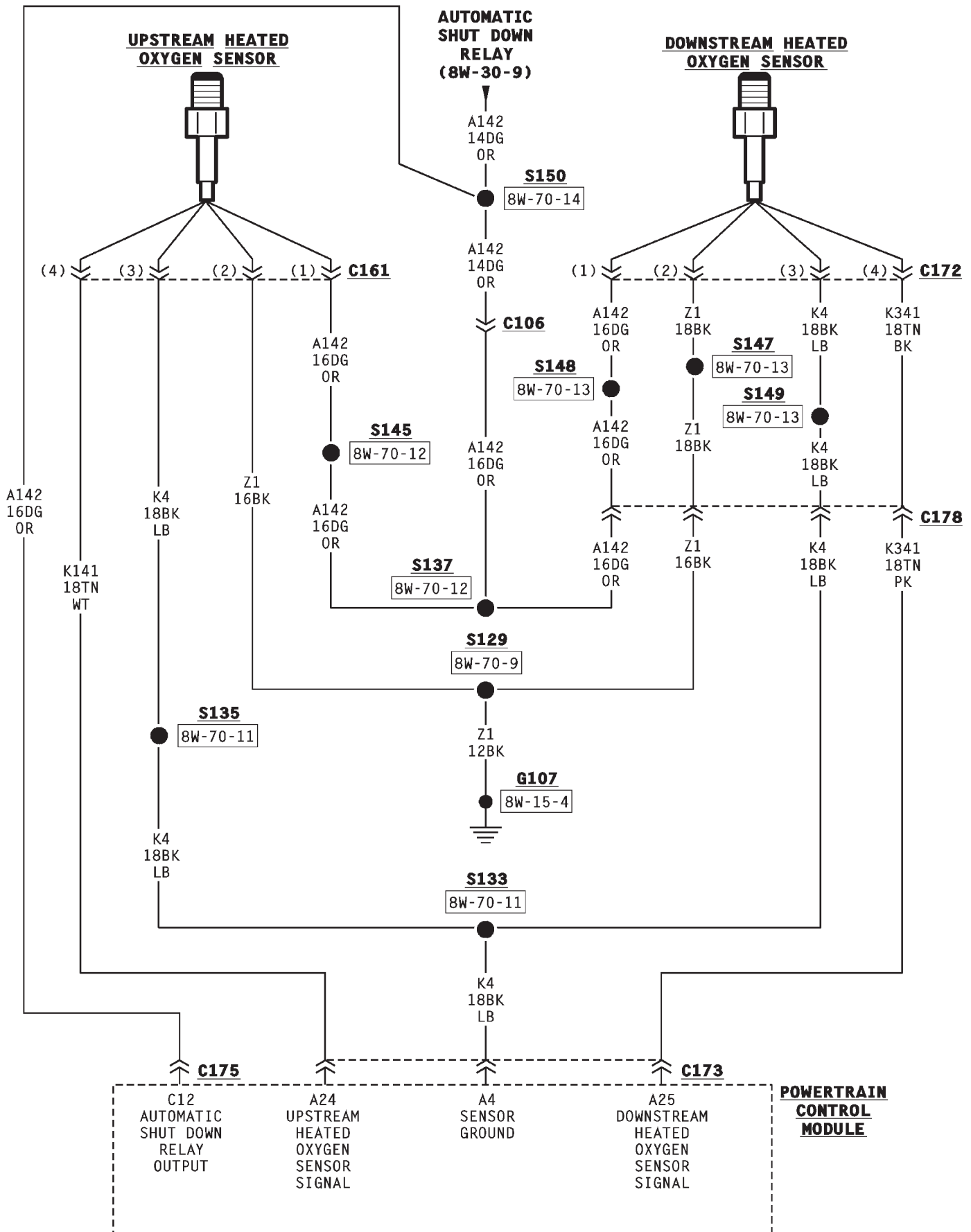


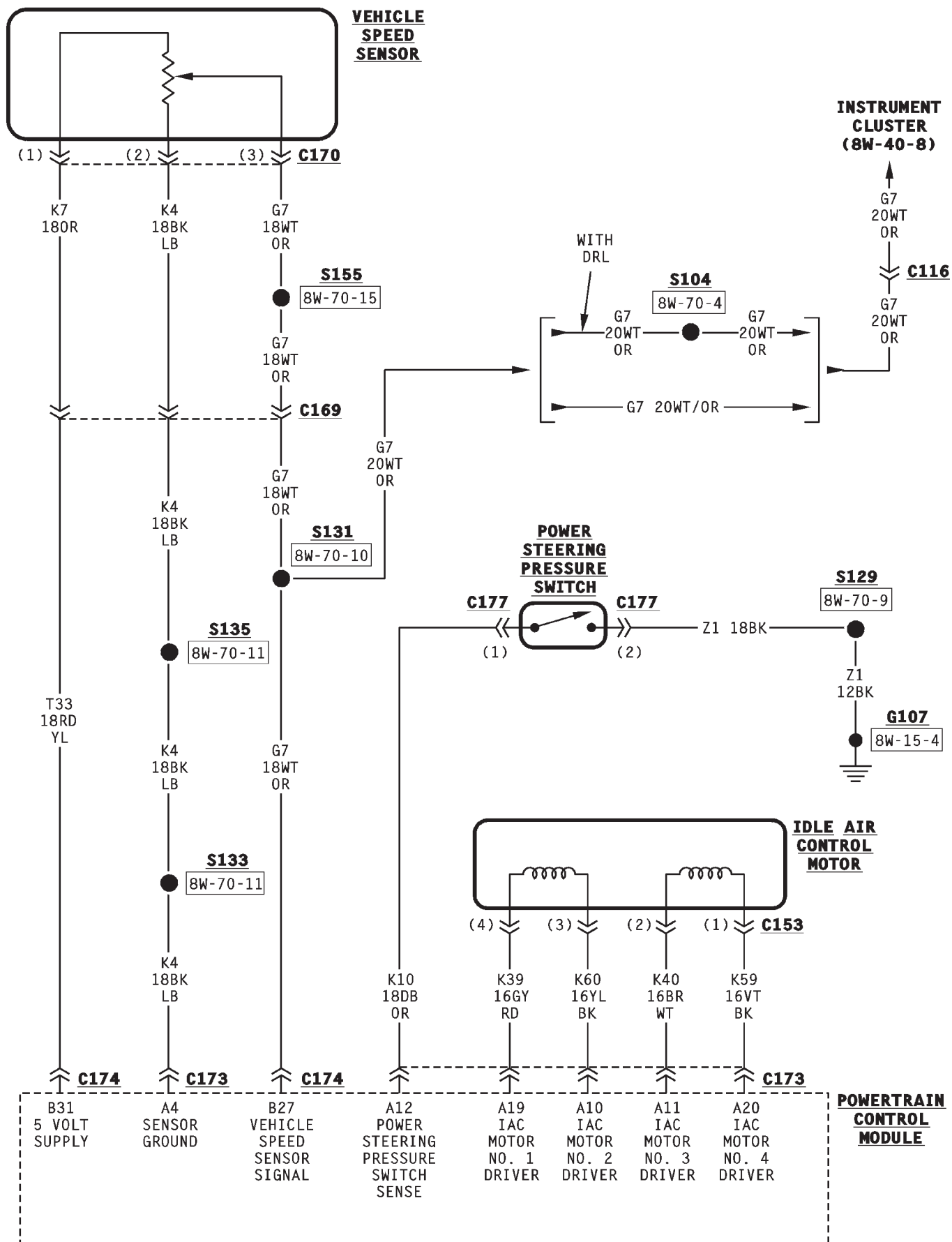


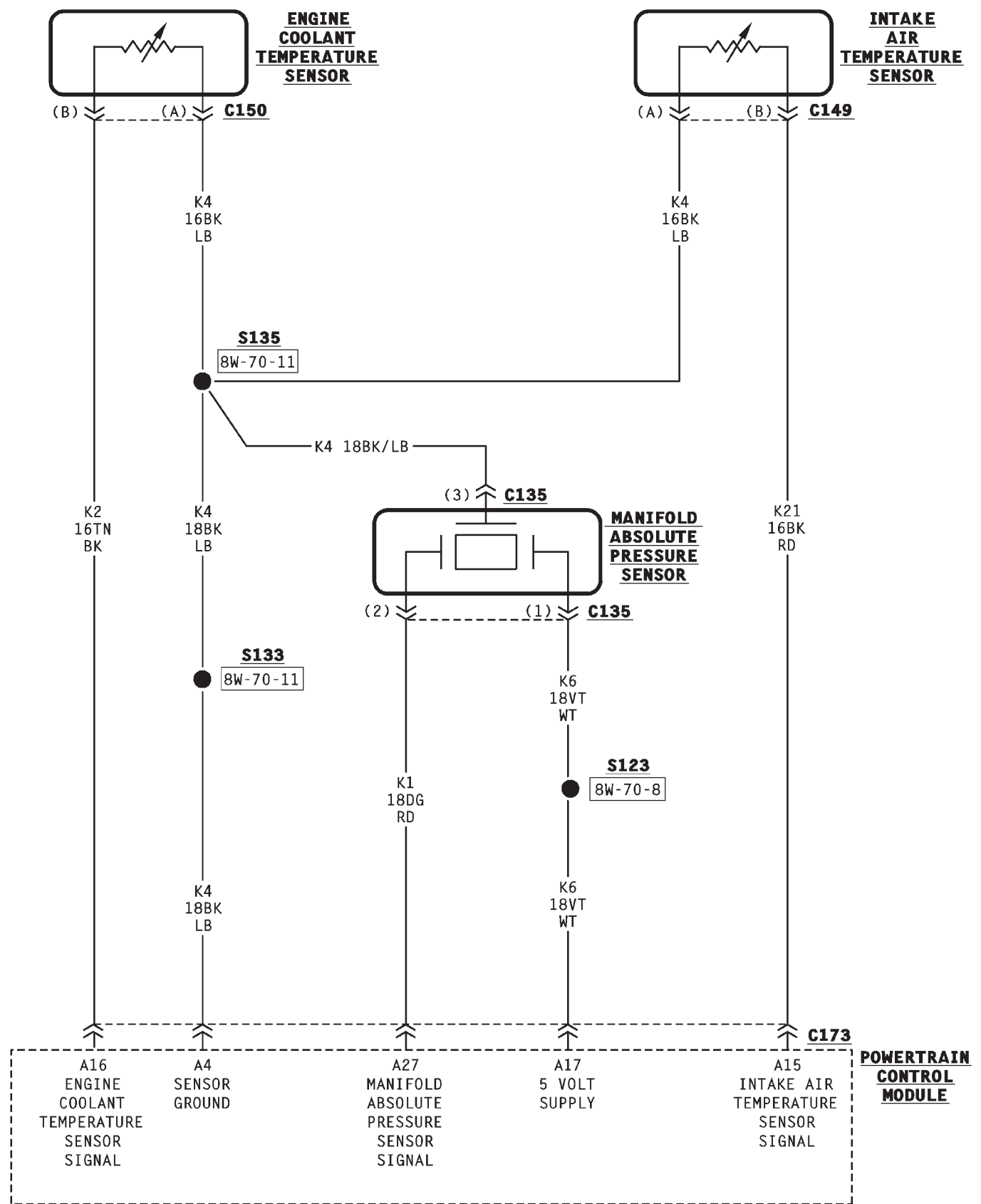


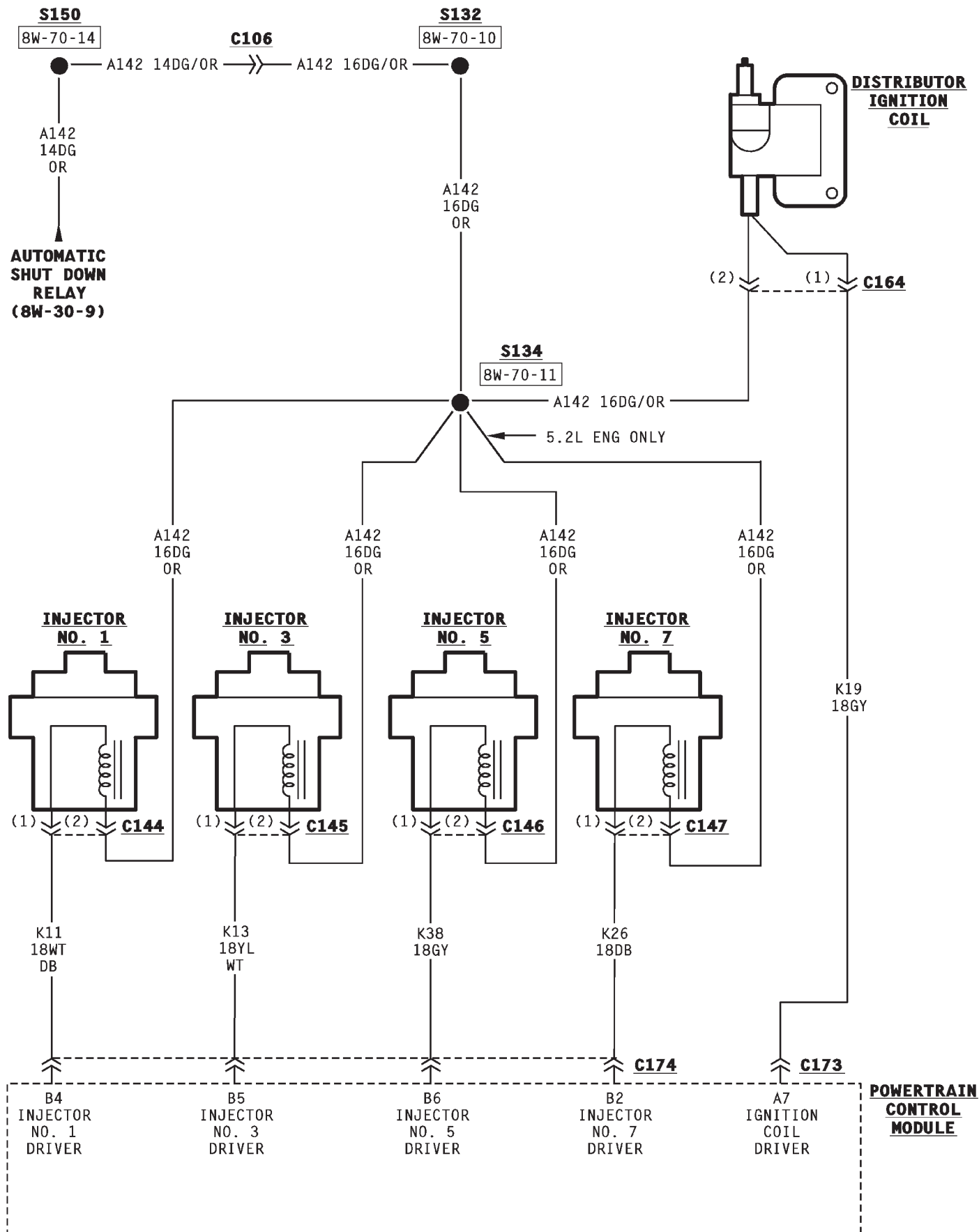


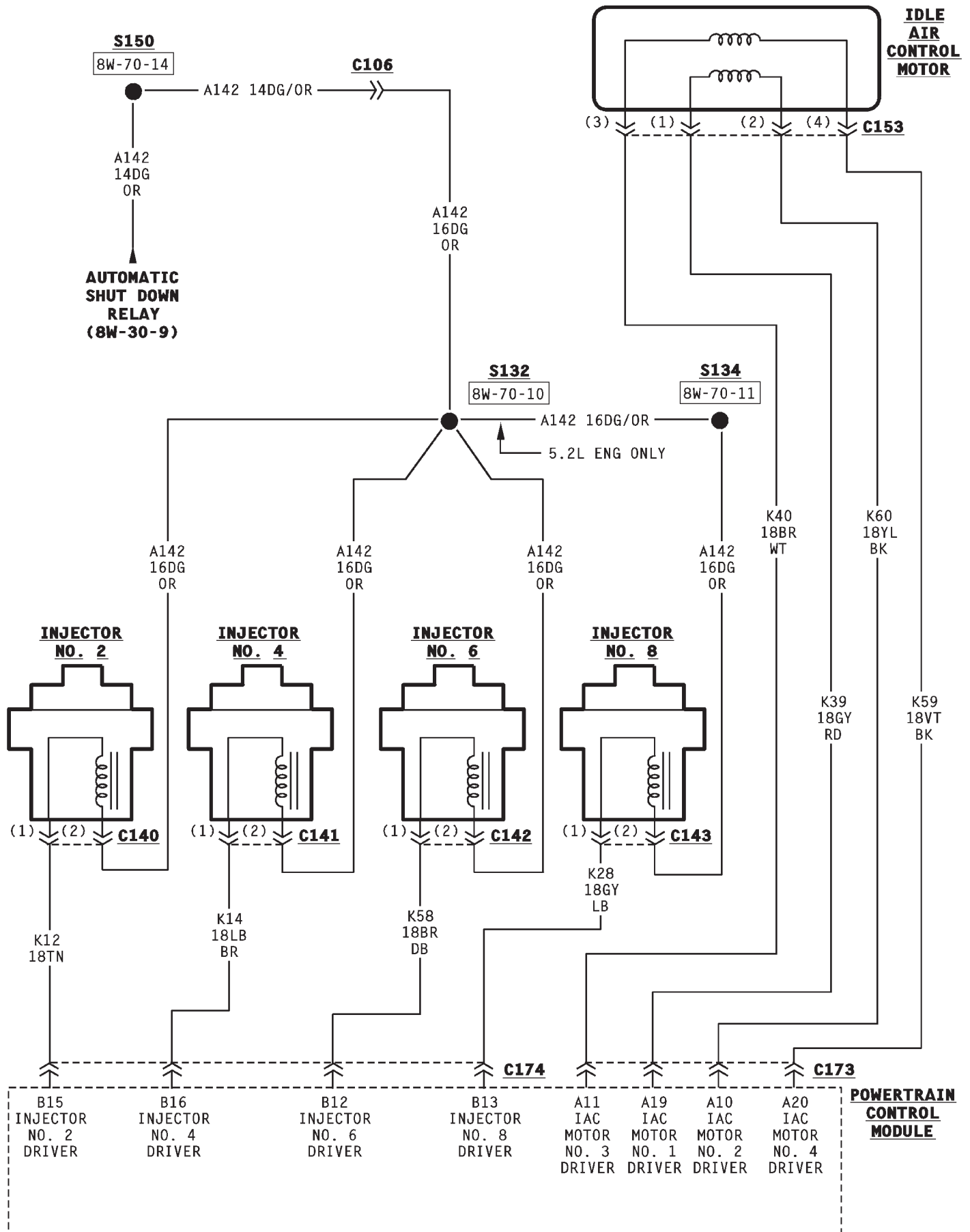


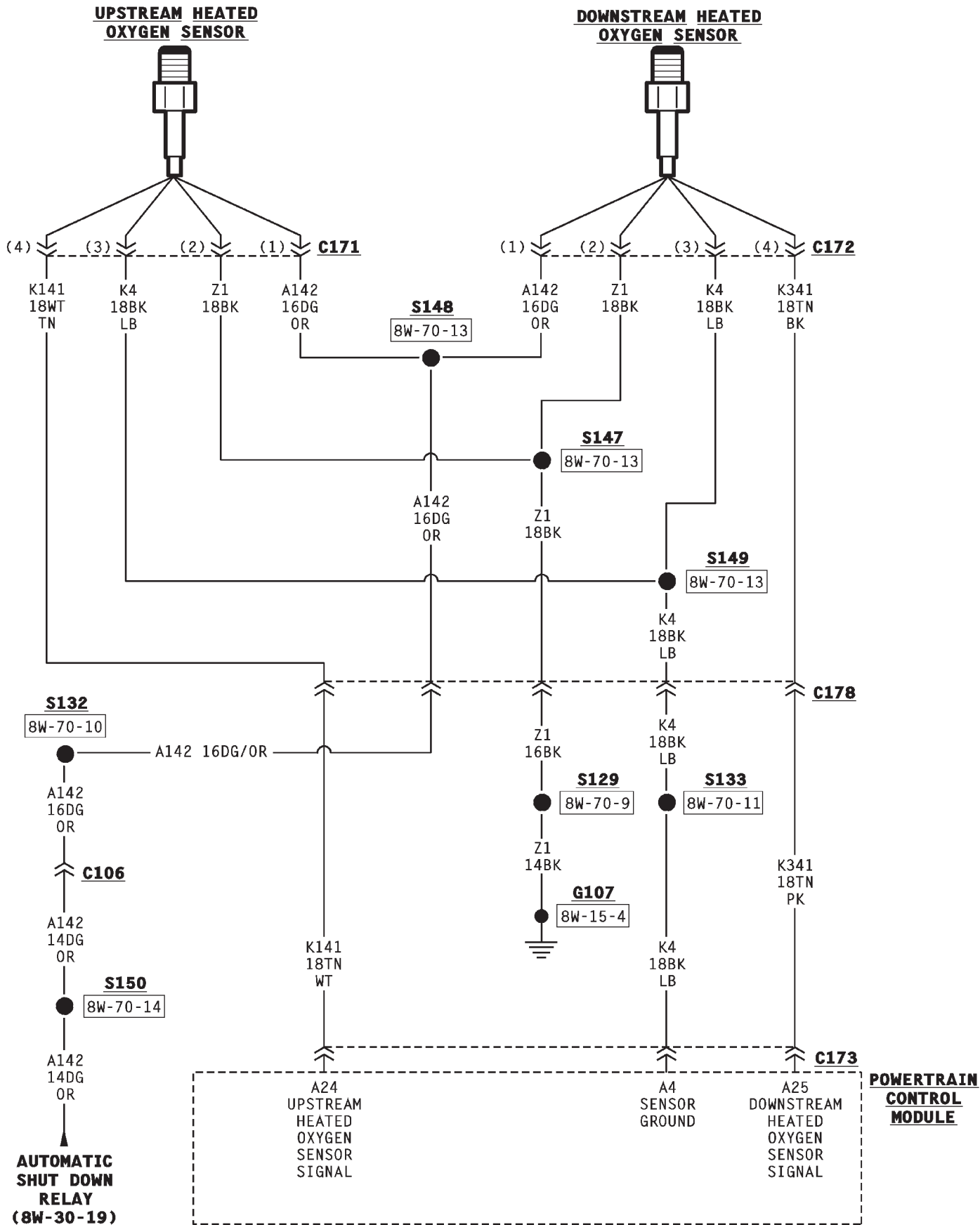


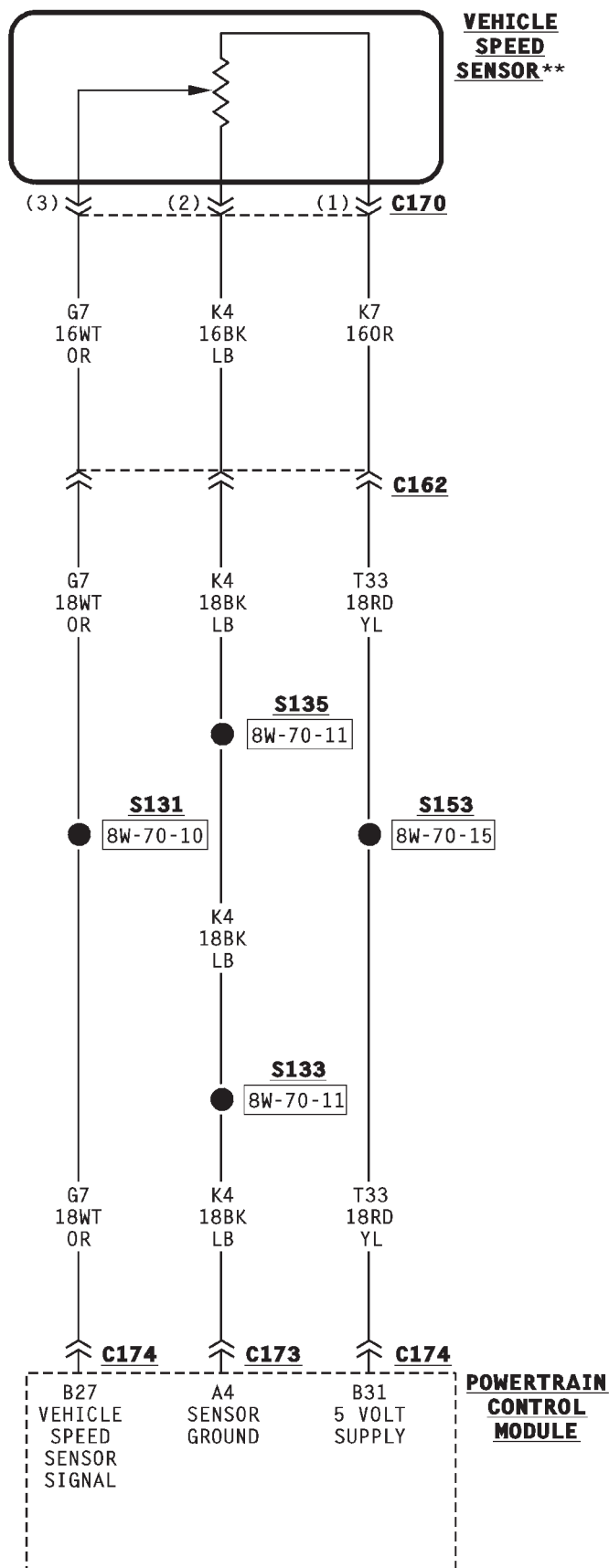
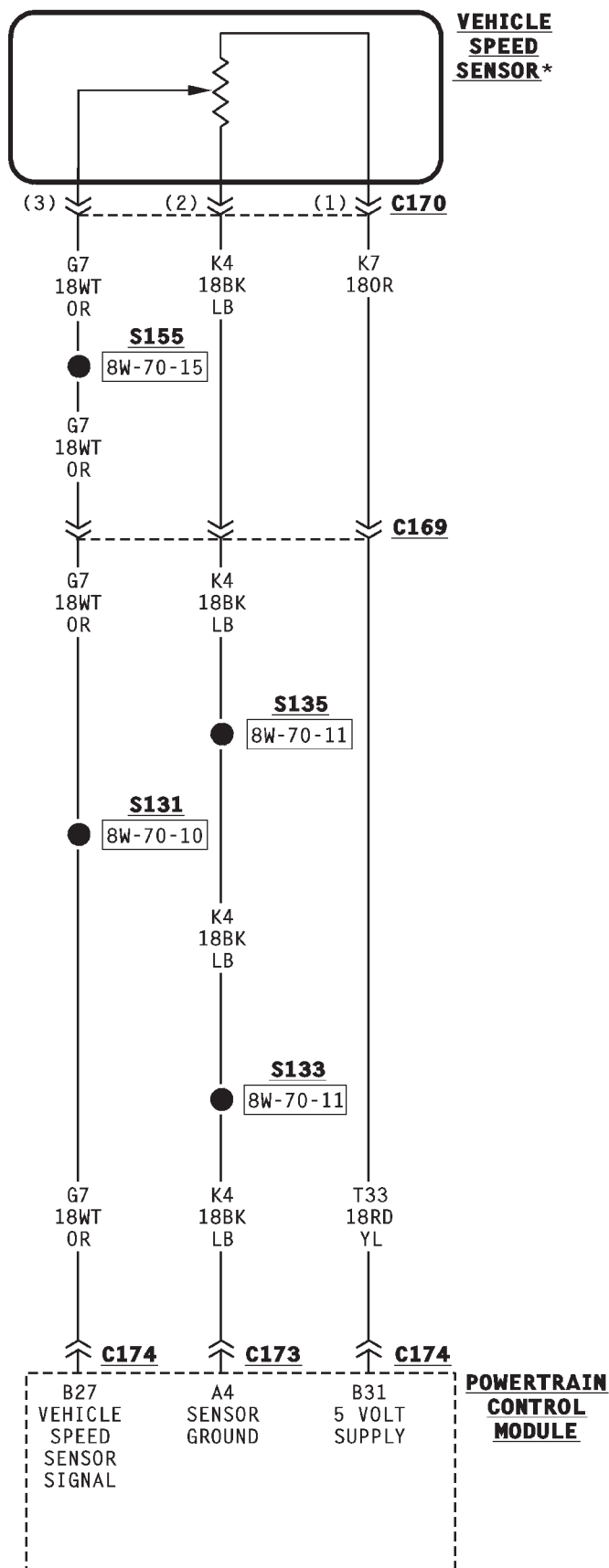




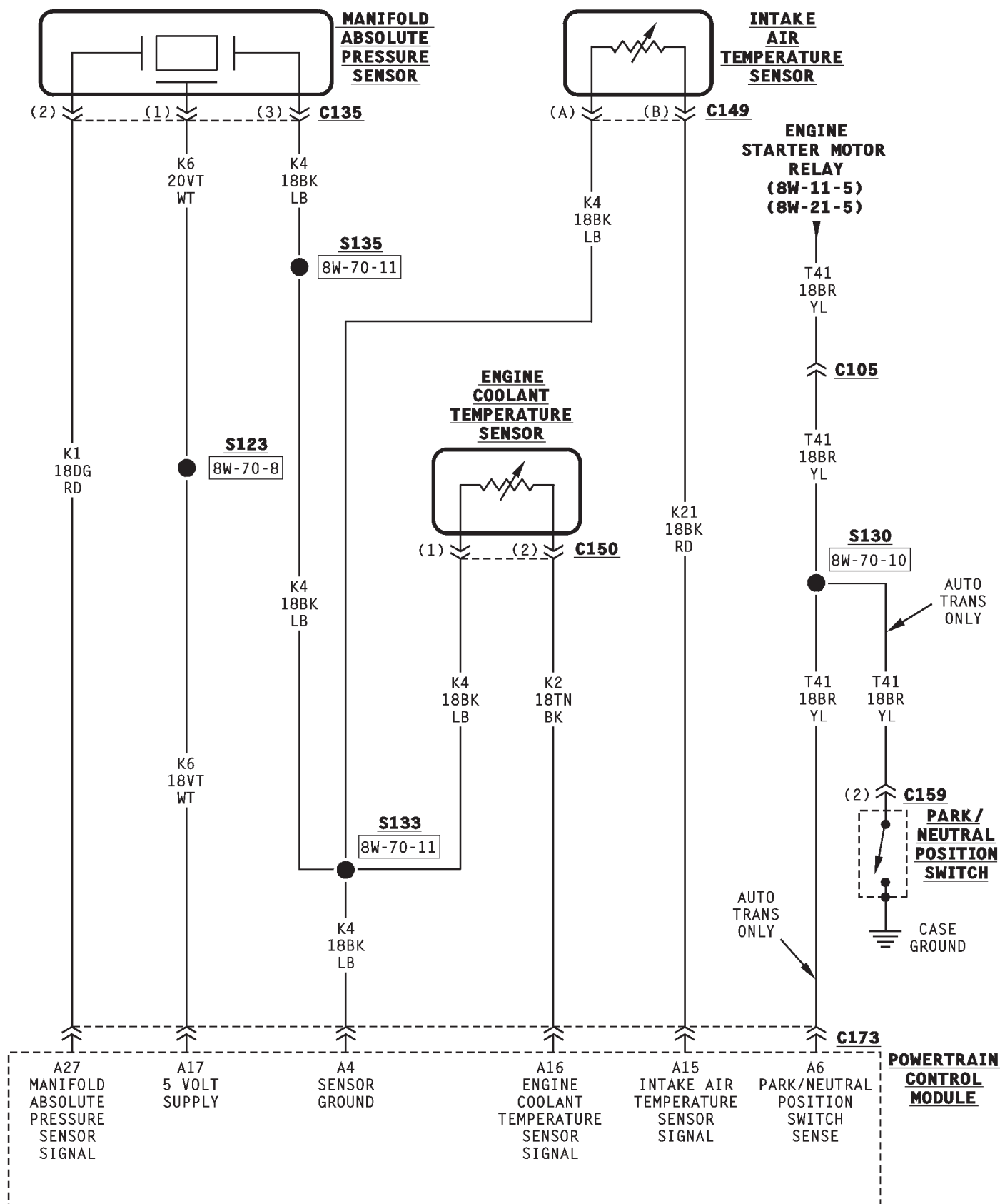


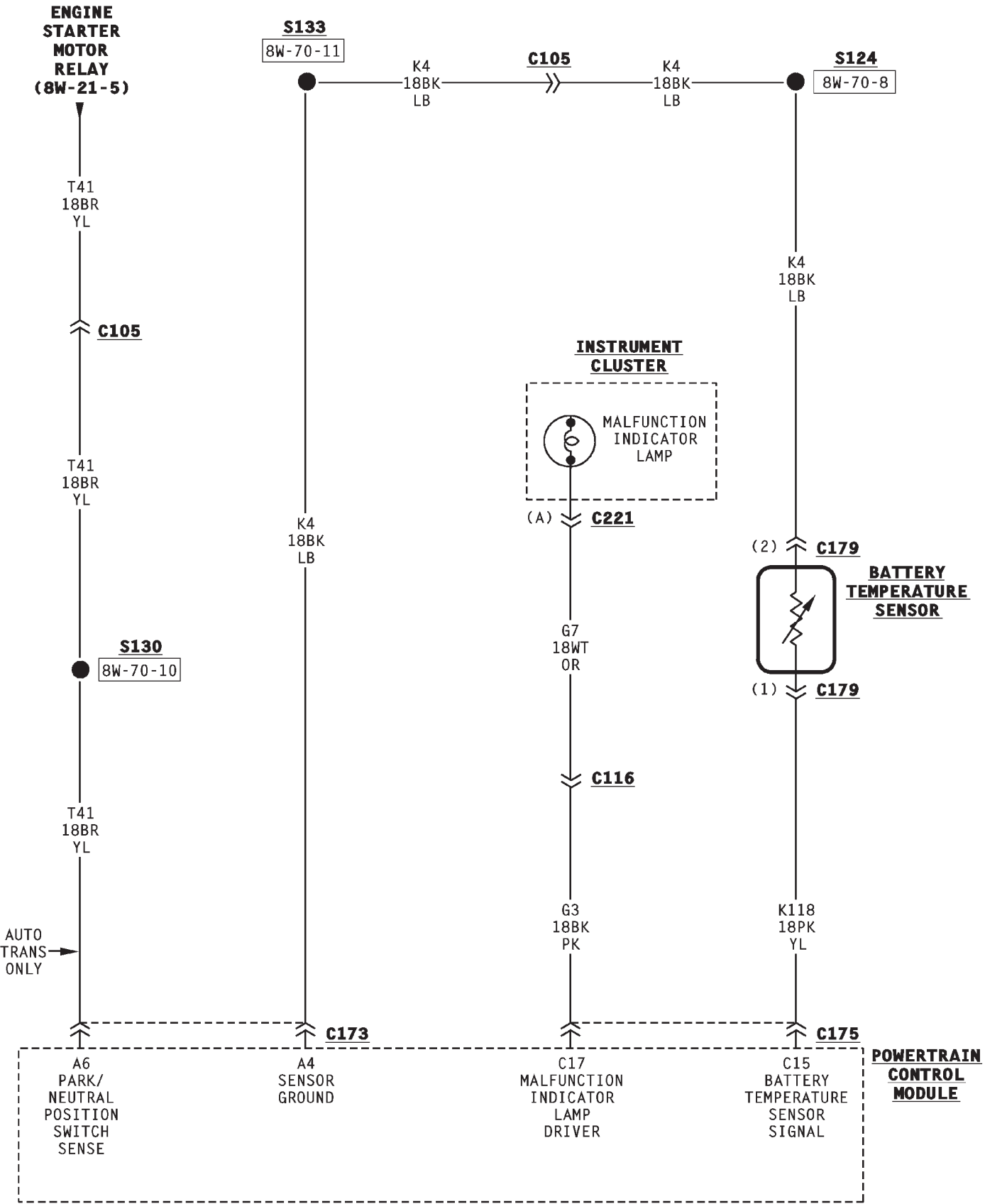






* MANUAL TRANS
** AUTO TRANS





8W-31 TRANSMISSION CONTROL SYSTEM

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FOUR-WHEEL DRIVE INDICATOR LAMP		FOUR SPEED TRANSMISSIONS	1
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OUTPUT SHAFT SPEED SENSOR—FOUR			
SPEED AUTOMATIC TRANSMISSION	2		

DESCRIPTION AND OPERATION

OVERDRIVE SWITCH

Automatic transmission equipped vehicles may have an overdrive switch. The operator disables or enables overdrive when the switch is depressed.

The overdrive switch consists of a switch connected to the Powertrain Control Module (PCM), an illumination lamp and an overdrive ON/OFF indicator lamp.

If overdrive is currently enabled, it is disabled when the operator depresses the overdrive switch. Conversely, if the operator already disabled overdrive, it is enabled when the switch is depressed.

Circuit T6 from the overdrive switch connects to cavity C13 of the PCM and provides the overdrive signal.

The PCM turns the overdrive ON/OFF indicator lamp ON or OFF by providing a ground for the lamp on circuit T18. Power for the lamp is supplied by circuit G5 from fuse 16 in the fuse block.

When the headlamps or parking lamps are ON, circuit E2 from fuse 13 in the fuse block powers the illumination lamp in the overdrive switch. Circuit E1 from the headlamp switch feeds fuse 13.

Circuit Z1 provides ground for the illumination lamp in the overdrive switch. The grounding point for circuit Z1 is the instrument panel left support.

FOUR-WHEEL DRIVE INDICATOR LAMP SWITCH

Circuit G5 from fuse 16 in the fuse block supplies voltage for the four-wheel drive indicator lamp. The ground path for the lamp is provided when the switch closes. Circuit G1 connects the lamp to the four-wheel drive switch. The switch connects to ground circuit Z1.

TRANSMISSION SOLENOID ASSEMBLY—FOUR SPEED TRANSMISSIONS

The Torque Converter Clutch (TCC) solenoid, overdrive solenoid and variable force solenoid are molded together. They are only used on four-speed automatic transmissions. Circuit T20 from the electronic transmission relay supplies power for the solenoids. The Powertrain Control Module (PCM) operates each solenoid individually by providing ground for each solenoid on separate circuits.

- The PCM provides ground for the TCC on circuit K54. Circuit K54 connects to cavity B11 of the PCM.

- The PCM supplies ground for the overdrive solenoid on circuit T60. Circuit T60 connects to cavity B21 of the PCM.

- On circuit T59, the PCM provides ground for the variable force solenoid. Circuit T59 connects to cavity B8 of the PCM.

ELECTRONIC TRANSMISSION RELAY—FOUR SPEED AUTOMATIC TRANSMISSION

The electronic transmission relay powers the overdrive solenoid, torque converter clutch solenoid, and variable force solenoid. All three solenoids are molded together.

When the ignition switch is in the START or RUN positions, it connects circuit A1 from fuse C in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers the coil side of the electronic transmission relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit T30. Circuit T30 connects to circuit C27. Circuit C27 connects to the coil side of the relay. Circuit T30 connects to cavity B30 of the PCM.

When the PCM grounds the relay, the relay contacts connect circuit C26 from fuse B in the PDC to circuit C25. Circuit C25 connects to circuit T20. Circuit T20 powers the solenoids.

DESCRIPTION AND OPERATION (Continued)

**OUTPUT SHAFT SPEED SENSOR—FOUR SPEED
AUTOMATIC TRANSMISSION**

The output shaft speed sensor generates a signal indicating the speed of the transmission output shaft. Circuits T13 and T14 connect the sensor to the Powertrain Control Module (PCM). Circuit T13 connects to cavity B25 of the PCM. Circuit T14 connects to cavity B28.

TRANSMISSION TEMPERATURE SENSOR

The transmission temperature sensor is located in the transmission solenoid assembly. The Powertrain Control Module (PCM) supplies 5 volts to the sensor on circuit T33. Circuit T54 from the sensor connects to cavity B1 of the PCM and provides the transmission temperature input. The PCM provides ground for the sensor on cavity K4. Circuit K4 splices to circuit T35 which connects to the sensor.

HELPFUL INFORMATION

Circuit T33 connects to circuit K7. Circuit K7 supplies 5 volts to the vehicle speed sensor.

Circuit K4 also provides ground for the signals from the following:

- Heated oxygen sensors
- Crankshaft position sensor
- Camshaft position sensor
- Engine coolant temperature sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Vehicle speed sensor

**GOVERNOR PRESSURE SENSOR—FOUR SPEED
AUTOMATIC TRANSMISSION**

The governor pressure sensor supplies the transmission pressure input to the Powertrain Control

Module on circuit T25. Circuit T25 connects to cavity B29 of the PCM. Circuit T33 from cavity B31 of the PCM supplies 5 volts to the sensor. The PCM provides ground for the governor pressure sensor on circuit K4. Circuit K4 splices to circuit T35 which connects to the sensor. Circuit K4 connects to cavity A4 of the PCM.

The governor pressure sensor is part of the transmission solenoid assembly.

TRANSMISSION OIL TEMPERATURE LAMP

When the ignition switch is in the RUN position, it connects circuit A1 from fuse C in the Power Distribution Center (PDC) with circuit A21. Circuit A21 powers fuse 16 in the fuse block. Fuse 16 protects circuit G5.

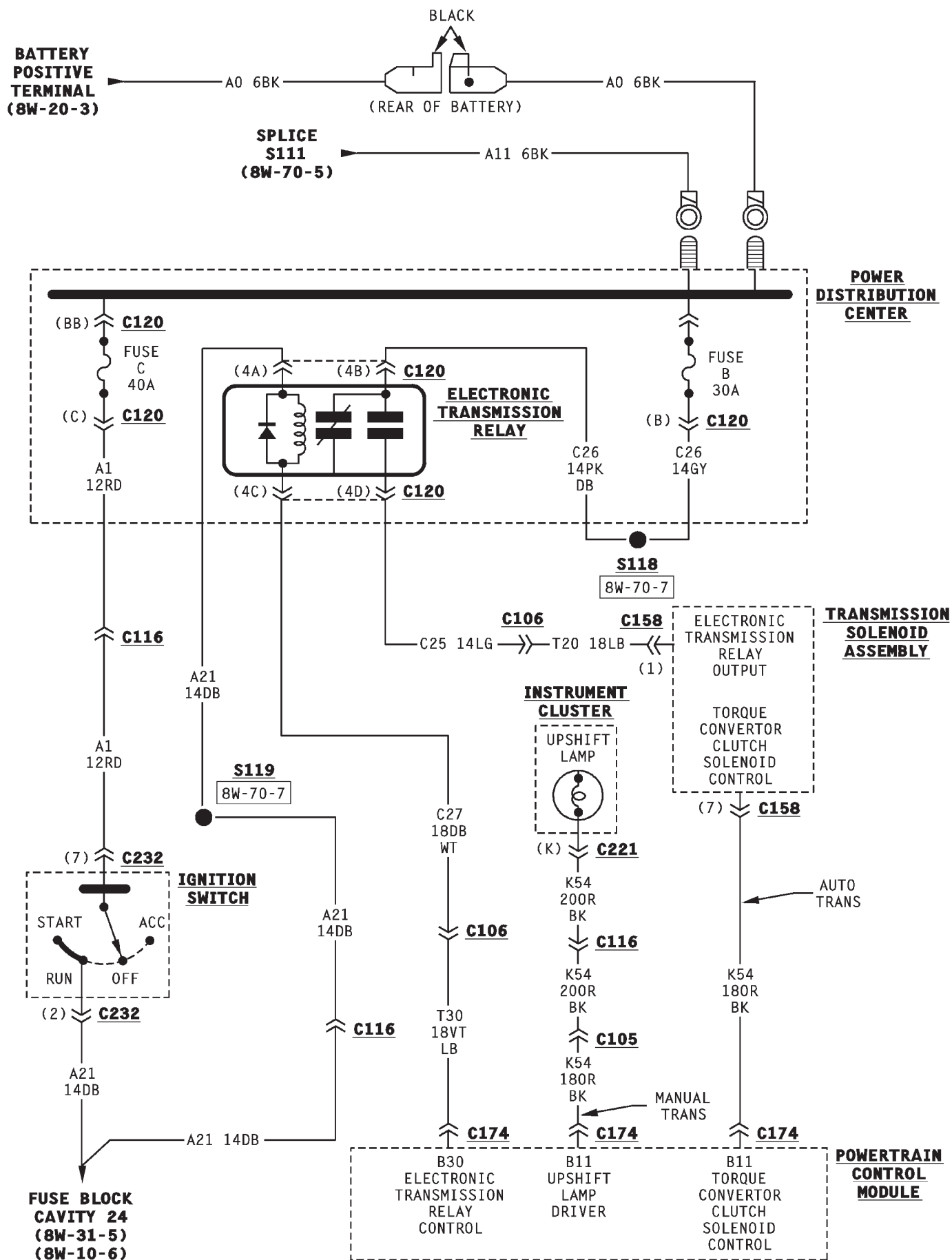
Circuit G5 supplies voltage to the transmission oil temperature lamp. The Powertrain Control Module (PCM) provides ground for the lamp on circuit G14. Circuit G14 connects to cavity C7 of the PCM.

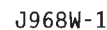
SCHEMATICS AND DIAGRAMS**WIRING DIAGRAM INDEX**

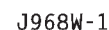
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

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Fuse C (PDC)	8W-31-4	Vehicle Speed Sensor	8W-31-6
Ignition Switch	8W-31-4		







8W-33 VEHICLE SPEED CONTROL

DESCRIPTION AND OPERATION

VEHICLE SPEED CONTROL

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

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

Circuit V33 from PCM cavity C32 connects to the vehicle speed control switches. The switches are wired in parallel and each contains a separate resistor. The voltage level present on circuit V33 (at PCM cavity C32) depends on which speed control switch is selected. Circuit K4 from PCM cavity A4 supplies ground for the speed control switches.

- When the ON/OFF switch is open, the voltage level on circuit V33 at PCM cavity C32 has a nominal value of 5.0 volts with a range from 4.8 to 5.0 volts.
- When the ON/OFF switch closes, the voltage level on circuit V33 at PCM cavity C32 has nominal value of 1.51 volts with a range from 1.31 to 1.61 volts.
- When the SET/COAST switch closes, the voltage level on circuit V33 at PCM cavity C32 has nominal value of 3.8 volts with a range from 3.6 to 3.9 volts.
- When the RESUME/ACCEL switch closes, the voltage level on circuit V33 at PCM cavity C32 has

nominal value of 4.4 volts with a range from 4.2 to 4.5 volts.

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

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

HELPFUL INFORMATION

Circuit K4 also provides ground for some of the engine control sensors that provide inputs to the PCM.

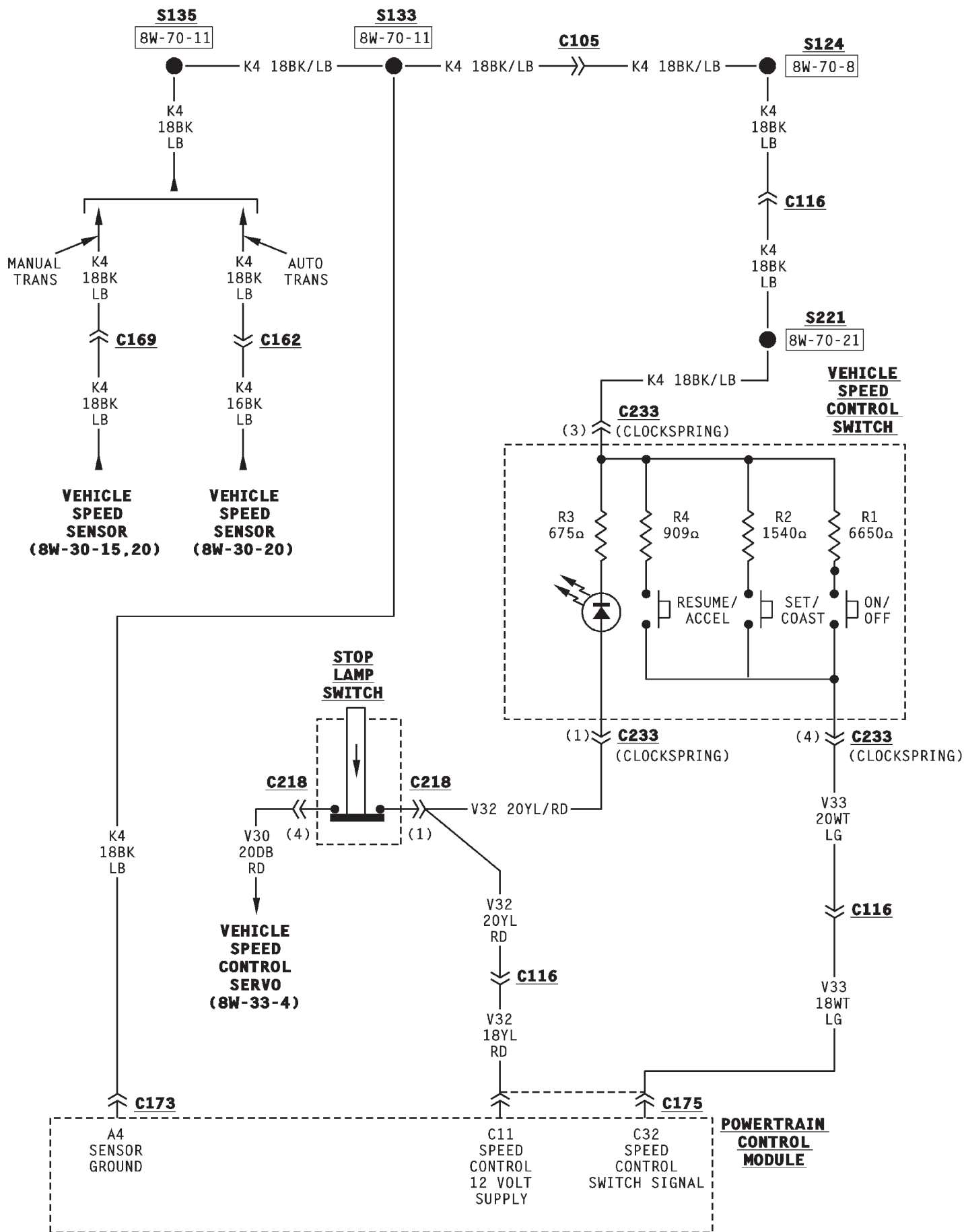
SCHEMATICS AND DIAGRAMS

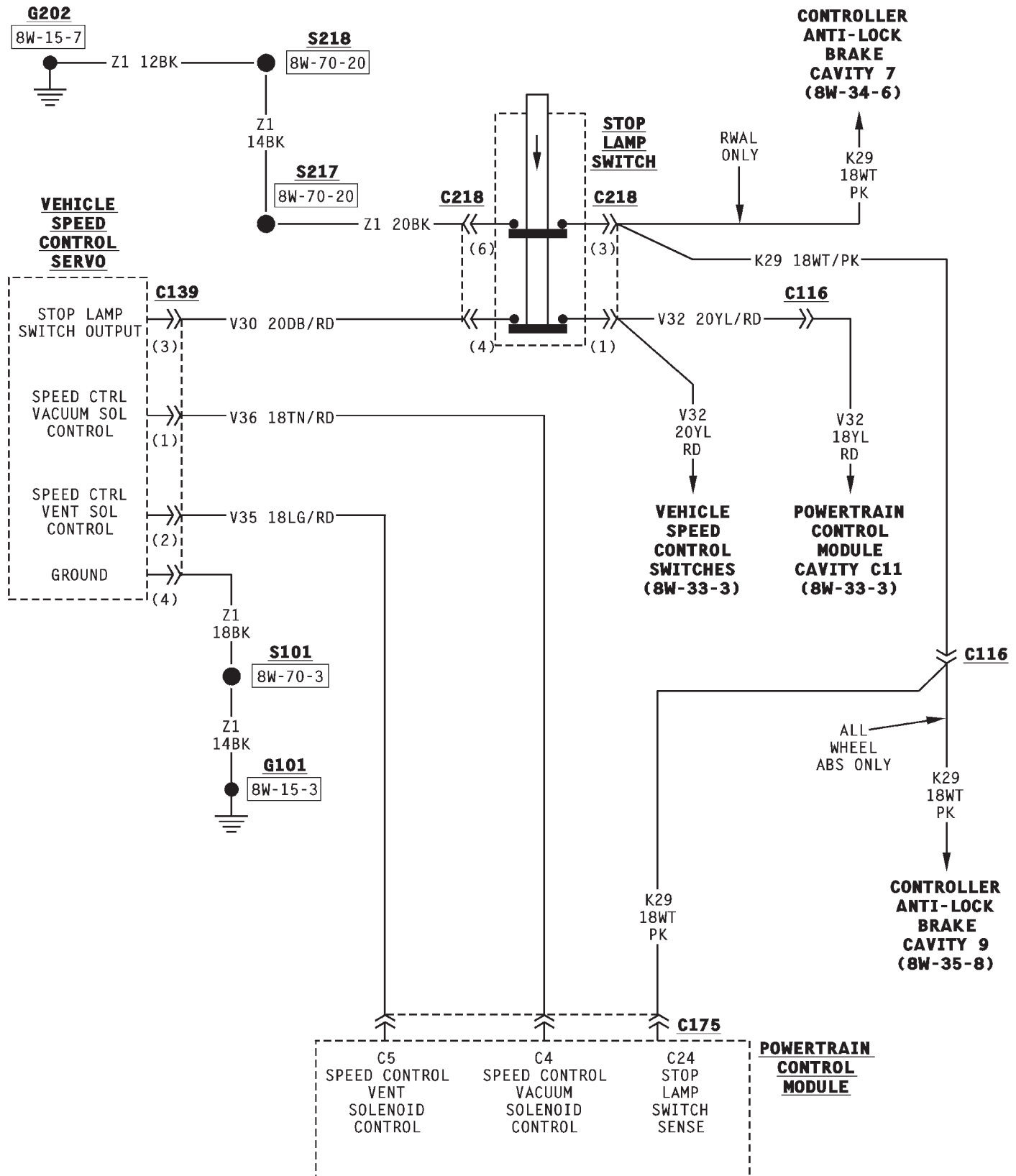
WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

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8W-34 REAR WHEEL ANTI-LOCK BRAKES

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FOUR-WHEEL DRIVE SWITCH SENSE	1	WARNING LAMP	1
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DESCRIPTION AND OPERATION

INTRODUCTION

Four fuses supply power for the Rear Wheel Antilock (RWAL) Brake System. They are fuses C, and G in the PDC and fuses 7 and 11 in the fuse block. Fuses C and G in the Power Distribution Center (PDC) are connected directly to battery voltage and are HOT all times. Fuse 11 in the fuse block is HOT when the ignition switch is the ACCESSORY or RUN Position.

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from a 40 amp fuse in cavity C of the PDC with circuit A31. Circuit A31 connects to a bus bar in the fuse block. The bus bar feeds circuit L5 through fuse 11. Fuse 11 is a 20 amp fuse.

Circuit L5 is double crimped at fuse 11 and connects to cavity 3 of the Controller, Antilock Brakes (CAB). The other branch of circuit L5 connects to the turn signal flasher.

Circuit F32 provides battery voltage to the CAB at cavity 9. Circuit F32 is HOT at all times. Fuse 7 in the fuse block protects circuit F32. Circuit A3 from the PDC feeds the fuse block bus bar that powers fuse 7 and circuit F32. Fuse G in the PDC protects circuit A3.

Circuit Z2 provides ground for the CAB. If the vehicle has intermittent wipers, circuit Z2 also provides ground for the intermittent wiper module.

REAR WHEEL SPEED SENSOR

The rear wheel speed sensor is mounted on the top of the rear axle differential. The sensor converts wheel speed into an electrical signal that is transmitted to the Controller, Antilock Brakes (CAB).

Circuits B113 and B114, a pair of twisted wires, connect to the sensor and provide signals to the CAB.

Circuit B113 connects to cavity 14 of the CAB. Circuit B114 connects to cavity 13 of the CAB.

RWAL VALVE

The rear wheel anti-lock valve (RWAL) contains an isolation solenoid, a dump solenoid and a reset switch. Each is powered by the Controller, Antilock Brakes (CAB) on separate circuits.

Circuit B108 from the CAB feeds the dump solenoid. The isolation solenoid is powered on circuit B101 from the CAB. Circuit Z9 provides ground for both solenoids.

Circuit B111 from the CAB connects to the reset switch. The case grounded RWAL valve provides ground for the reset switch.

WARNING LAMP

The Controller Antilock Brakes (CAB) provides ground for the instrument cluster CHECK ANTILOCK warning lamp on circuit B102. Circuit F14 provides voltage to the instrument cluster to feed the warning lamp.

FOUR-WHEEL DRIVE SWITCH SENSE

From circuit G107, the Controller Antilock Brakes (CAB) senses when the four-wheel drive switch closes. Circuit G107 connects to the CAB, for wheel drive switch and the four-wheel drive indicator lamp.

DATA LINK CONNECTOR

Circuit B112 from the Controller Antilock Brakes (CAB) and circuit B113 from the rear wheel speed sensor connect to the data link connector. Refer to Group 5, Brakes, for more information.

STOP LAMP SWITCH SENSE

On circuit K29 the Controller Antilock Brakes (CAB) senses when the brake pedal has been pressed. Circuit K29 also connects to the Powertrain Control Module (PCM).

PARK BRAKE SWITCH INPUT

On circuit G11, the Controller, Antilock Brakes (CAB) senses when the park brake switch closes. Cir-

DESCRIPTION AND OPERATION (Continued)

circuit G11 also connects to the park brake lamp in the instrument cluster and through a diode to circuit G9.

BRAKE WARNING LAMP SWITCH

Circuit G9 from the Controller, Antilock Brakes (CAB) supplies ground for the brake warning lamp. The lamp can also be grounded when either the ignition switch is in the START position, the park brake switch closes or the brake warning lamp switch in the hydraulic combination valve closes. Circuit G14 connects the brake warning lamp switch to the lamp.

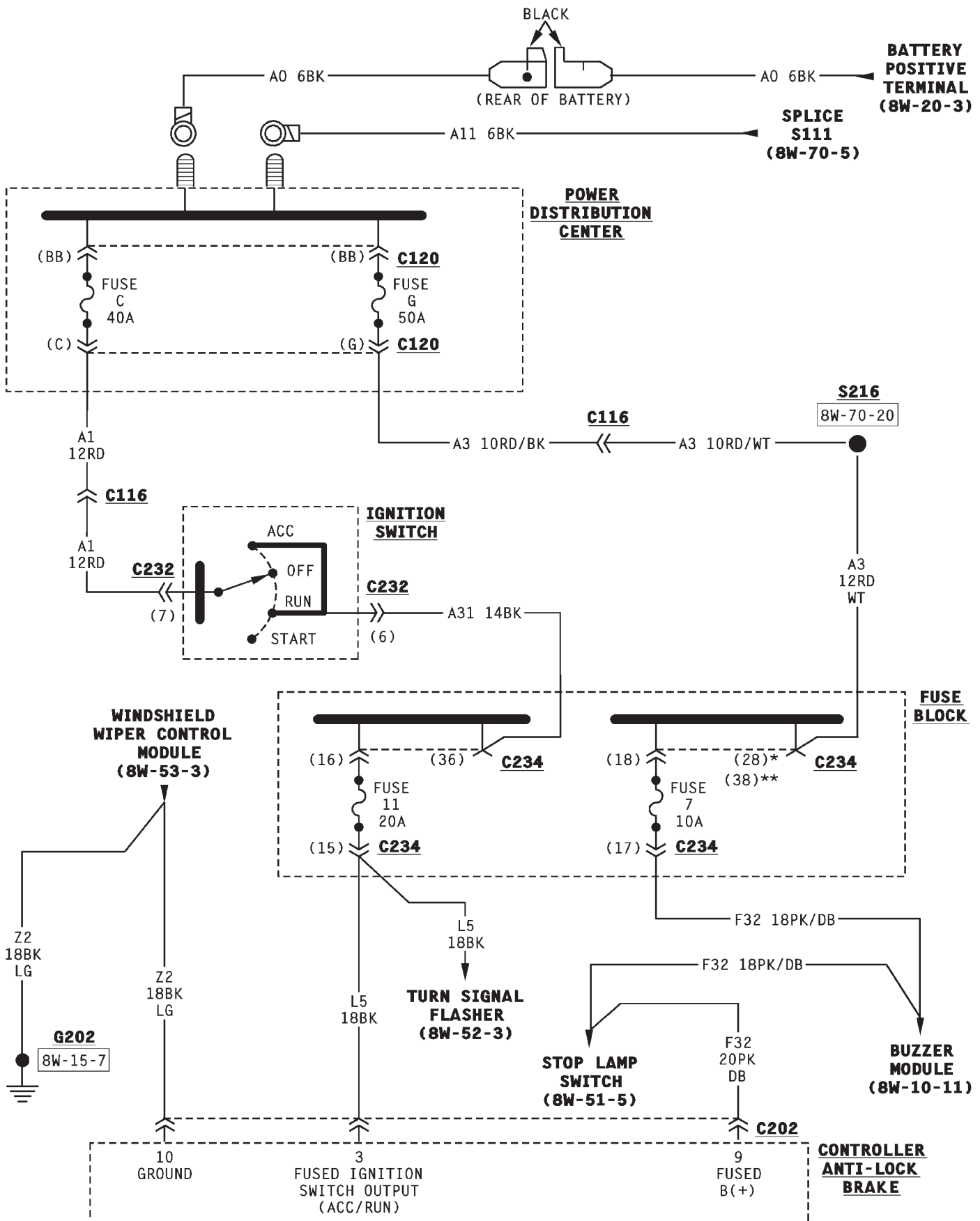
SCHEMATICS AND DIAGRAMS

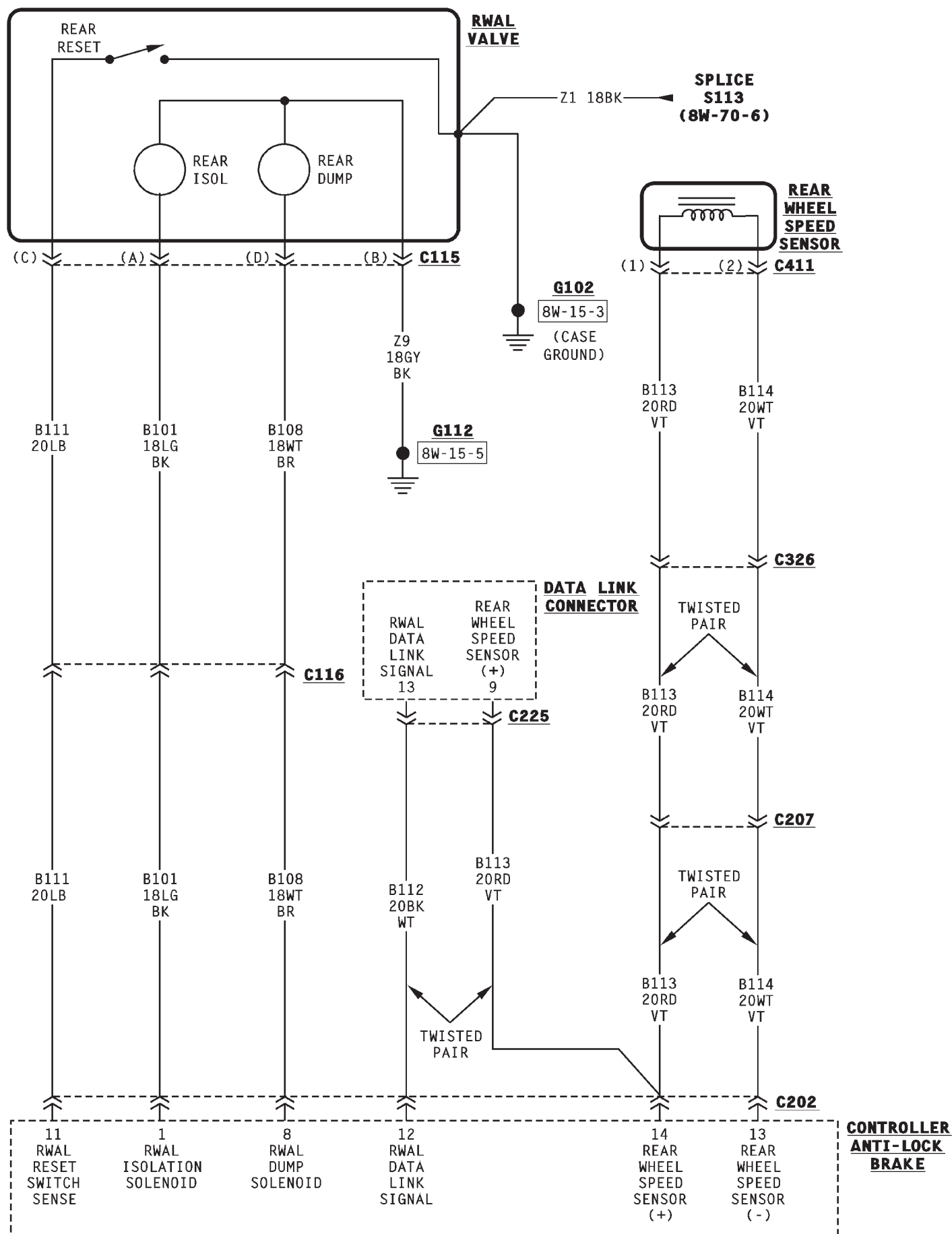
WIRING DIAGRAM INDEX

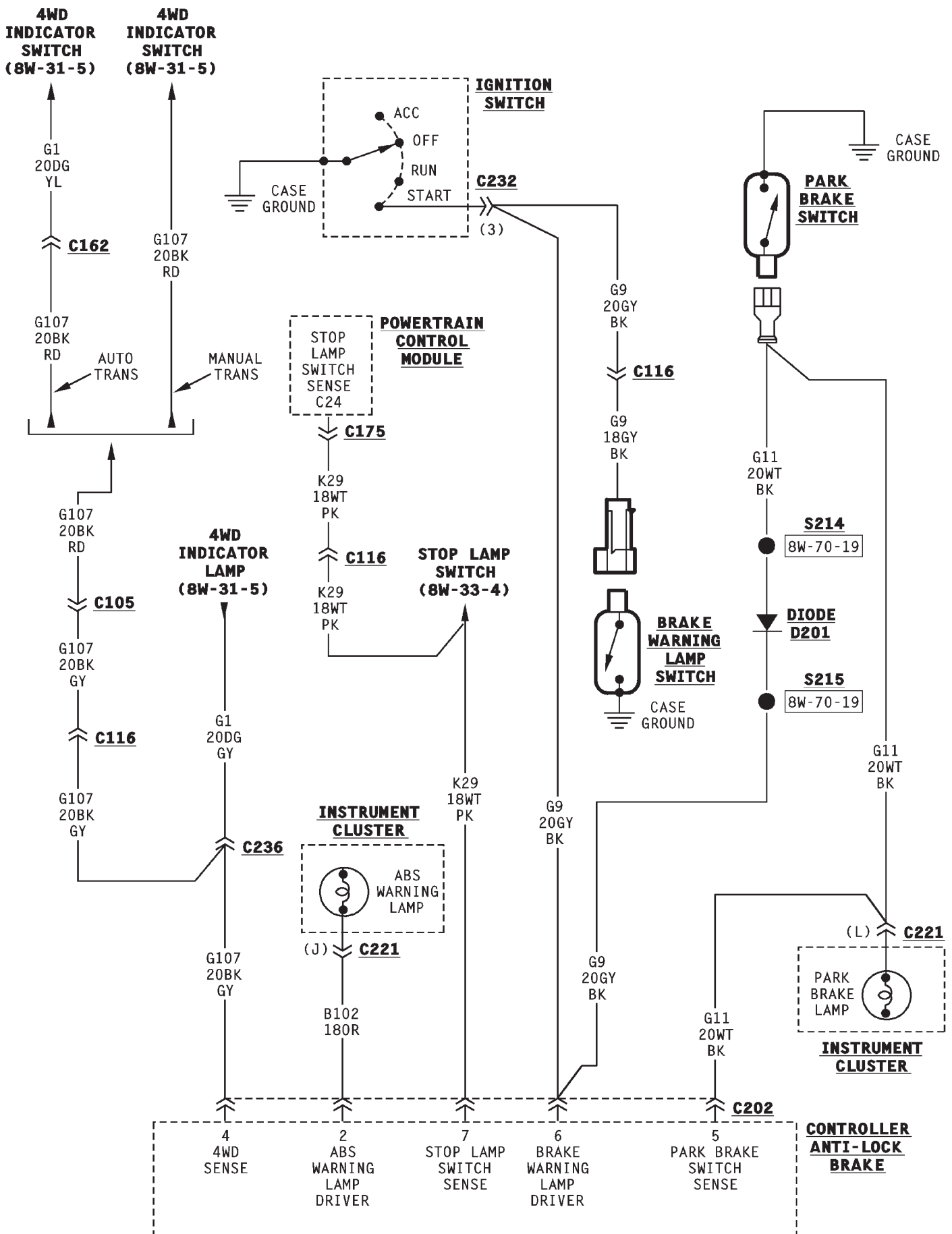
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

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Fuse 7	8W-34-4	Rear Wheel Speed Sensor	8W-34-5
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Fuse C (PDC).	8W-34-4		







8W-35 ALL-WHEEL ANTI-LOCK BRAKES

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FRONT HYDRAULIC VALVE	1		

DESCRIPTION AND OPERATION

INTRODUCTION

Four fuses supply power for the Antilock Brake System (ABS); fuses A, F and E in the Power Distribution Center (PDC) and fuse 4 in the fuse block. Fuses A, F and E in the PDC are connected directly to battery voltage and are HOT all times. Fuse 4 is HOT when the ignition switch is the RUN position.

In the RUN position, the ignition switch connects circuit A2 from fuse E in the PDC with circuit A22. Circuit A22 connects to a bus bar in the fuse block. The bus bar feeds circuit A20 through fuse 4. Fuse 4 is a 5 amp fuse.

Circuit A20 is double crimped at the coil side of the ABS warning lamp relay. The A20 circuit from the ABS warning lamp relay splices to supply voltage to pins 7 and 12 of the Controller, Antilock Brakes (CAB) and the coil side of the ABS power relay.

Circuits Z7 and Z8 provide ground for the CAB.

WHEEL SPEED SENSORS

The all wheel Antilock Brake System (ABS) uses three wheel speed sensors; a single sensor for both rear wheels and individual sensors for the front wheels. The single sensor used for the rear wheels mounts on the top of the rear axle differential housing. Each sensor converts wheel speed into an electrical signal that is transmitted to the Controller Antilock Brakes (CAB). A pair of twisted wires connect to each sensor and provide signals to the CAB.

Circuits B6 and B7 provide signals to the CAB from the right front wheel speed sensor. Circuit B6, which provides the LOW signal, connects to cavity 15 of the CAB. Circuit B7 connects to cavity 2 of the CAB and provides the HIGH signal.

Circuits B8 and B9 provide signals to the CAB from the left front wheel speed sensor. Circuit B8, which provides the LOW signal, connects to cavity 16 of the CAB. Circuit B9 connects to cavity 3 and provides the HIGH signal.

Circuit B114 connects to cavity 14 of the CAB and provides the rear wheel speed sensor LOW input. While circuit B113 provides the HIGH input to cavity 1 of the CAB.

ABS POWER RELAY

When the Controller, Antilock Brakes (CAB) grounds the ABS power relay on circuit B116, the relay contacts close connecting circuit A10 from the Power Distribution Center (PDC) and circuit B120. Circuit A10 connects to fuse A in the PDC. Circuit A20 from the fuse 4 in the fuse block splices to feed the coil side of the ABS power relay.

From the ABS power relay, circuit B120 splices to supply voltage to the ABS pump motor and all solenoids in the hydraulic control unit. Circuit B120 also supplies power to the solenoids in the rear wheel anti-lock valve (RWAL). Additionally, circuit B120 provides an input to cavity 34 of the CAB. The input tells the CAB that voltage has been supplied to the pump motor.

FRONT HYDRAULIC VALVE

Circuit B120 from the Antilock Brake System (ABS) power relay supplies voltage for the pump motor plus the isolation and dump solenoids in the hydraulic control unit. The Controller, Antilock Brakes (CAB), activates the pump motor and solenoids by providing separate ground paths for each.

The CAB provides a ground path for the motor on circuit B60.

The CAB cycles the isolation and dump solenoids in the hydraulic control unit by providing a ground path for each on separate circuits:

- Circuit B248 connects to cavity 30 of the CAB and provides ground for the right front dump solenoid.
- Circuit B249 connects to cavity 33 of the CAB and provides ground for the right front isolation solenoid.

DESCRIPTION AND OPERATION (Continued)

- Circuit B243 connects to cavity 35 of the CAB and provides ground for the left front dump solenoid.
- Circuit B245 connects to cavity 37 of the CAB and provides ground for the left front isolation solenoid.

There are two reset switches in the front hydraulic valve; a left switch and a right switch. Both switches provide inputs to the CAB. Circuit B5 from the left reset switch connects to the CAB at cavity 5 while circuit B18 from the right reset switch connects to cavity 18.

HELPFUL INFORMATION

The hydraulic control unit is case grounded.

RWAL VALVE

Circuit B120 from the ABS power relay supplies voltage for the isolation and dump solenoids in the Rear Wheel Anti-Lock (RWAL) valve. The Controller, Anti-Lock Brakes (CAB), activates the solenoids by providing separate ground paths for each.

- Circuit B254 connects to cavity 26 of the CAB and provides ground for the right rear dump solenoid.
- Circuit B252 connects to cavity 28 of the CAB and provides ground for the right rear isolation solenoid.

The RWAL valve has one reset switch that provides an input to the CAB. Circuit B19 from the reset switch connects to the CAB at cavity 19.

ABS WARNING LAMP

The Controller, Antilock Brakes (CAB) provides ground for the ABS warning lamp in the instrument cluster through the normally closed contacts in the ABS warning lamp relay. When the ignition switch is in the START position, the lamp illuminates as a bulb test for approximately 3 to 5 seconds while the CAB performs a system self-test. While closed, the relay contacts complete the ground path for the ABS warning lamp by connecting circuit G19 from the lamp to ground on circuit Z1. Power for the lamp is supplied by circuit F14 from fuse 14 in the fuse block.

If the system successfully completes the self-test, the CAB energizes the ABS warning lamp relay by grounding the relay coil on circuit B47. When the relay energizes, its contacts open and disconnect circuits G19 and Z1. Circuit A20 from fuse 4 in the fuse block supplies power to the coil side of the relay.

BRAKE WARNING LAMP SWITCH

Circuit G9 from the Controller, Anti-Lock Brakes (CAB), provides ground for the brake warning lamp. The lamp can also be grounded when either the ignition switch is in the START position, the park brake switch closes or the brake warning lamp switch in the hydraulic combination valve closes.

STOP LAMP SWITCH SENSE

On circuit K29, the Controller, Anti-Lock Brakes (CAB) senses when the brake pedal has been pressed. Circuit K29 connects to cavity 9 of the CAB, the stop lamp switch and the powertrain control module.

FOUR-WHEEL DRIVE SWITCH SENSE

From circuit G107, the Controller, Anti-Lock Brakes (CAB) senses when the four-wheel drive indicator lamp switch closes. Circuit G107 connects to cavity 8 of the CAB and splices to the four-wheel drive indicator lamp switch and instrument panel four-wheel drive indicator lamp.

DATA LINK CONNECTOR

The DRB scan tool connects to the data link connector. Circuits D11 and D12 from the Controller, Antilock Brakes (CAB) connect to the data link connector. Circuit D12 connects to cavity 10 of the CAB. The CAB transmits data to the DRB scan tool on circuit D12.

The DRB scan tool receives data from the CAB on circuit D11. Circuit D11 connects to cavity 11 of the CAB.

Circuit A4 from fuse F in the Power Distribution Center (PDC) powers circuit M1 through PDC fuse 2. Circuit M1 supplies battery voltage to the data link connector.

Circuit Z12 provides ground for the data link connector.

SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

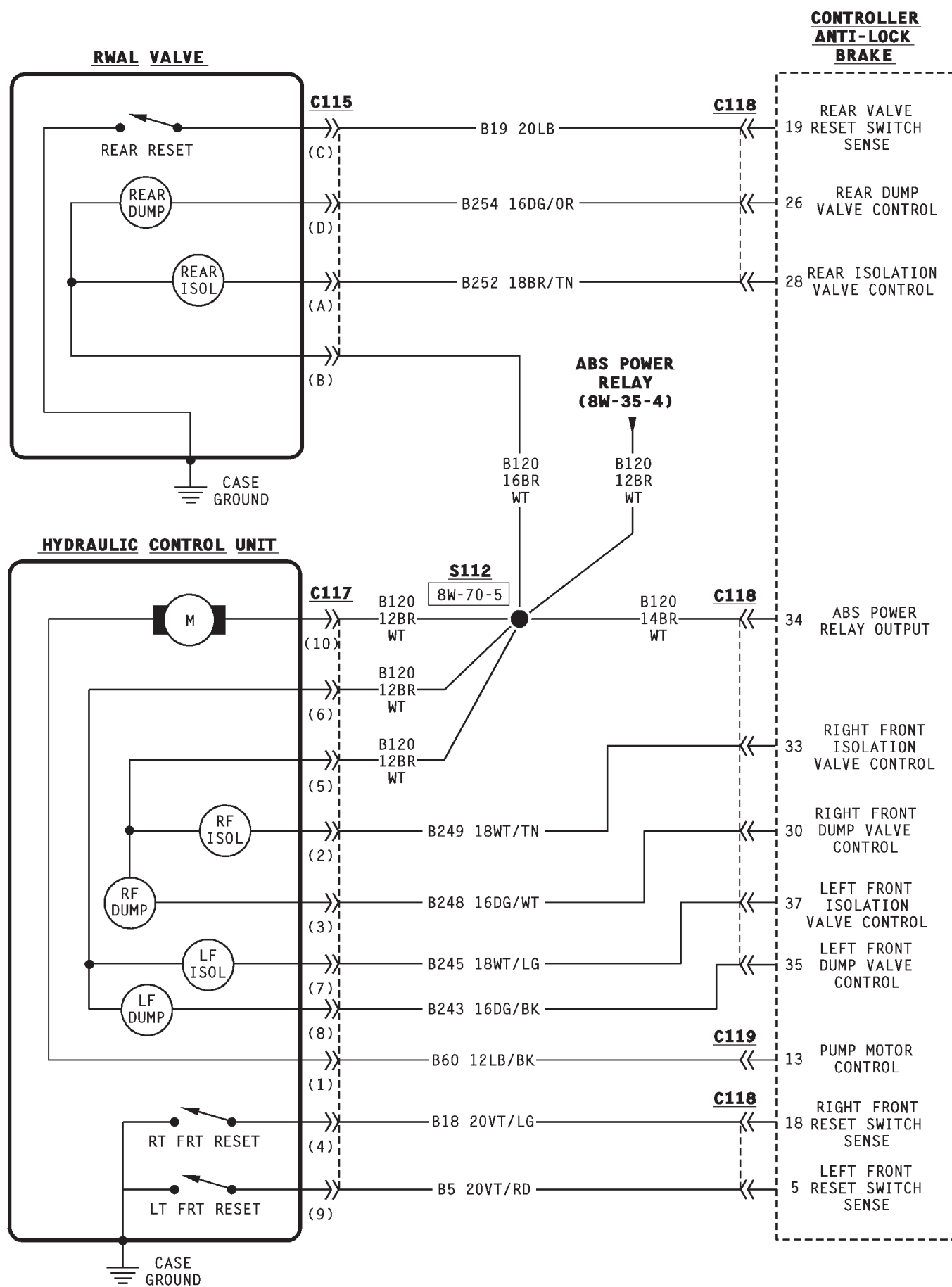
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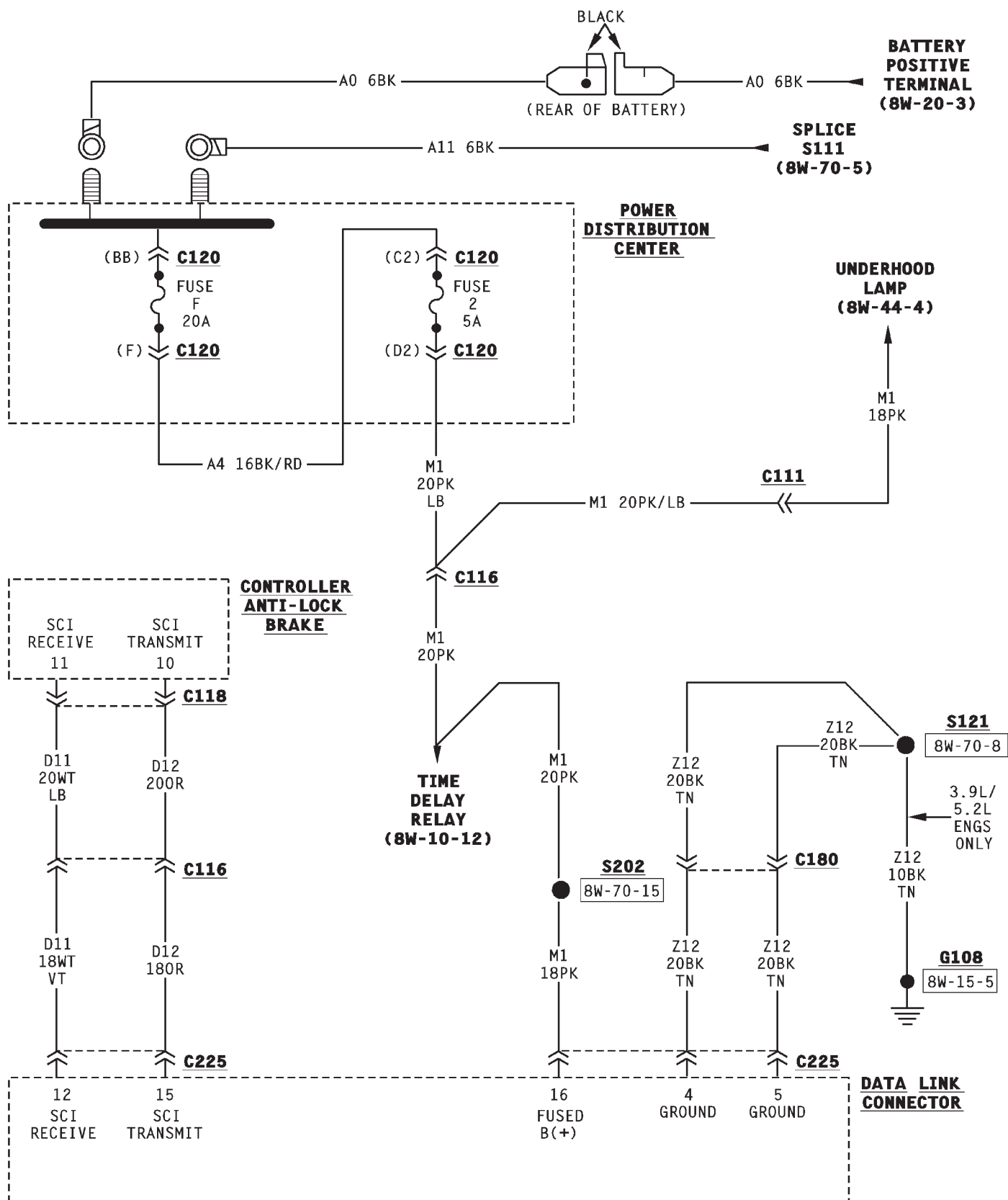
DIAGRAM INDEX

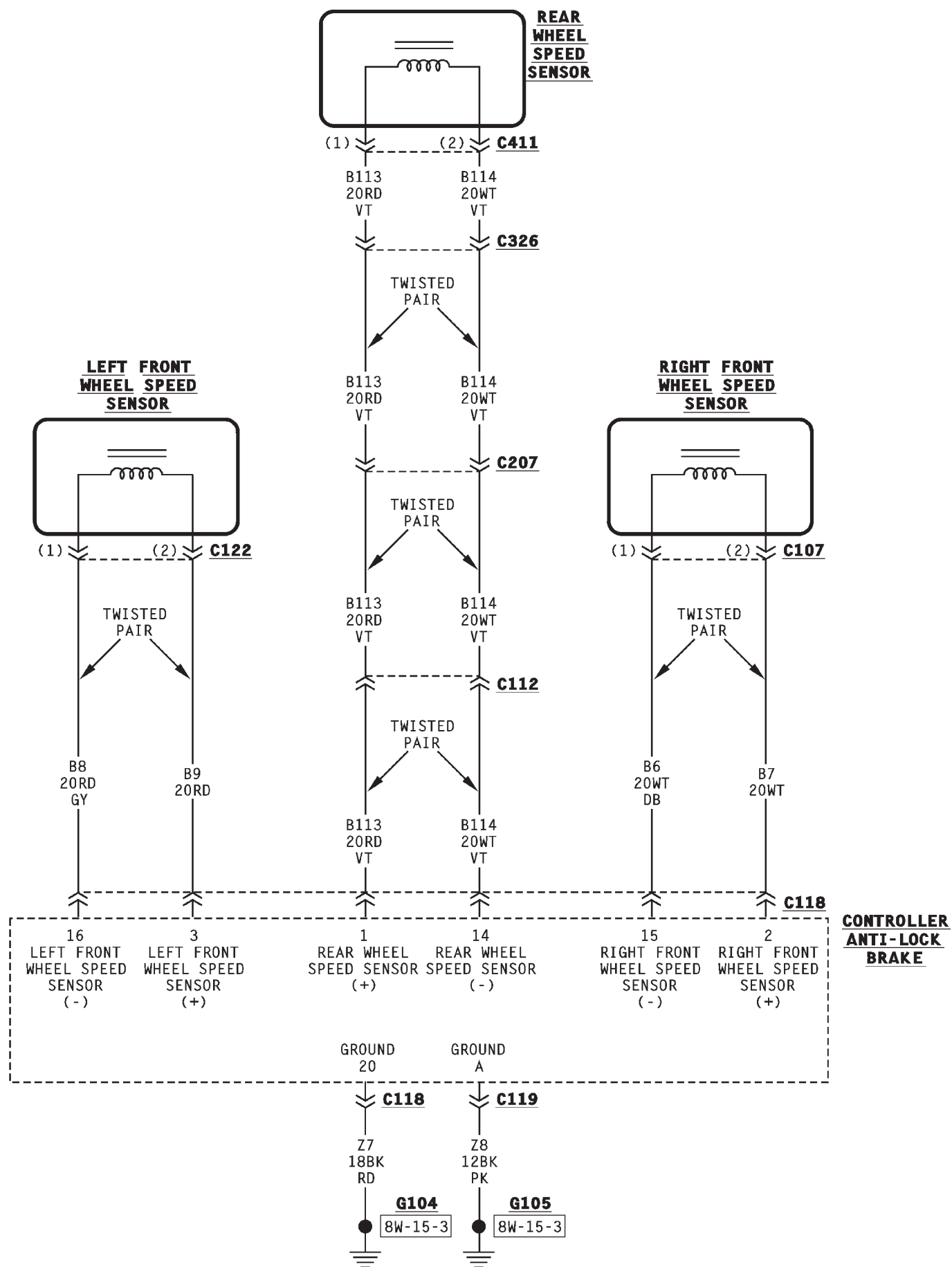
Component	Page
ABS Power Relay (6)	8W-35-4
ABS Warning Lamp Relay	8W-35-4
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Fuse 2 (PDC)	8W-35-6
Fuse 4	8W-35-4
Fuse A (PDC)	8W-35-4
Fuse E (PDC)	8W-35-4

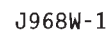
Component	Page
Fuse F (PDC)	8W-35-6
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8W-40 INSTRUMENT CLUSTER

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CLUSTER GROUND	2	PARK BRAKE LAMP	2
ENGINE COOLANT TEMPERATURE GAUGE	1	SEAT BELT INDICATOR WARNING LAMP	2
FUEL GAUGE	1	SPEEDOMETER	1
HIGH BEAM INDICATOR LAMP	2	TACHOMETER	1
INSTRUMENT CLUSTER	1	TURN SIGNAL INDICATOR LAMPS	2
LOW WASHER FLUID	2	SCHEMATICS AND DIAGRAMS	
MALFUNCTION INDICATOR LAMP (MIL)	2	WIRING DIAGRAM INDEX	3

DESCRIPTION AND OPERATION

INSTRUMENT CLUSTER

The instrument cluster contains the gauges and warning lamps. All gauges have magnetic movements. Two circuits power the instrument cluster, F14 and X1. Circuit F14 is HOT when the ignition switch is in the START or RUN position. Circuit X1 is HOT at all times.

When the ignition switch is in the START or RUN position, circuit A21 feeds circuit F14 through a bus bar in the fuse block and fuse 14. Circuit A1 from fuse C in the Power Distribution Center (PDC) supplies voltage to circuit A21. Circuit A1 is HOT at all times.

Circuit A3 from fuse G in the PDC powers circuit X1 through fuse 6 in the fuse block. Circuits A3 and X1 are HOT at all times.

Circuit E2 from fuse 13 in the fuse block feeds the illumination lamps. Circuit E1 from the headlamp switch powers fuse 13 when the parking lamps or headlamp are ON.

Circuit Z1 provides ground for the indicator lamps and illumination lamps.

HELPFUL INFORMATION

- If the warning lamps don't operate, check fuses 6 and 14 in the fuse block and fuses C and G in the PDC.
- If the illumination lamps don't operate, check fuse 13 in the fuse block.

SPEEDOMETER

The speedometer and odometer receive a signal from the vehicle speed sensor on circuit G7. Circuit G7 also connects to the Powertrain Control Module (PCM).

TACHOMETER

Tachometers are available on vehicles equipped with 3.9L and 5.2L engines only. The tachometer module in the instrument cluster operates the tachometer.

The Powertrain Control Module (PCM) signals the tachometer module on circuit G21. The PCM provides engine speed information to the tachometer module.

Circuit Z1 provides ground for the tachometer module.

FUEL GAUGE

Circuit G4 connects the fuel level sensor to the fuel gauge in the instrument cluster. The fuel level sensor draws voltage through the fuel gauge on circuit G4. The fuel level sensor is located in the fuel tank.

As current flows through the coils in the fuel gauge, it creates a magnetic field. One of the coils in the gauge receives fixed current. The other coil is connected to the level sensor. The magnetic field controls the position of the fuel gauge pointer.

The fuel level sensor contains a variable resistor. As the position of the float arm on the fuel level sensor changes, the resistor changes the current flow through the second coil in the fuel gauge. A change in current flow alters the magnetic field in the fuel gauge, which changes the pointer position.

Circuit Z1 provides the ground path for the fuel level sensor.

ENGINE COOLANT TEMPERATURE GAUGE

Circuit G20 connects the engine coolant temperature gauge to the engine coolant temperature sensor. The sensor is a variable resistor and case grounded to the engine.

As current flows through the coils in the gauge, it creates a magnetic field. One of the coils in the gauge receives fixed current. The other coil is connected to

DESCRIPTION AND OPERATION (Continued)

the temperature gauge on circuit G20. A change in temperature changes the resistance in the sensor, which alters the current flow through the second coil in the gauge. A change in current flow alters the magnetic field in the gauge, which changes the pointer position.

MALFUNCTION INDICATOR LAMP (MIL)

The Powertrain Control Module (PCM) provides ground for the MIL on circuit G3. Circuit G3 connects to cavity C17 of the PCM.

For information regarding diagnostic trouble code access using the MIL lamp, refer to Group 14, Fuel Systems.

OIL PRESSURE GAUGE

The case grounded oil pressure sensor is a variable resistor that connects to circuits G60 and G6. Circuit G60 connects to the oil pressure gauge. Circuit G6 connects to the oil pressure warning lamp.

The gauge uses two coils. One coil receives fixed current. Circuit G60 connects the other coil to the pressure sensor. As oil pressure changes, the variable resistor in the sensor changes the current flow through the second coil in the gauge. A change in current flow alters the position of the gauge pointer.

OIL PRESSURE WARNING LAMP

The case grounded oil pressure sensor is a variable resistor that connects to circuits G60 and G6. Circuit G60 connects to the oil pressure gauge. Circuit G6 connects to the oil pressure warning lamp.

ABS WARNING LAMP**ALL-WHEEL ANTILOCK BRAKES**

The Controller, Antilock Brakes (CAB) provides ground for the ABS warning lamp in the instrument cluster through the normally closed contacts in the ABS warning lamp relay. When the ignition switch is in the START position, the lamp illuminates as a bulb test for approximately 3 to 5 seconds while the CAB performs a system self-test. While closed, the relay contacts complete the ground path for the ABS warning lamp by connecting circuit G19 from the lamp to ground on circuit Z1.

If the system successfully completes the self-test, the CAB energizes the ABS warning lamp relay by grounding the relay coil on circuit B47. When the relay energizes, its contacts open and disconnect circuits G19 and Z1. Circuit A20 from fuse 4 in the fuse block supplies power to the coil side of the relay.

REAR WHEEL ANTILOCK (RWAL) BRAKES

The RWAL module provides ground for the instrument cluster Check Antilock warning lamp on circuit B102.

LOW WASHER FLUID

Circuit G29 connects the low washer fluid switch to the warning lamp in the instrument cluster. When the low washer fluid switch closes, it connects circuits G29 and Z1. Circuit Z1 provides a ground path, illuminating the warning lamp. Circuit Z1 also provides ground for the windshield washer pump motor.

SEAT BELT INDICATOR WARNING LAMP

The seat belt indicator warning lamp is activated by the combination buzzer on circuit G13. Circuit G13 supplies power to instrument cluster for the lamp. Circuit Z1 provides ground for the lamp. The Z1 circuit terminates at the instrument panel right lower reinforcement support.

HIGH BEAM INDICATOR LAMP

Circuit L3 from the headlamps dimmer switch feeds the high beams of the headlamps and splices to circuit G34. Circuit G34 supplies power for the high beam indicator lamp. The ground path for the lamp is through circuit Z1.

TURN SIGNAL INDICATOR LAMPS

Circuits L61 and L60 power the turn signal indicator lamps. Circuit L61 powers the left indicator lamp. Circuit L60 powers the right indicator lamp. Circuit Z1 provides ground for the lamps.

CLUSTER GROUND

Circuit Z1 from the instrument cluster left connector provides ground for the illumination lamps and indicator lamps. Circuit Z1 also provides ground for the fuel gauge sending unit.

PARK BRAKE LAMP

Ground for the park brake lamp is supplied through the case grounded park brake switch on circuit G11.

If the vehicle is equipped with Rear Wheel Antilock (RWAL) brakes, circuit G11 provides an input to the Controller, Antilock Brakes (CAB) and splices to circuit G9.

MANUAL TRANSMISSION UP-SHIFT LAMP

The manual transmission up-shift lamp illuminates when the Powertrain Control Module (PCM) provides ground for the lamp on circuit K54. Circuit K54 connects to cavity B11 of the PCM.

DESCRIPTION AND OPERATION (Continued)

AIRBAG WARNING LAMP

The airbag warning lamp illuminates when the Airbag Control Module (ACM) provides ground for the lamp on circuit R41.

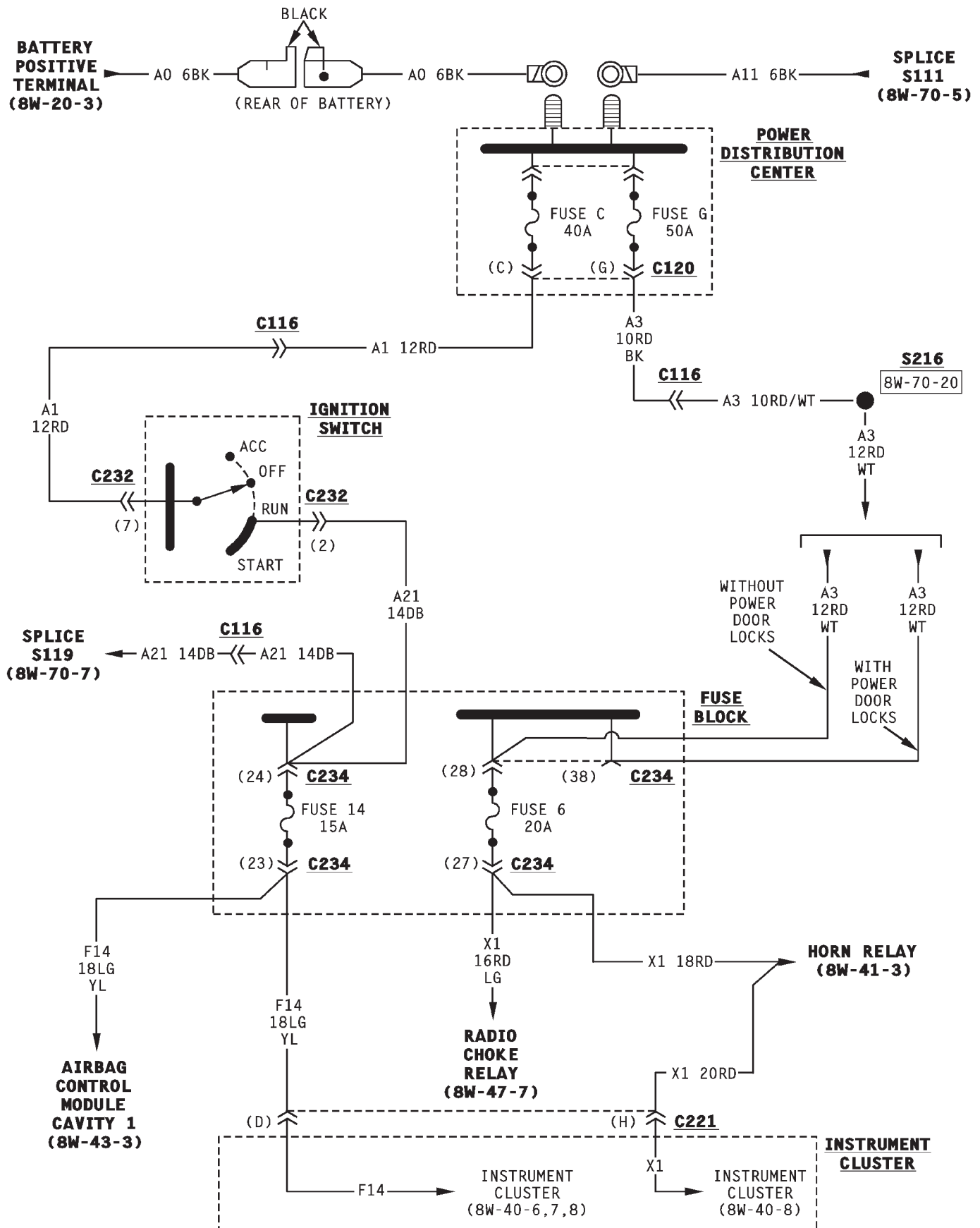
SCHEMATICS AND DIAGRAMS

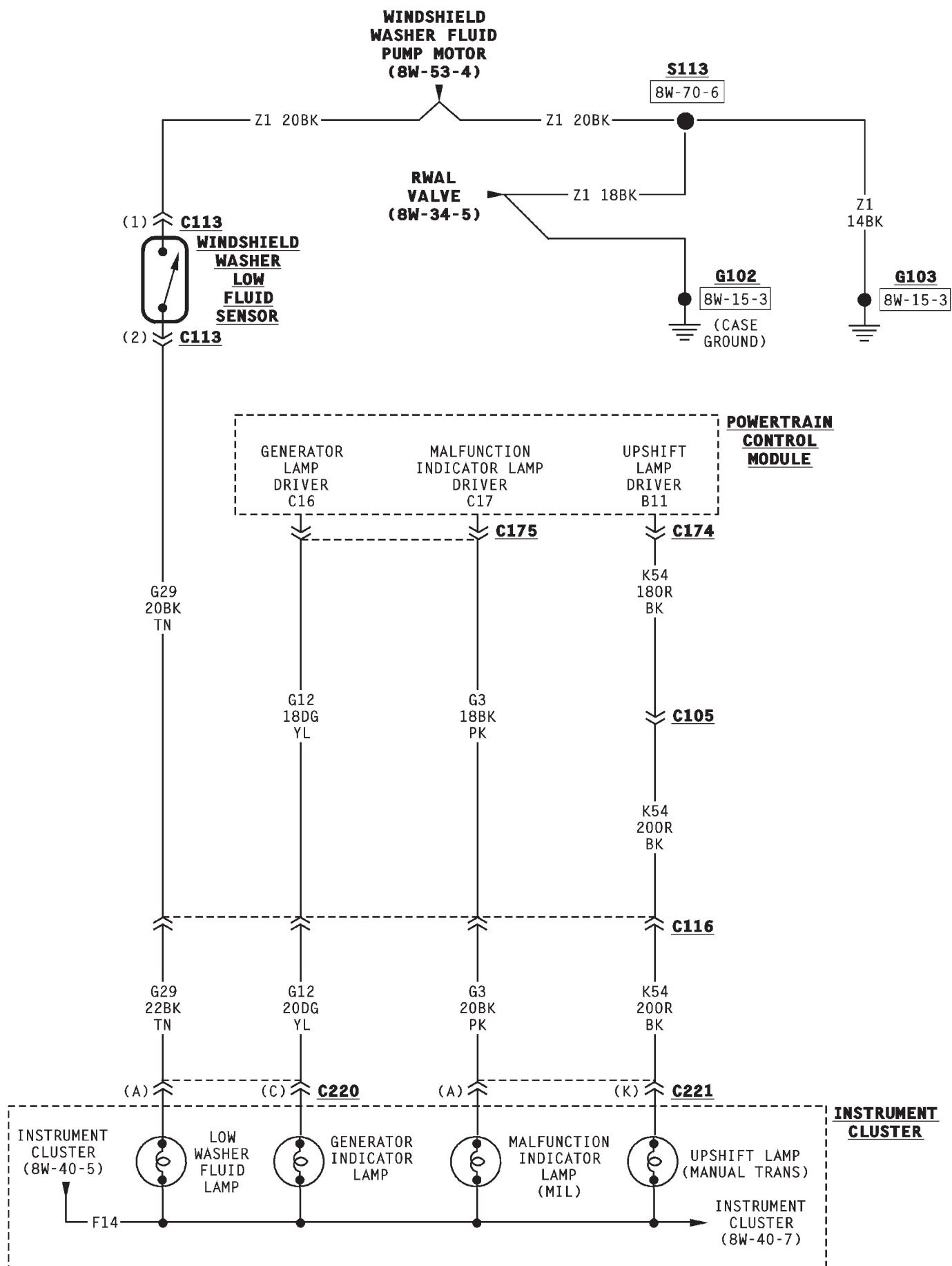
WIRING DIAGRAM INDEX

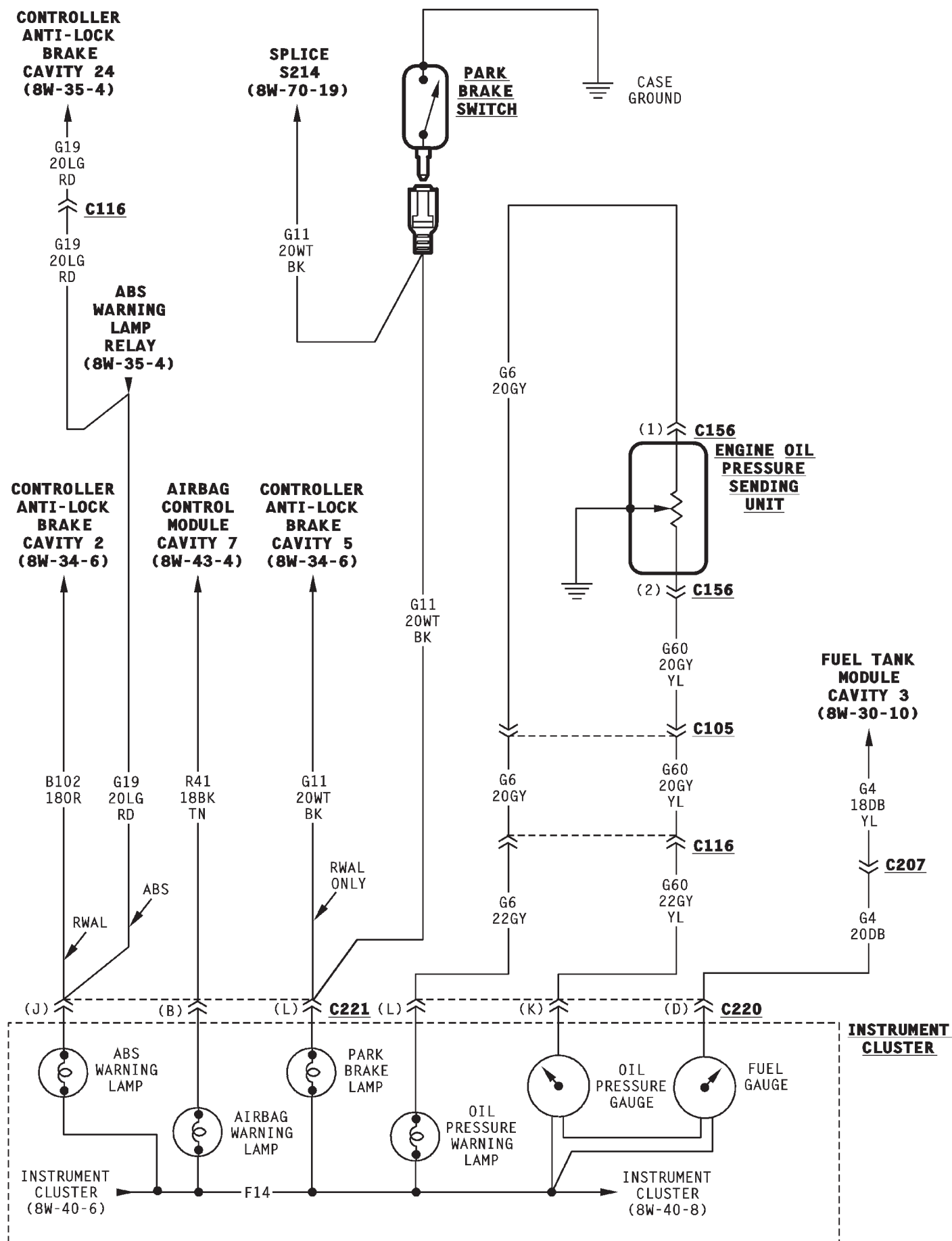
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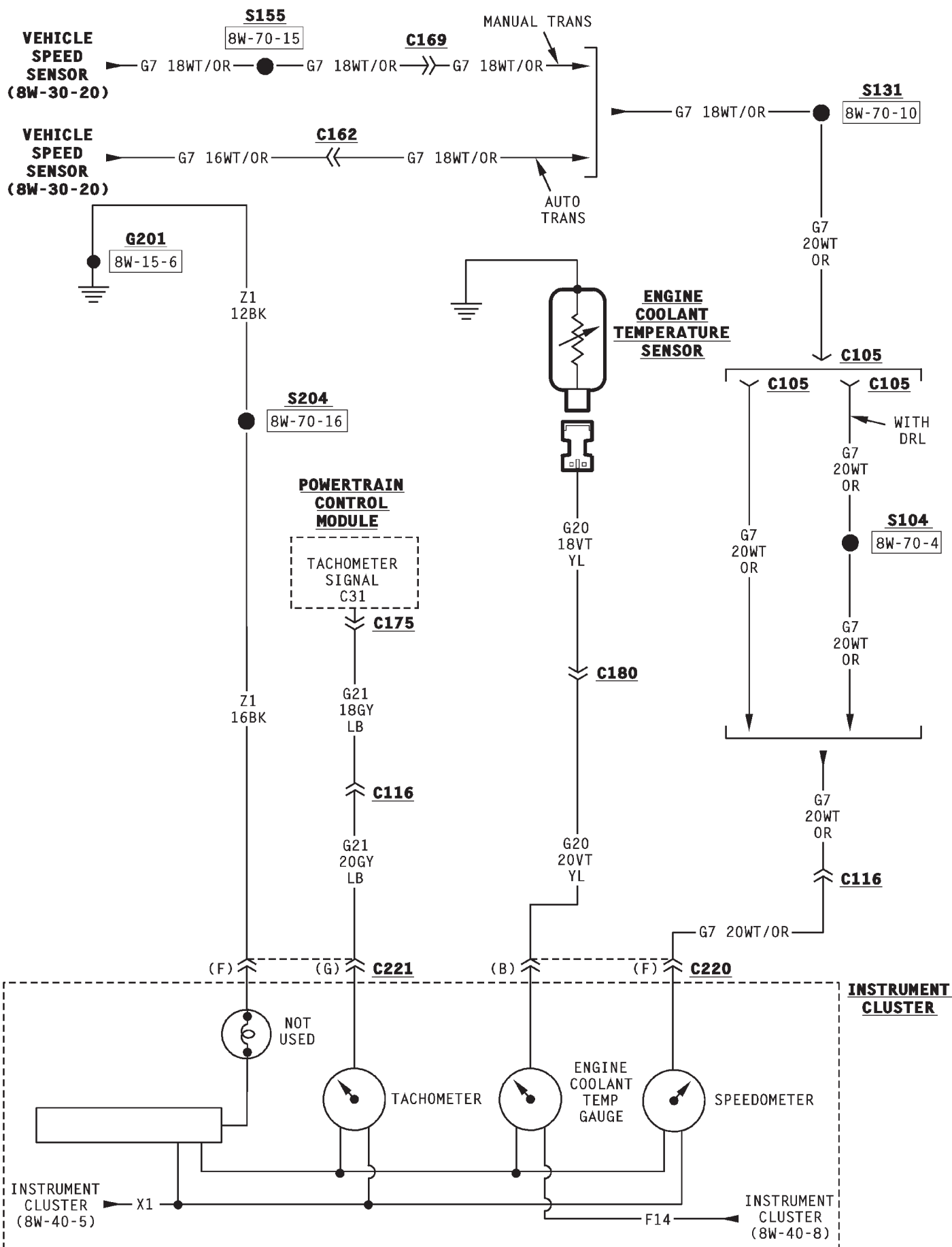
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Airbag Warning Lamp	8W-40-7	Left Turn Signal Indicator	8W-40-10
Cluster Illumination Lamp	8W-40-9	Low Fuel Warning Lamp	8W-40-8
Engine Coolant Temperature Gauge	8W-40-8	Low Fuel Warning Relay	8W-40-8
Engine Coolant Temperature Sensor	8W-40-8	Low Washer Fluid Lamp	8W-40-6
Engine Oil Pressure Sending Unit	8W-40-7	Malfunction Indicator Lamp	8W-40-6
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Fuse 6	8W-40-5	Park Brake Lamp	8W-40-7
Fuse 8	8W-40-9	Park Brake Switch	8W-40-7
Fuse 13	8W-40-9	Powertrain Control Module	8W-40-6, 8
Fuse 14	8W-40-5	Right Turn Signal Indicator	8W-40-10
Fuse C (PDC)	8W-40-5	Seat Belt Warning Lamp	8W-40-9
Fuse G (PDC)	8W-40-5	Speedometer	8W-40-8
Generator Indicator Lamp	8W-40-6	Tachometer	8W-40-8
Headlamp Switch	8W-40-9	Upshift Lamp	8W-40-6
High Beam Indicator Lamp	8W-40-10	Windshield Washer Low Fluid Sensor	8W-40-6









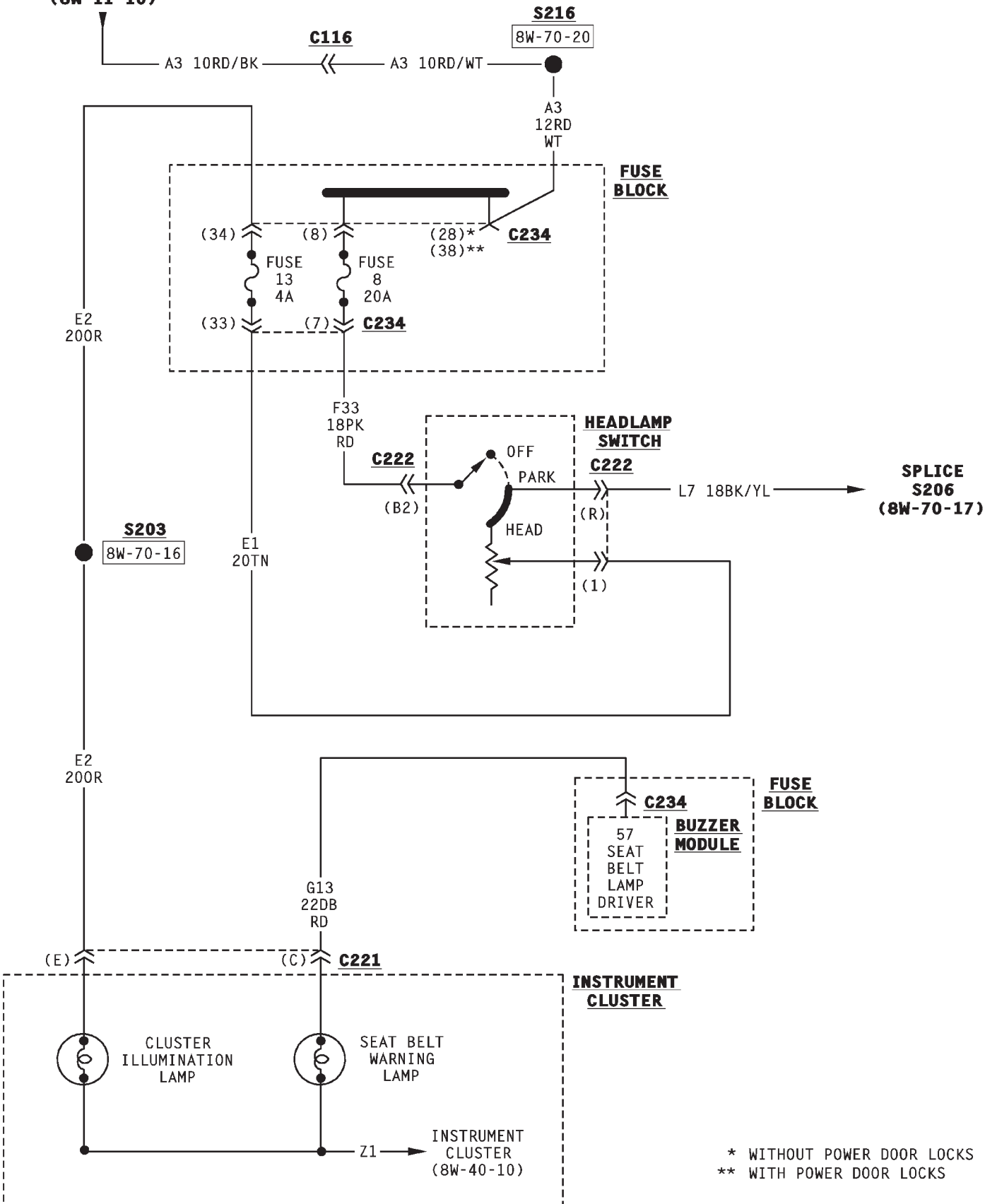
POWER DISTRIBUTION

CENTER

FUSE G

(8W-40-5)

(8W-11-10)





8W-41 HORN/CIGAR LIGHTER

DESCRIPTION AND OPERATION

HORN

The horn system uses two switches and a horn relay. The horn switches are in the steering wheel along with the speed control switches (if equipped).

Circuit A3 from fuse G in the power distribution center (PDC) feeds a fuse block bus bar that powers circuit X1 through fuse 6. Circuit X1 is HOT at all times and powers the coil and contact sides of the horn relay.

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

HELPFUL INFORMATION

- The horn switch is grounded to the steering wheel.
- Circuit X1 is double crimped at the horn relay. The circuit connects to the instrument cluster and supplies power to the tachometer module (if equipped).

CIGAR LIGHTER

In the ACCESSORY or RUN position, the ignition switch supplies voltage to fuse 9 in the fuse block on

circuit A31. Fuse 9 feeds circuit X22 which connects to the cigar lighter. When the lighter is depressed, the contacts inside of the lighter element close and voltage flows to ground on circuit Z1.

HELPFUL INFORMATION

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from Power Distribution Center (PDC) with circuit A31. Circuit A1 is protected by fuse C. Circuit Z1 terminates at the instrument panel lower right reinforcement support.

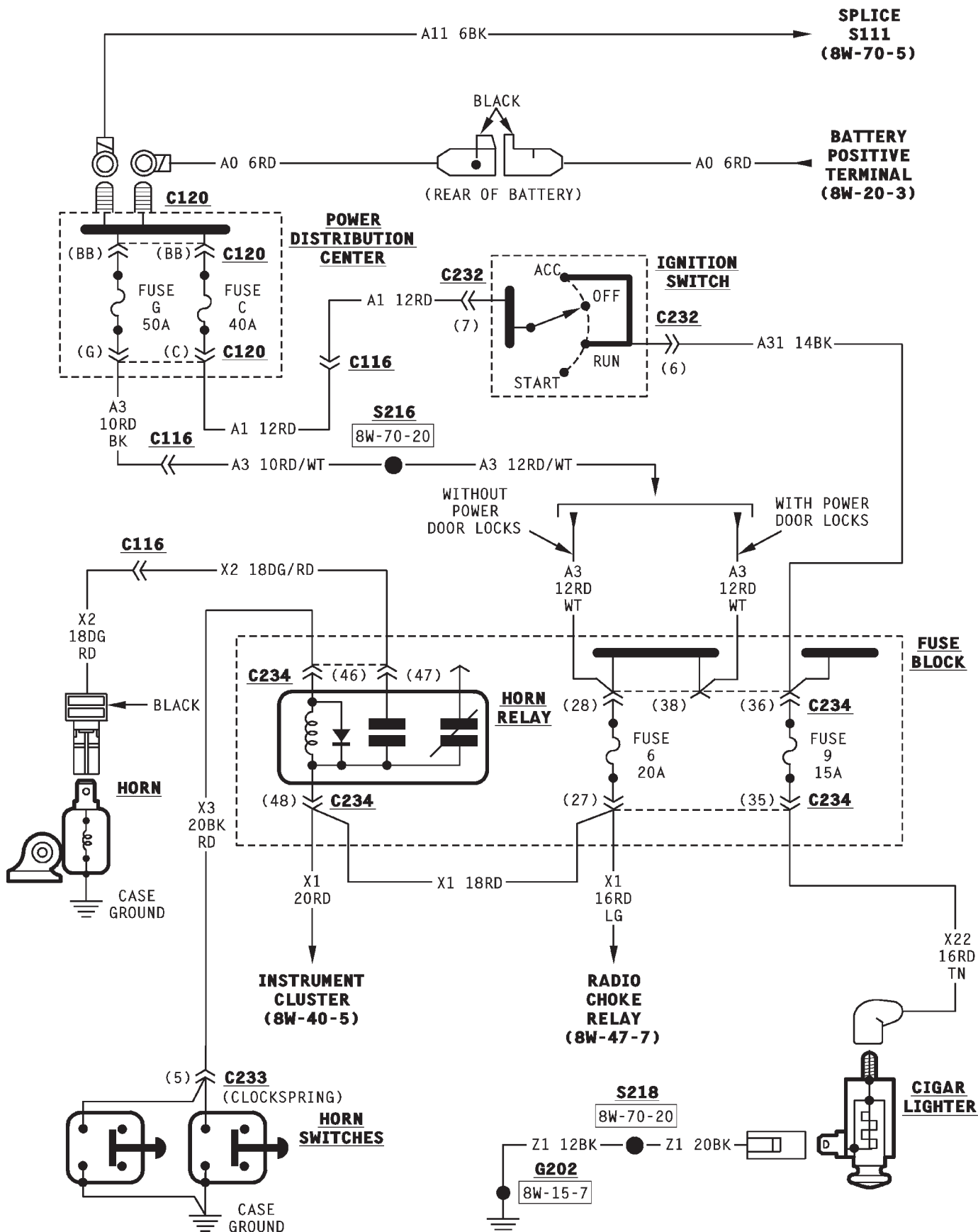
SCHEMATICS AND DIAGRAMS

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The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

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Fuse 6	8W-41-3	Horn Relay	8W-41-3
Fuse 9	8W-41-3	Horn Switches	8W-41-3
Fuse C (PDC)	8W-41-3	Ignition Switch	8W-41-3
Fuse G (PDC)	8W-41-3		



8W-42 AIR CONDITIONING/HEATER

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AIR CONDITIONING COMPRESSOR—2.5L		INTRODUCTION	1
ENGINE	1	RADIATOR FAN RELAY AND MOTOR	2
AIR CONDITIONING COMPRESSOR—3.9L and		SCHEMATICS AND DIAGRAMS	
5.2L ENGINES	2	WIRING DIAGRAM INDEX	2

DESCRIPTION AND OPERATION

INTRODUCTION

Several fuses supply power for the air conditioning/heater system. Fuse B from the Power Distribution center (PDC) supplies battery voltage on circuit C26 to the contact sides of the A/C compressor clutch relay. If the vehicle is equipped with a 2.5L engine, circuit C26 also feeds the contacts side of the radiator fan relay. Circuit C26 is HOT at all times.

In the START or RUN positions, the ignition switch connects circuit A1 from fuse C in the PDC to circuit A21. Circuit A21 feeds the coil side of the radiator fan relay.

In the RUN position only, the ignition switch connects circuit A2 from fuse E in the Power Distribution Center (PDC) to circuit A22. Circuit A22 supplies voltage to a bus bar in the fuse block. Fuse 1 connects to bus bar and protects circuit C1 which feeds the blower motor.

Circuit E2 from fuse 13 in the fuse block powers the illumination lamps in the A/C heater control switch.

BLOWER MOTOR

When the ignition switch is in the RUN position, circuit A2 from fuse E in the Power Distribution Center (PDC) connects with circuit A22. Circuit A22 supplies voltage to a bus bar in the fuse block that powers fuse 1. Fuse 1 protects circuit C1 which supplies battery voltage to the blower motor.

The ground path for the blower motor is through circuit H6 to the blower motor resistor block and then through the fan switch in the A/C heater controls to circuit Z1. The blower motor resistor block consists of four resistors connected in series.

Each resistor in the blower motor resistor block is spliced to the fan switch on separate circuits; C4, C5, C6, and C7. Depending on fan switch position, voltage passes through one or more resistors to ground. Blower motor fan speed is controlled by the number of resistors voltage passes through to ground.

When the fan switch is in the LOW position, circuit C4 provides the ground path. In the M1 position, circuit C5 provides ground. In the M2 position, the ground path is through circuit C6. Circuit C7 provides path for ground when the switch is in the HIGH position.

AIR CONDITIONING COMPRESSOR—2.5L ENGINE

When the A/C-heater control switch is moved to an A/C position or the defrost position, and the A/C high pressure switch and low pressure switch close, the Powertrain Control Module (PCM) receives an A/C request signal on circuit C20. Circuit C20 connects to cavity C22 of the PCM.

After receiving the A/C request signal, the PCM supplies ground for the radiator fan relay and the A/C clutch relay. Circuit A21 from the ignition switch supplies power for the coil sides of both relays.

The PCM supplies ground for the coil side of the radiator fan relay on circuit C27. Circuit C27 connects to cavity C2 of the PCM. Circuit C26 from fuse B in the Power Distribution Center (PDC) supplies voltage to the contact sides of the radiator fan relay and A/C compressor clutch relay.

When the PCM grounds the radiator fan relay, the contacts close and connect circuits C26 and C25. Circuit C25 supplies power to the radiator fan motor.

The PCM controls ground for the A/C clutch relay on circuit C13. Circuit C13 connects to cavity C1 of the PCM.

When the A/C compressor clutch relay contacts close, circuit C26 connects to circuit C3. Circuit C3 feeds the case grounded A/C compressor clutch.

HELPFUL INFORMATION

Circuit C90 from the A/C heater control switch connects to the high pressure switch. Circuit C22 from the high pressure switch connects to the low pressure switch. Circuit C20 from the low pressure switch connects to the PCM.

DESCRIPTION AND OPERATION (Continued)

AIR CONDITIONING COMPRESSOR—3.9L and 5.2L ENGINES

When the A/C-heater control switch is moved to an A/C position or the defrost position, and the A/C high pressure and low pressure switches close, the Powertrain Control Module (PCM) receives an A/C request signal on circuit C20. Circuit C20 connects to cavity C22 of the PCM.

After receiving the A/C request signal, the PCM supplies ground for the coil side of the A/C compressor clutch relay on circuit C13. Circuit C13 connects to cavity C1 of the PCM. Circuit A21 from the ignition switch supplies power for the coil sides of the relay. Circuit C26 from fuse B in the Power Distribution Center (PDC) supplies voltage to the contact side of the relay.

When the PCM grounds the A/C compressor clutch relay, the contacts close and connect circuits C26 and C3. Circuit C3 supplies voltage to the A/C compressor clutch. Ground for the compressor clutch is provided on circuit Z1.

HELPFUL INFORMATION

Circuit C90 from the A/C heater control switch connects to the low pressure switch. Circuit C22 from the low pressure switch connects to the high pressure switch. Circuit C20 from the high pressure switch connects to the PCM.

RADIATOR FAN RELAY AND MOTOR

The Powertrain Control Module (PCM) supplies ground for the coil side of the radiator fan relay on circuit C27. Circuit C27 connects to cavity C2 of the PCM. Circuit A21 from the ignition switch powers the coil side of the radiator fan relay. Circuit C26 from fuse B in the Power Distribution Center (PDC) supplies voltage to the contact side of the relay.

When the PCM grounds the radiator fan relay, the contacts close and connect circuits C26 and C25. Circuit C25 supplies power to the radiator fan motor. Circuit Z1 provides ground for the radiator fan motor.

HELPFUL INFORMATION

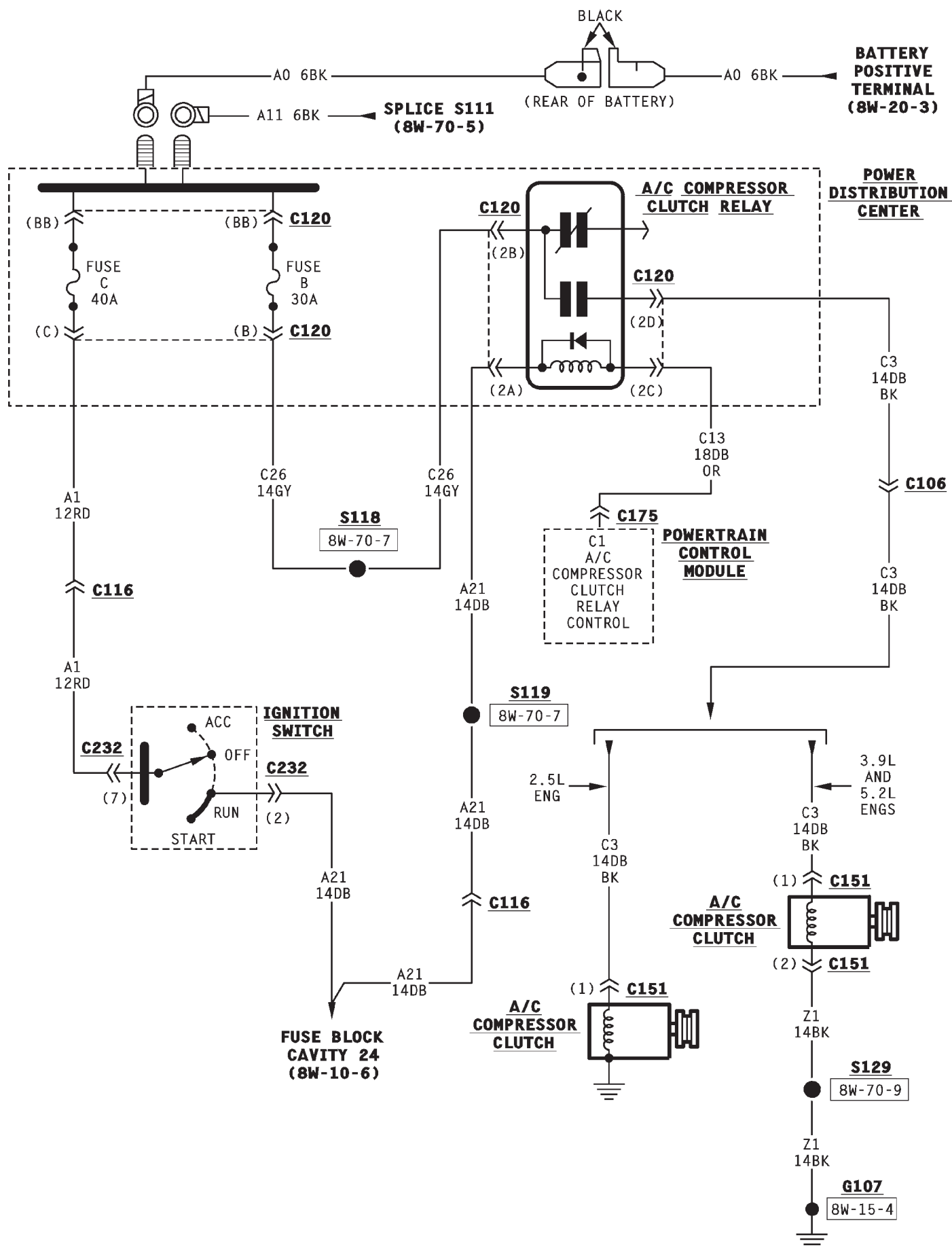
Circuit C26 also powers the contact side of the A/C compressor clutch relay.

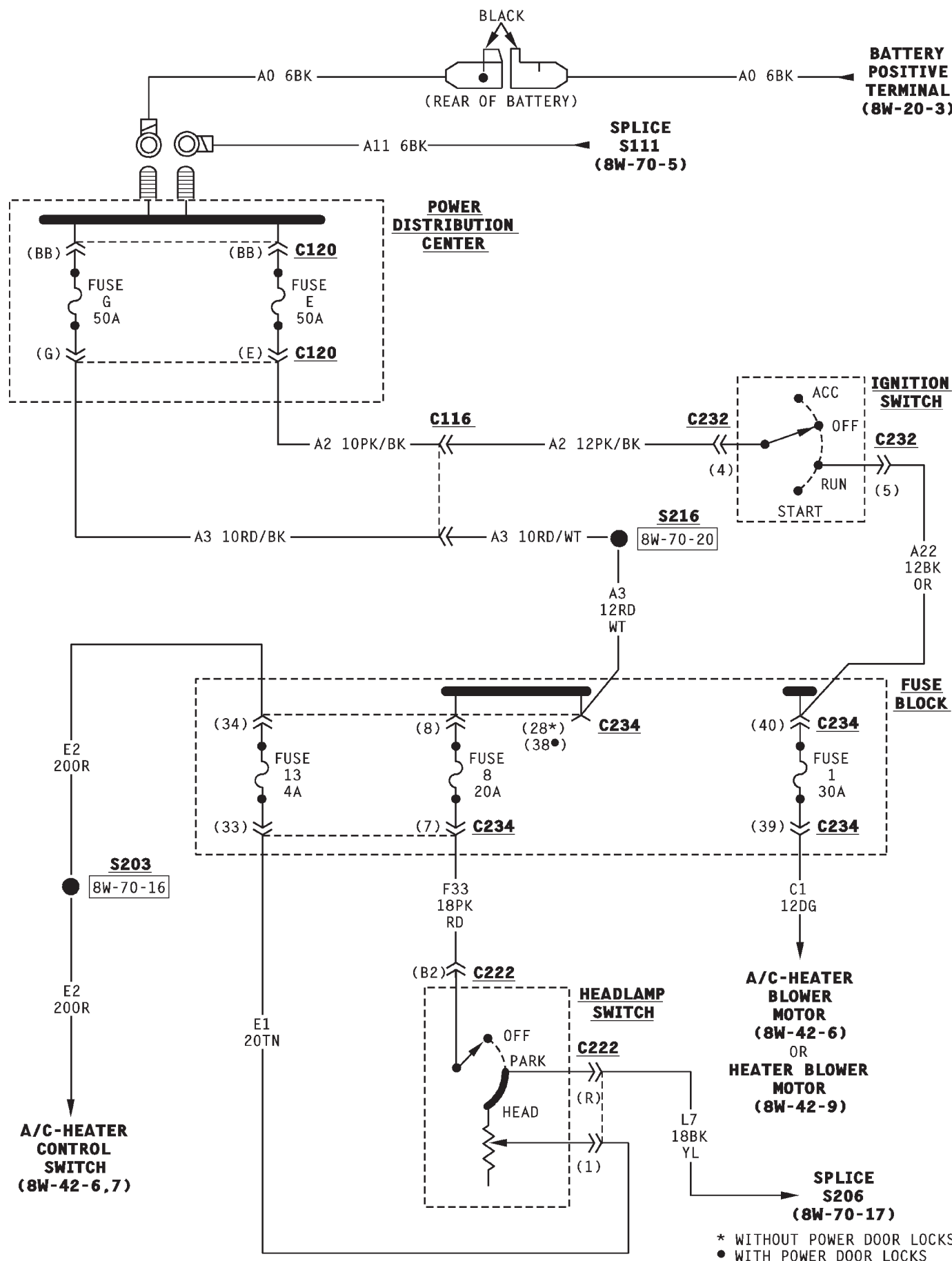
SCHEMATICS AND DIAGRAMS**WIRING DIAGRAM INDEX**

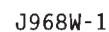
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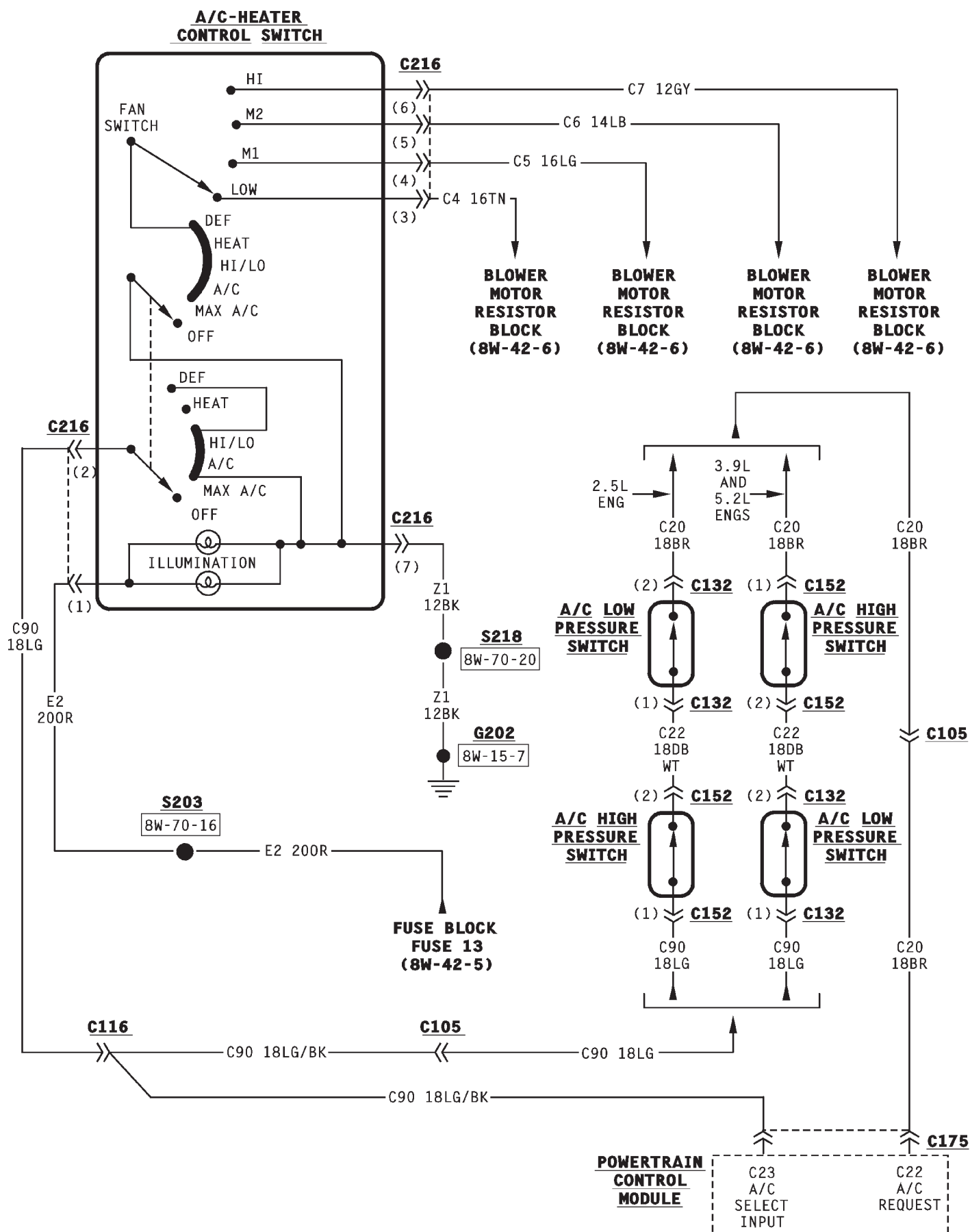
DIAGRAM INDEX

Component	Page	Component	Page
A/C Compressor Clutch	8W-42-4	Fuse C (PDC)	8W-42-4, 8
A/C Compressor Clutch Relay	8W-42-4	Fuse E (PDC)	8W-42-5
A/C-Heater Blower Motor	8W-42-6	Fuse G (PDC)	8W-42-5
A/C-Heater Control Switch	8W-42-6, 7	Headlamp Switch	8W-42-5
A/C High Pressure Switch	8W-42-7	Heater Blower Motor	8W-42-9
A/C Low Pressure Switch	8W-42-7	Heater Control Switch	8W-42-9
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Fuse 8	8W-42-5	Radiator Cooling Fan Motor (2.5L Eng only)	8W-42-8
Fuse 13	8W-42-5	Radiator Cooling Fan Relay (2.5L Eng only)	8W-42-8
Fuse B (PDC)	8W-42-4, 8		

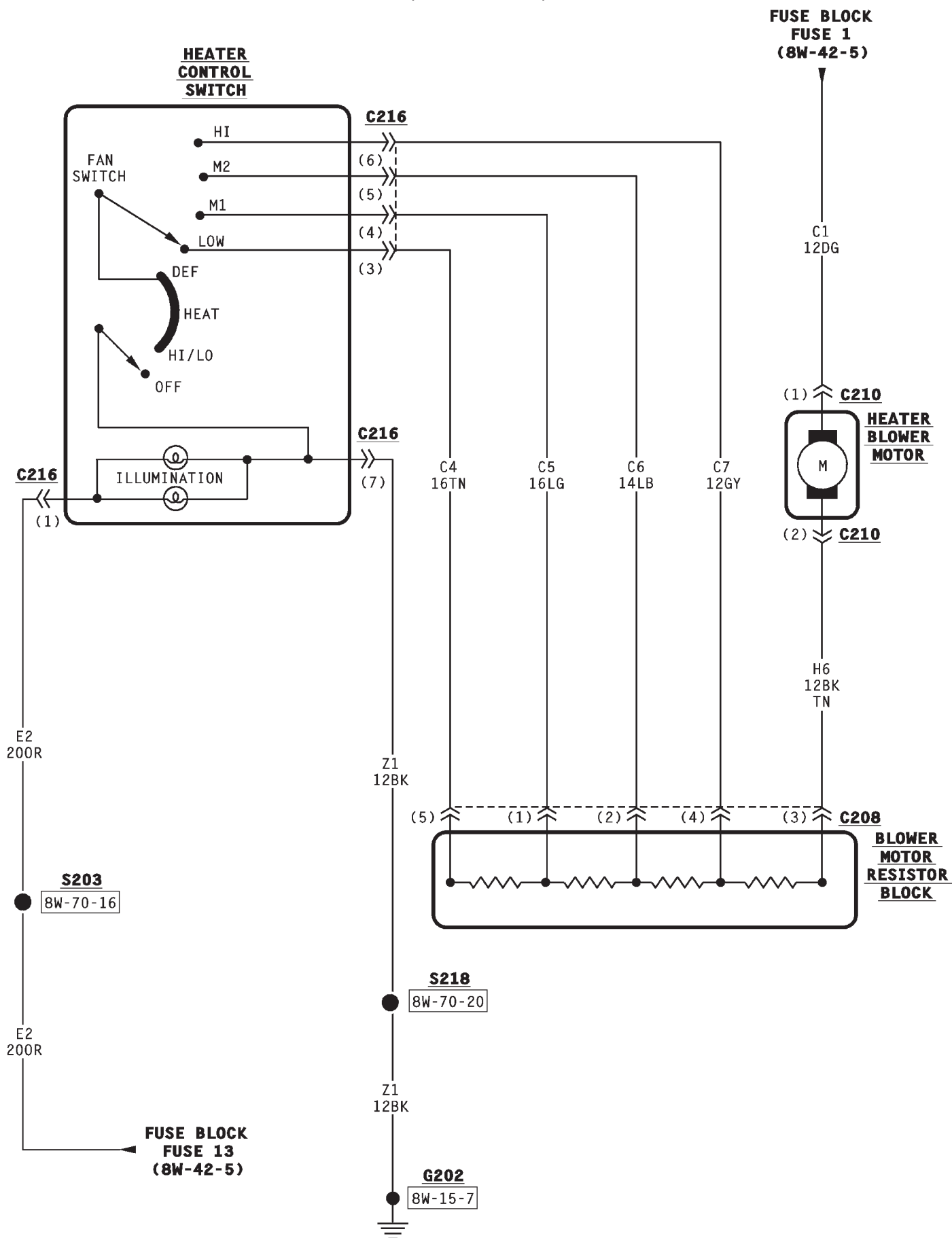












8W-43 AIRBAG SYSTEM

DESCRIPTION AND OPERATION

AIRBAG CONTROL MODULE (ACM)

Two circuits provide battery voltage to the Airbag Control Module (ACM); F14 and F20. Circuits F14 and F20 are connected to separate bus bars in the fuse block. Different circuits from the Power Distribution Center (PDC) and the ignition switch supply battery voltage to the fuse block bus bars.

Circuit F20 supplies battery voltage to the ACM only when the ignition switch is in the RUN position. Circuit F14 circuit powers the ACM when the ignition switch is in either the START or RUN position.

In the START or RUN positions, the ignition switch connects circuit A21 circuit with circuit A1 from fuse C in the PDC. Circuit A21 circuit supplies battery voltage to the fuse block bus bar that feeds circuit F14. Fuse 14 in the fuse block protects circuit F14.

When the ignition switch is in the RUN position, it connects circuit A2 from fuse E in the PDC to circuit A22. Circuit A22 supplies battery voltage to the fuse block bus bar that feeds circuit F20. Fuse 3 in the fuse block protects circuit F20.

The ACM is case grounded and has an external dedicated ground, circuit Z6. Circuit Z6 connects to the right fender side shield.

HELPFUL INFORMATION

Circuit F14 is double crimped at fuse 14 in the fuse block to feed the instrument cluster.

AIRBAG IMPACT SENSORS

The airbag system uses two impact sensors. Circuits R47 and R49 connect from the left sensor to the Airbag Control Module (ACM). Circuits R46 and R48 connect the right sensor to the ACM.

AIRBAG SQUIB (AIRBAG IGNITER)

Two circuits, R43 and R45, connect the ACM to the driver's side airbag squib (igniter) after passing through the clock spring connector. R43 and R45 are a twisted pair of wires.

AIRBAG WARNING LAMP

Circuit R41 from the Airbag Control Module (ACM) provides ground for the airbag warning lamp. The airbag warning lamp is part of the instrument cluster. Refer to section 8W-40, Instrument Cluster.

DATA LINK CONNECTOR

The DRB scan tool connects to the data link connector. A twisted pair of wires, circuits D1 and D2, send and transmit data between the Airbag Control Module (ACM) and the DRB scan tool.

Circuit A4 from fuse F in the Power Distribution Center (PDC) powers circuit M1 through fuse 2 in the PDC. Circuit M1 supplies voltage to the data link connector.

Ground circuit Z12 also connects to the data link connector.

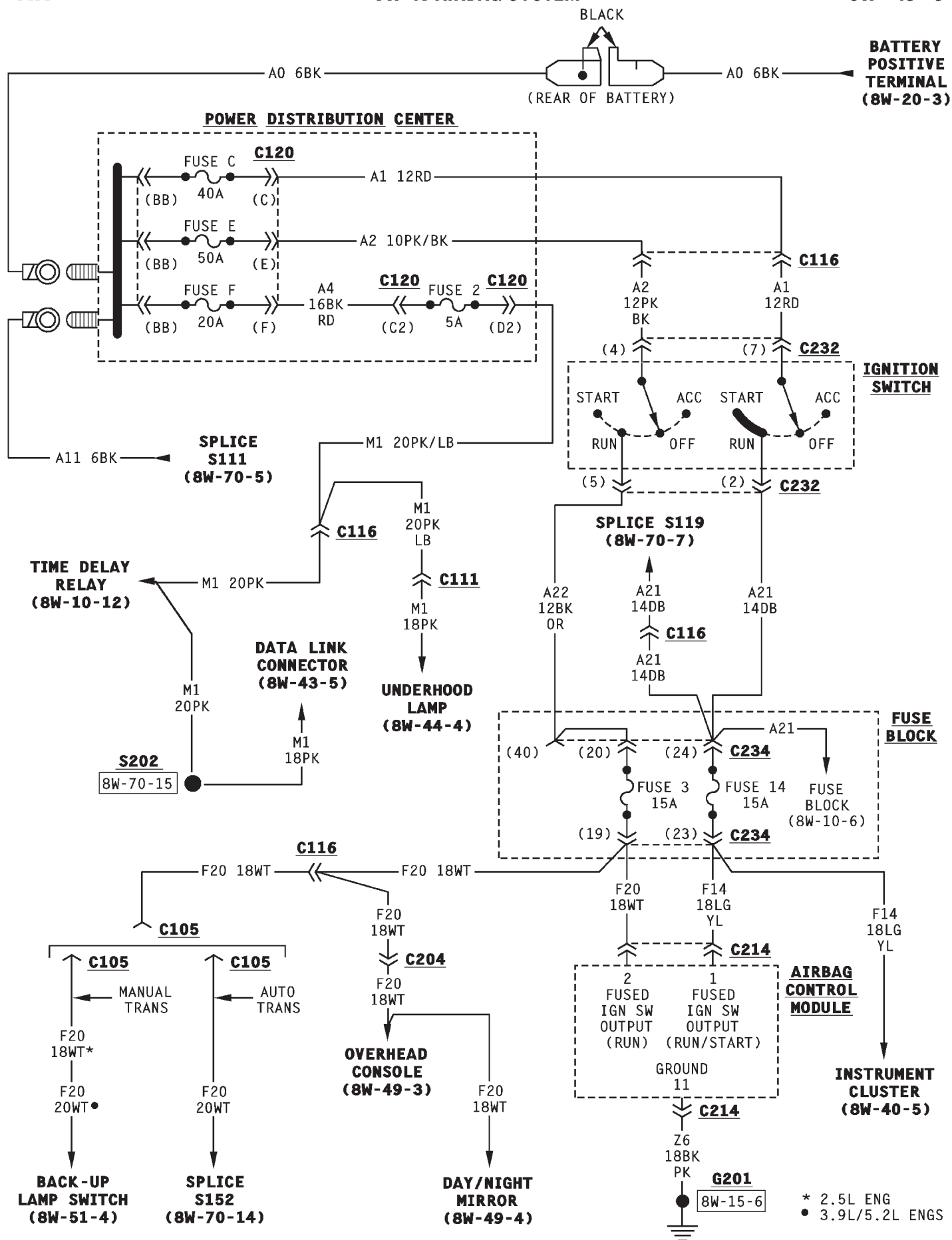
SCHEMATICS AND DIAGRAMS

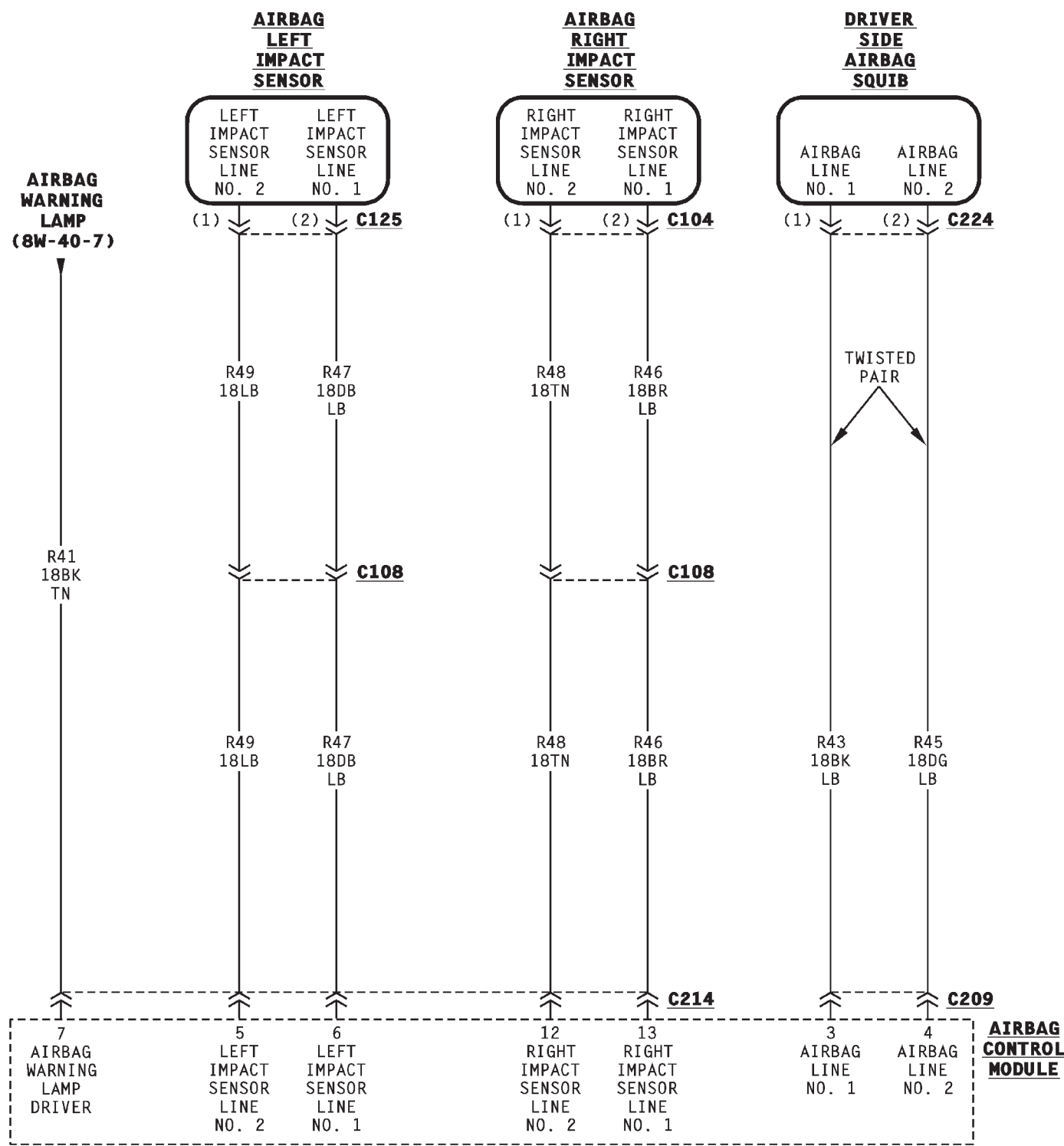
WIRING DIAGRAM INDEX

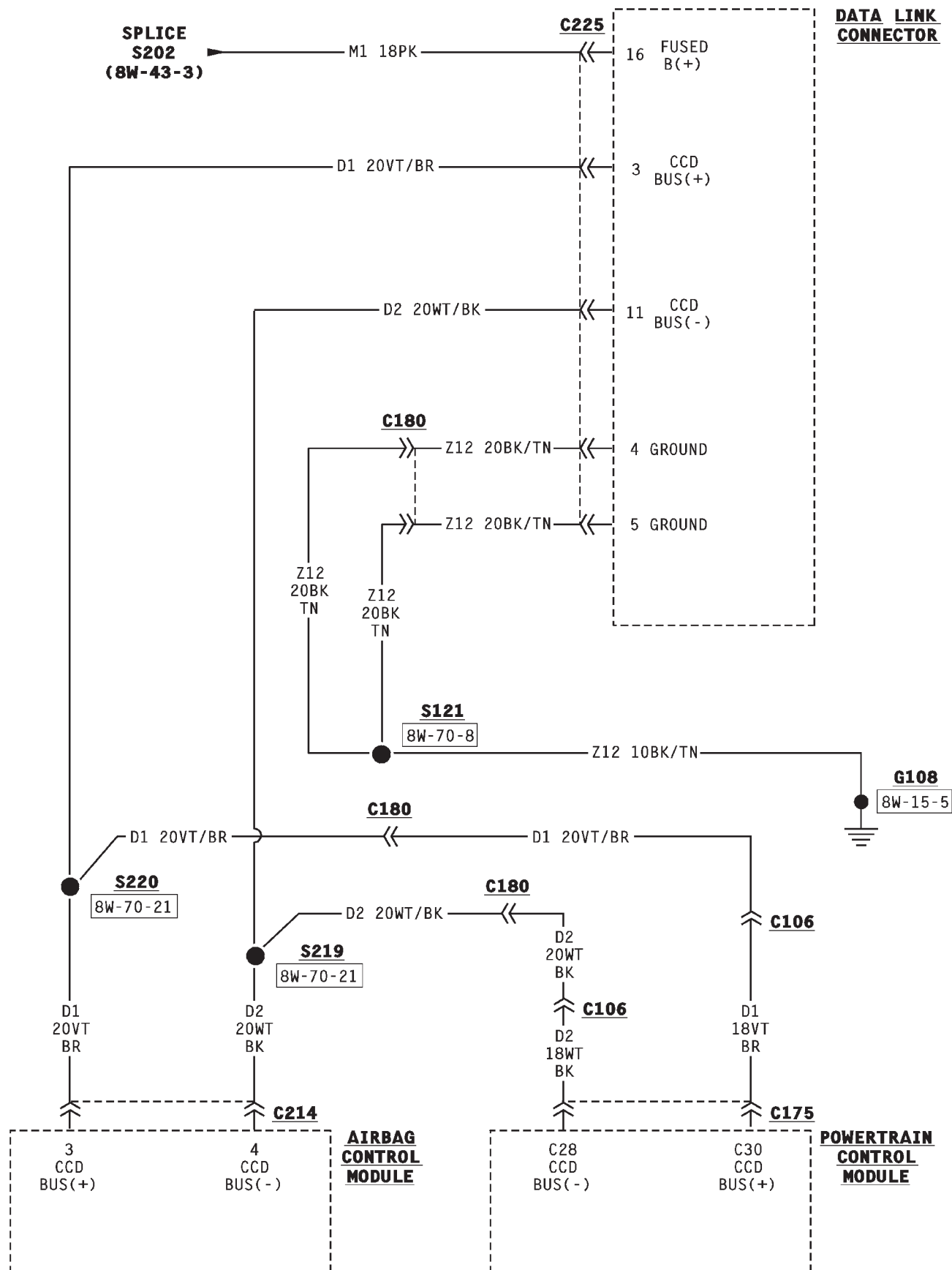
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

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Airbag Control Module	8W-43-3, 4, 5	Fuse 14	8W-43-3
Airbag Left Impact Sensor	8W-43-4	Fuse C (PDC)	8W-43-3
Airbag Right Impact Sensor	8W-43-4	Fuse E (PDC)	8W-43-3
Data Link Connector	8W-43-5	Fuse F (PDC)	8W-43-3
Driver Side Airbag Squib	8W-43-4	Ignition Switch	8W-43-3
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Fuse 3	8W-43-3		







8W-44 INTERIOR LIGHTING

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DESCRIPTION AND OPERATION

INTRODUCTION

Circuit M1 supplies power to the underhood lamp, glove box lamp, dome lamp, and the time delay relay. Circuit M50 from the time delay relay powers the courtesy lamp and ignition switch lamp. Circuit E2 supplies power to the ash receiver and cigar lighter lamp.

Fuse 13 in the fuse block protects circuit E2. Circuit M1 is protected by the ignition off draw (IOD) fuse in cavity two of the Power Distribution Center (PDC).

COURTESY LAMP AND IGNITION SWITCH LAMP

Circuit M50 from the time delay relay supplies voltage to the courtesy lamp and the ignition switch lamp. Circuit Z1 provides ground for both lamps.

Circuit M1 supplies voltage to the time delay relay. Circuit M2 provides ground for the relay.

TIME DELAY RELAY

The time delay relay is used to allow a time-ON function for the ignition switch lamp and the courtesy lamp. Power for the relay is received on the M1 circuit from the IOD fuse in cavity 2 in the Power Distribution Center (PDC).

Circuit M2 provides ground for the time delay relay through the right and left door jamb switches and the headlamp switch. When a door is opened or the headlamp switch is moved to the dome lamp position, a ground path is provided for the relay on circuit M2. This energizes the relay, causing the contacts to close.

When the relay contacts close, power is provided through the relay to circuit M50. The M50 circuit supplies current to the ignition key-in switch lamp and the courtesy lamp. Circuit Z1 provides ground for the lamps. Circuit Z1 also provides ground for the ash receiver lamp and the cigar lamp.

HELPFUL INFORMATION

Circuit M1 splices to supply voltage to the glove box lamp, dome lamp, overhead console, power mirror switch, and radio.

GLOVE BOX LAMP

Circuit M1 from the Ignition Off Draw (IOD) fuse in cavity 2 in the Power Distribution Center (PDC) powers the glove box lamp. A case grounded switch, in series after the lamp, closes when the glove box door is opened. The switch completes a path to ground.

UNDERHOOD LAMP

Circuit M1 from the Ignition Off Draw (IOD) fuse in cavity 2 in the Power Distribution Center supplies battery voltage for the underhood lamp. A mercury switch, in series after the lamp, connects the lamp to ground on circuit Z1. When the hood is raised, mercury inside the switch moves to a position where it connects circuit M1 to ground circuit Z1, illuminating the lamp.

The underhood lamp is wired in parallel with other components on circuit M1.

DOME LAMP

Circuit M1 from the Ignition Off Draw (IOD) fuse in cavity 2 in the Power Distribution Center (PDC) supplies power to the dome lamp. This circuit is HOT at all times. The ground path for the lamp is provided in two different ways.

One way is through the door jamb switches. Circuit M2 connects to the door jamb switches from the dome lamp. The switches are case-grounded to the body. When a door is opened, the plunger in the switch closes, completing a path to ground.

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

DESCRIPTION AND OPERATION (Continued)

DAY/NIGHT MIRROR

The day/night mirror receives power from circuit F20 when the ignition switch is in the RUN position. Circuit Z1 provides ground for the day/night mirror.

When the back-up lamps switch closes, circuit L1 provides a signal to the day/night mirror. The day night mirror turns OFF when the vehicle is in reverse.

BUZZER MODULE

The buzzer module sounds an audible warning tone. The tone sounds for seat belt warning and when the ignition key is in the ignition switch while the drivers door is open. The tone also sounds when the ignition key is in the ON position while the drivers side seat belt is not buckled. Refer to Group 8U for buzzer operation.

Fuses 7 and 16 in the fuse block protect the buzzer module. Fuse 7 powers circuit F32 which connects to the buzzer module. Circuit A3 from fuse G in the Power Distribution Center (PDC) supplies power to the fuse block for fuse 7 and circuit F32.

Circuit G5 from fuse 16 in the fuse block also provides voltage to the buzzer module when the ignition switch is in the START or RUN positions. The ignition switch connects circuit A1 from fuse C in the PDC to circuit A21. Circuit A21 connects to the fuse block.

When the parking lamps or headlamps are ON, the headlamp switch connects circuit G16 from the driv-

ers side door jamb switch to circuit G26. Circuit G26 connects to the buzzer module and the key-in switch. Circuit G16 from the drivers side door jamb switch also connects to the key-in switch.

Circuit G13 from the buzzer powers the seat belt warning lamp in the instrument cluster. Circuit Z1 at the instrument cluster provides ground for the lamp.

Circuit G10 from the buzzer connects to the seat belt switch. When the seat belt switch closes a path to ground is completed on circuit Z1.

Circuit Z1 also grounds the combination buzzer module.

HELPFUL INFORMATION

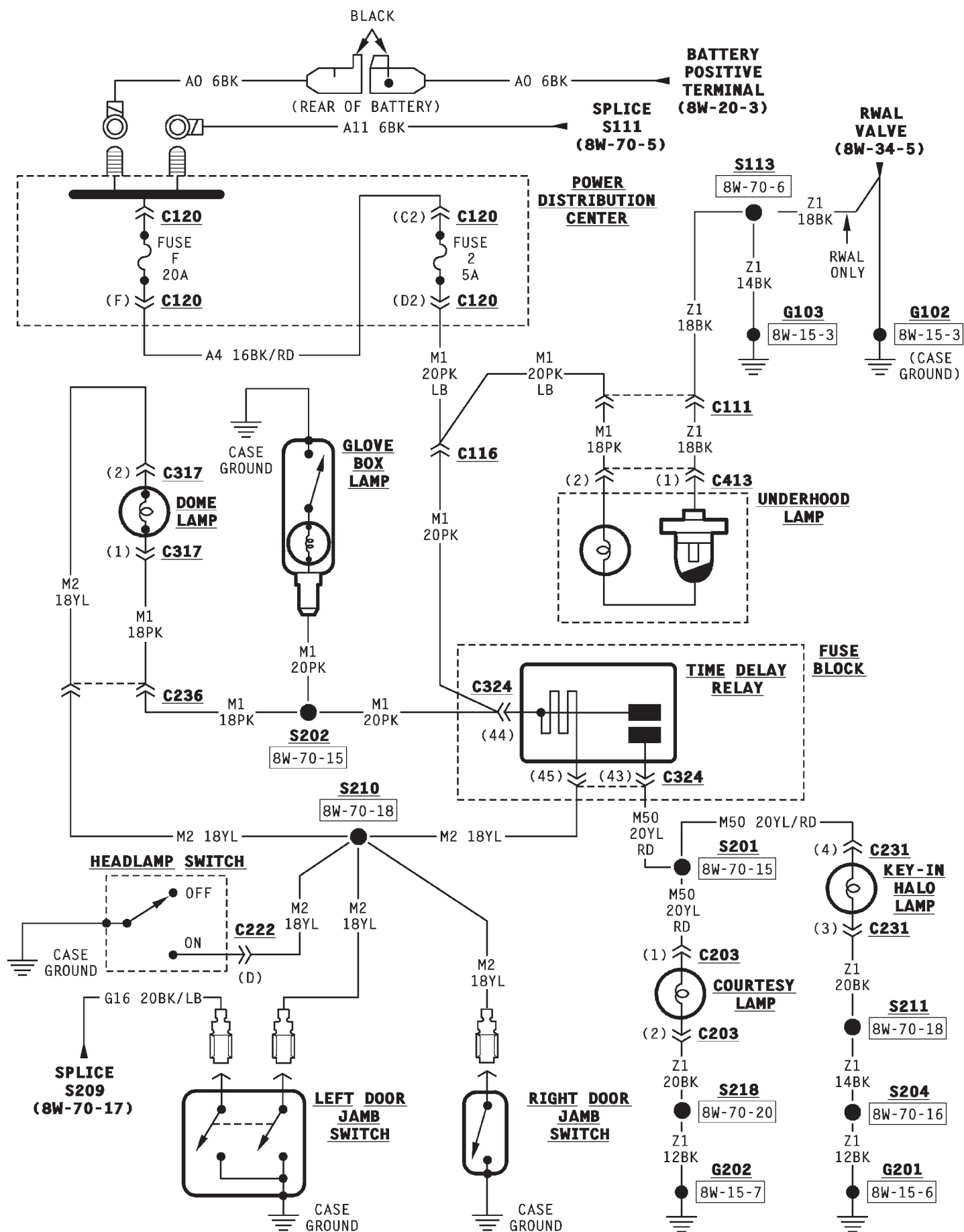
- Circuit F32 also powers the stop lamp switch.
- Circuit G5 is double crimped at the buzzer module. The G5 branch from the buzzer module splices to power the four-wheel drive lamp and the overdrive lamp, and transmission temperature warning lamp.

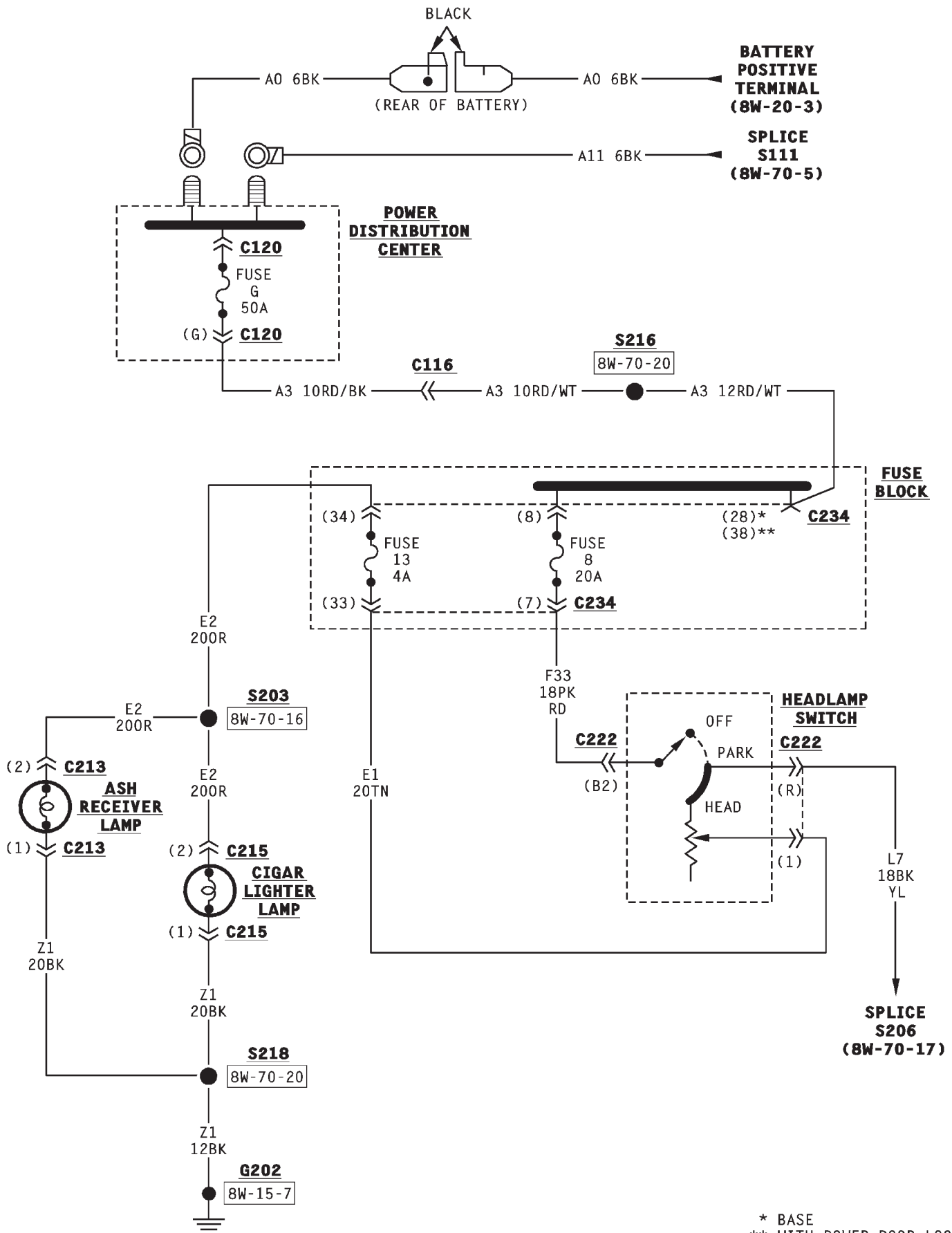
SCHEMATICS AND DIAGRAMS**WIRING DIAGRAM INDEX**

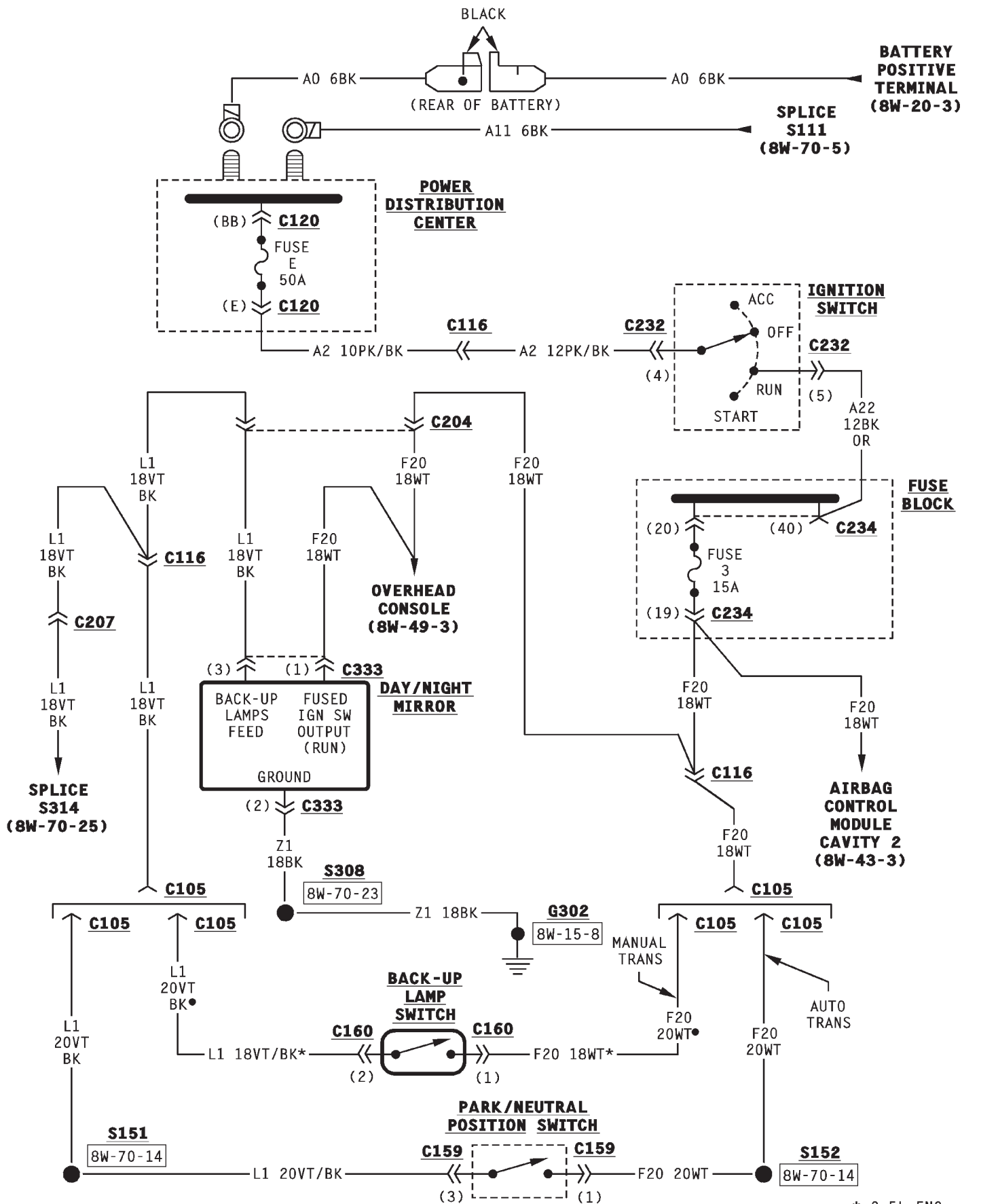
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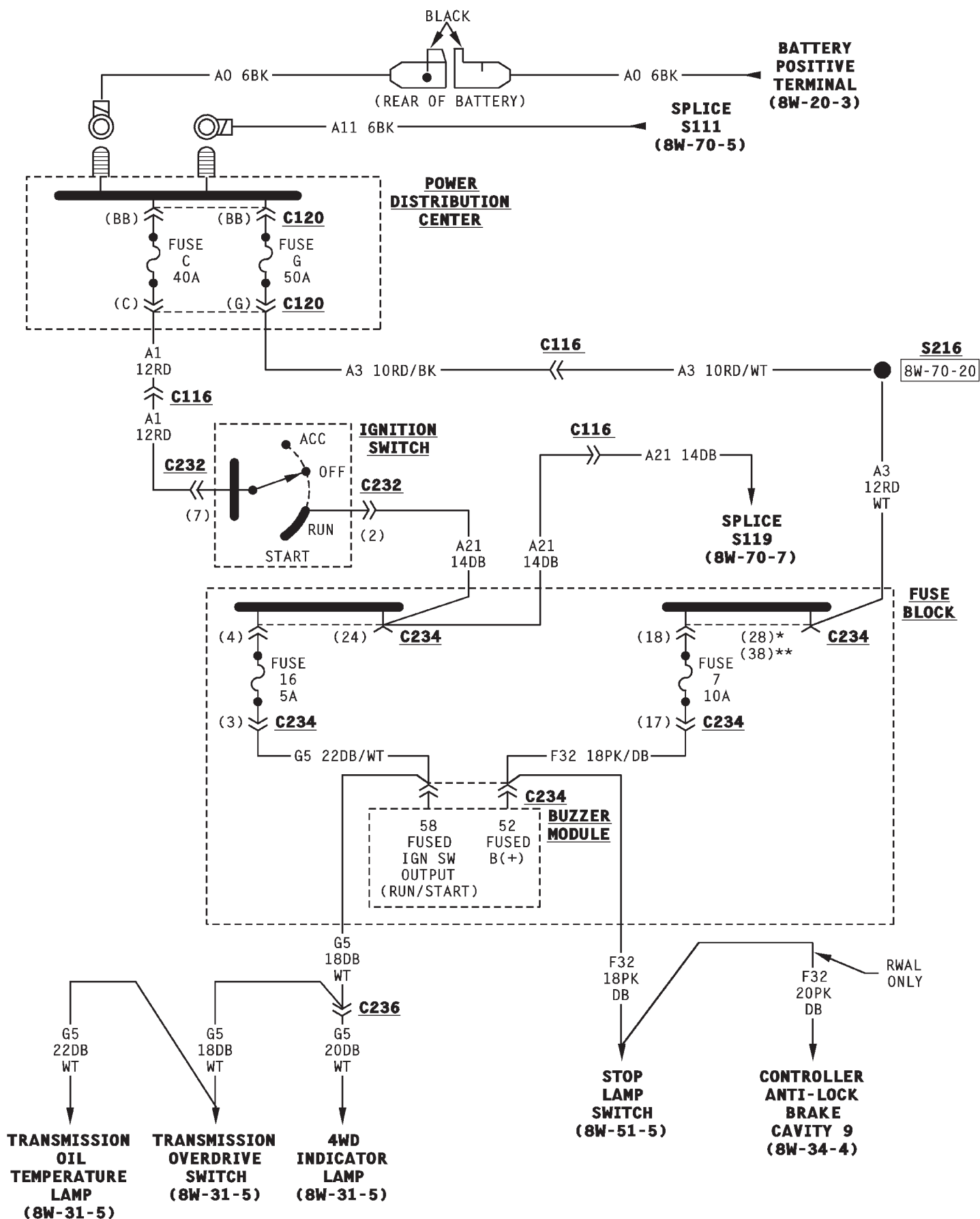
COMPONENT INDEX

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Ash Receiver Lamp	8W-44-5	Fuse 8	8W-44-5
Back-Up Lamp Switch	8W-44-6	Fuse 13	8W-44-5
Buzzer Module	8W-44-7, 8	Fuse 16	8W-44-7
Cigar Lighter Lamp	8W-44-5	Glove Box Lamp	8W-44-4
Courtesy Lamp	8W-44-4	Headlamp Switch	8W-44-4, 5, 8
Day/Night Mirror	8W-44-6	Ignition Switch	8W-44-6, 7
Dome Lamp	8W-44-4	Key-In Halo Lamp	8W-44-4
Fuse C (PDC)	8W-44-7	Key-In Switch	8W-44-8
Fuse E (PDC)	8W-44-6	Left Door Jamb Switch	8W-44-4, 8
Fuse F (PDC)	8W-44-4	Park/Neutral Position Switch	8W-44-6
Fuse G (PDC)	8W-44-5, 7	Right Door Jamb Switch	8W-44-4
Fuse 2 (PDC)	8W-44-4	Seat Belt Switch	8W-44-8
Fuse 3	8W-44-6	Time Delay Relay	8W-44-4
Fuse 7	8W-44-7	Underhood Lamp	8W-44-4

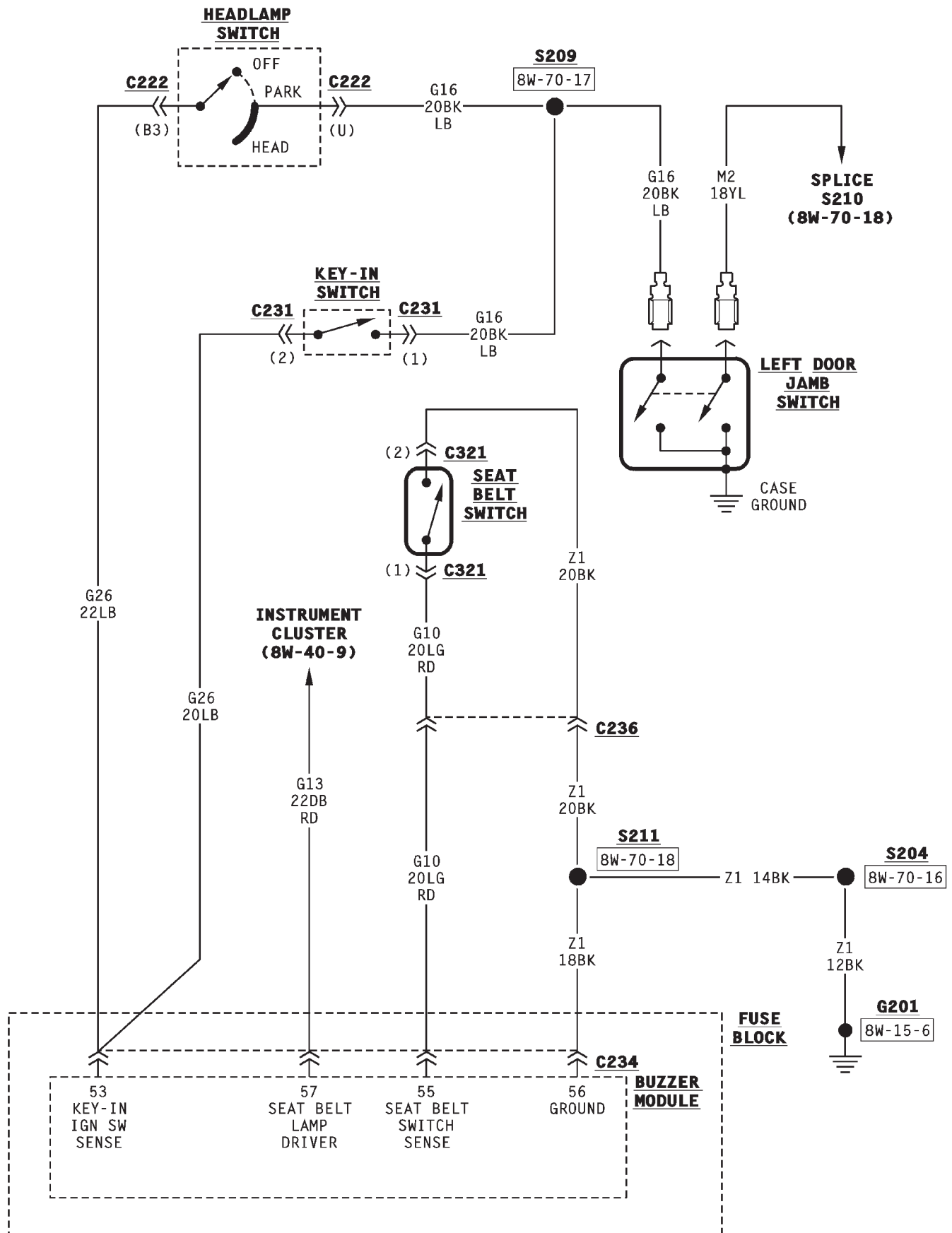








* WITHOUT POWER DOOR LOCKS
 ** WITH POWER DOOR LOCKS



8W-47 AUDIO SYSTEM

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GENERAL INFORMATION

INTRODUCTION

Two radio systems are available in this vehicle; the radio with standard speaker system and a radio with premium speaker system. The premium speaker system uses a power amplifier and radio choke relay not used on the standard speaker system. When referencing the circuit descriptions or the diagrams, ensure that you use the correct ones.

DESCRIPTION AND OPERATION

RADIO OPERATION

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from fuse C in the Power Distribution Center (PDC) with circuit A31. Circuit A31 powers a bus bar in the fuse block that feeds circuit X12 through fuse 12. Circuit X12 supplies battery voltage to the radio. The radio is case grounded.

RADIO MEMORY

Circuit M1 from the Ignition Off Draw (IOD) fuse in cavity 2 in the Power Distribution Center (PDC) supplies power for the radio memory. The IOD fuse is removed during vehicle shipping to prevent excessive battery draw.

Circuit A4 from fuse F in the PDC supplies voltage to the IOD fuse. Circuits A4 and M1 are HOT at all times.

RADIO ILLUMINATION

When the parking lamps or headlamps are on, circuits E2 and L7 from the headlamp switch power the radio illumination lamps. Fuse 13 in the fuse block powers circuit E2 which feeds the radio illumination lamp. Circuit E1 from the headlamp switch supplies power to fuse 13. Circuit L7 supplies voltage for the radio lamps. The radio case ground completes the ground path for the illumination and park lamp circuits.

HELPFUL INFORMATION

- When the headlamp switch is in the park lamps or headlamp ON position, it connects circuit F33 from fuse 8 in the fuse block with circuits E1 and L7. Circuit E1 is powered by a variable resistor in the headlamp switch used to adjust illumination lamp brightness.

- Circuit A3 from fuse G in the PDC feeds the fuse block bus bar that powers circuit F33 through fuse 8. Circuits A3 and F33 are HOT at all times.

RADIO CHOKE RELAY—PREMIUM RADIO ONLY

The radio choke relay supplies voltage to the amplifier circuits in the speakers. The radio supplies power to the coil side of the relay on circuit X60. Circuit Z1 provides ground for the coil side of the relay.

Circuit X1 from fuse 6 in the fuse block supplies power to the contact side of the relay. Circuit A3 from fuse G in the Power Distribution Center (PDC) connects to the fuse block bus bar that feeds circuit X1 through fuse 6. Circuits A3 and X1 are HOT at all times.

When the radio supplies power for the coil side of the relay on circuit X60, the contact close and connect circuits X1 and X13. Circuit X13 supplies voltage to the amplifier circuits in the speakers. Circuit X15 provides ground for the amplifier circuit of the speakers.

SPEAKERS—STANDARD RADIO

Circuit X53 feeds the speaker in the left front door. Circuit X55 is the return from the speaker to the radio.

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

Circuit X51 feeds the speaker in the left rear of the vehicle. Circuit X57 is the return from the speaker to the radio.

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

DESCRIPTION AND OPERATION (Continued)

SPEAKERS—PREMIUM RADIO

When the radio choke relay energizes, circuit X13 supplies voltage to the amplifier circuits in each speaker. Circuit X15 supplies ground for the amplifier circuit. Circuit X15 grounds to the rear of the radio.

Circuit X53 feeds the speaker in the left front door. Circuit X55 is the return from the speaker to the radio.

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

Circuit X51 feeds the speaker in the left rear of the vehicle. Circuit X57 is the return from the speaker to the radio.

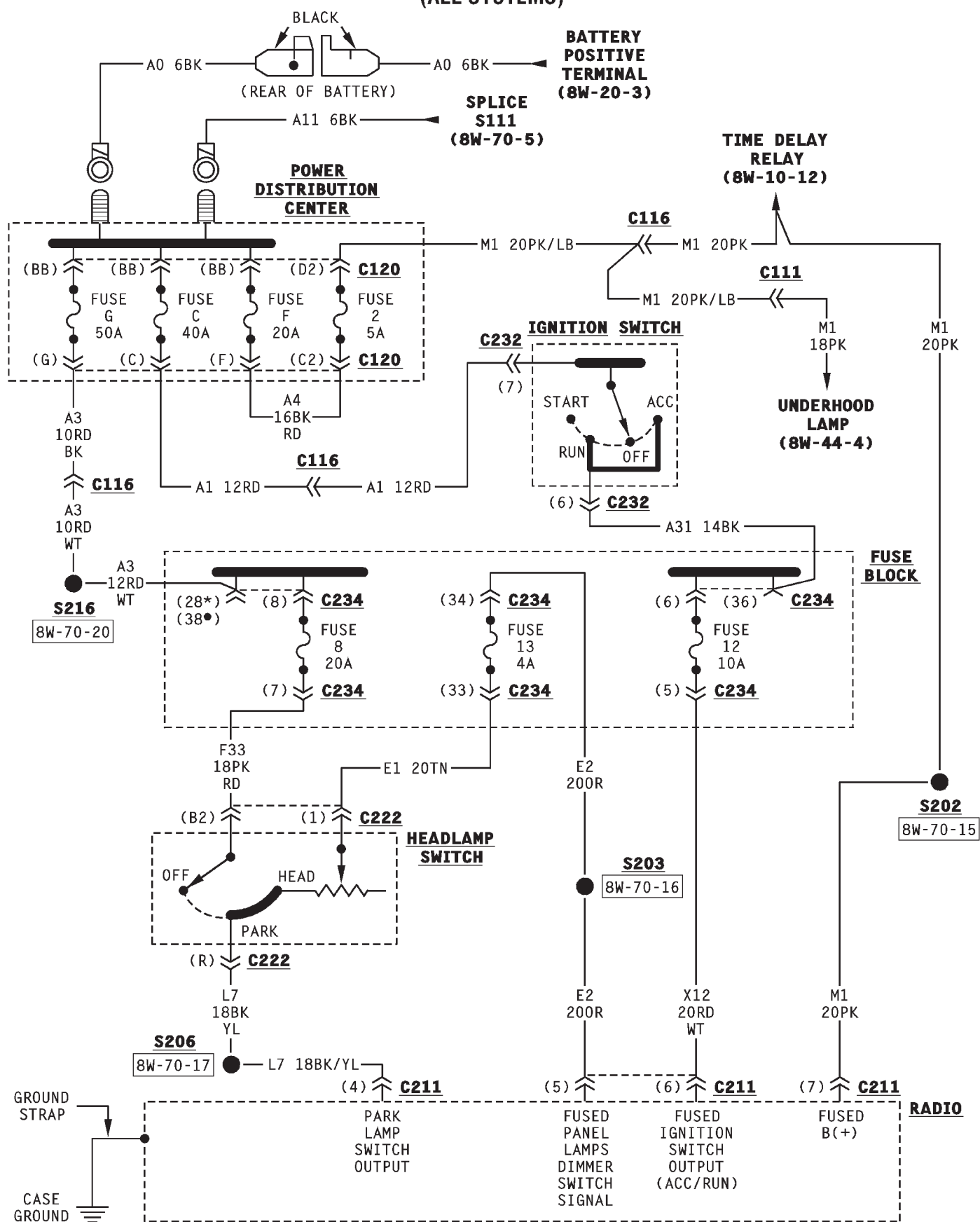
Circuit X52 feeds the right rear speaker. Circuit X58 is the return from the speaker to the radio.

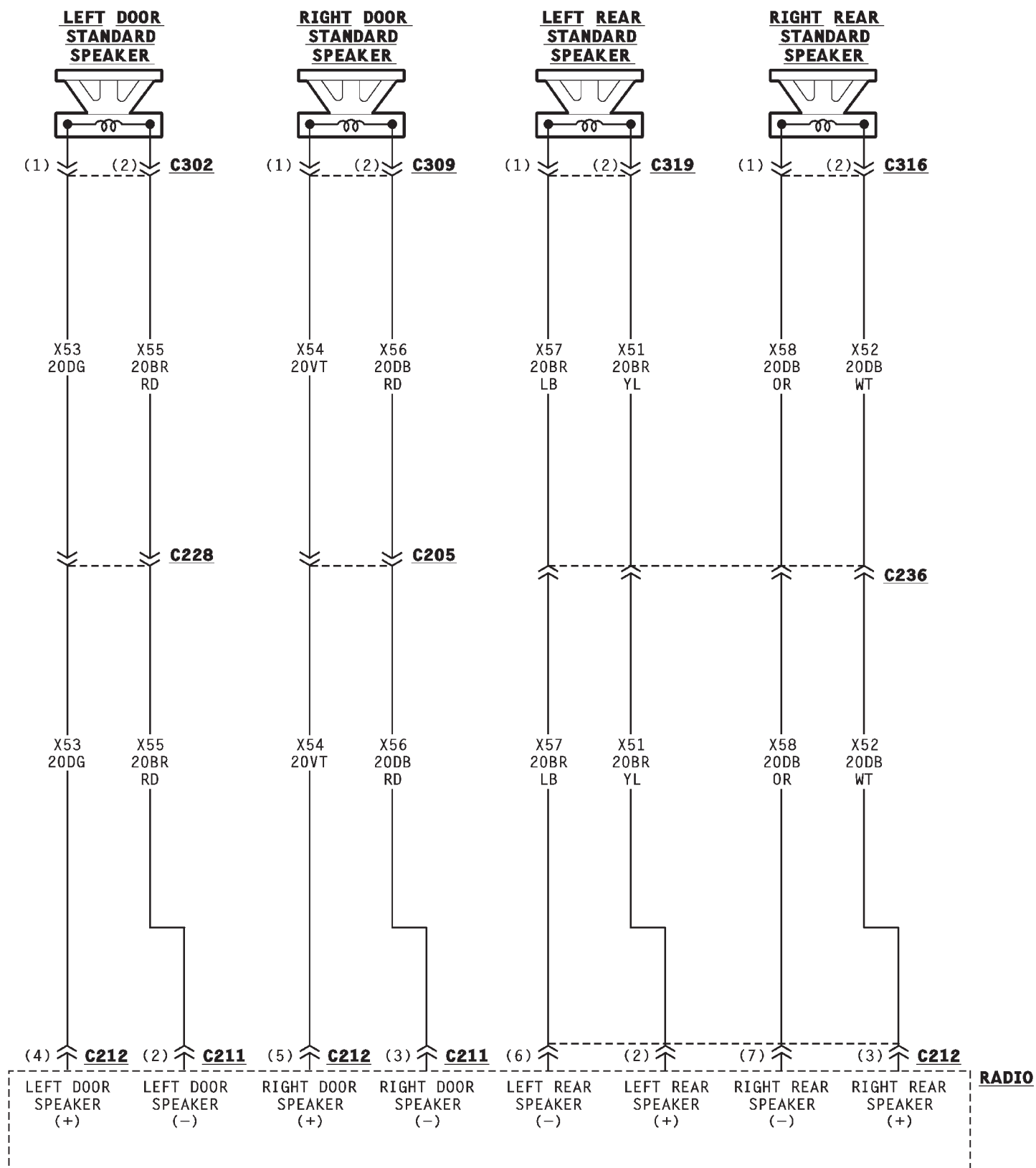
SCHEMATICS AND DIAGRAMS**WIRING DIAGRAM INDEX**

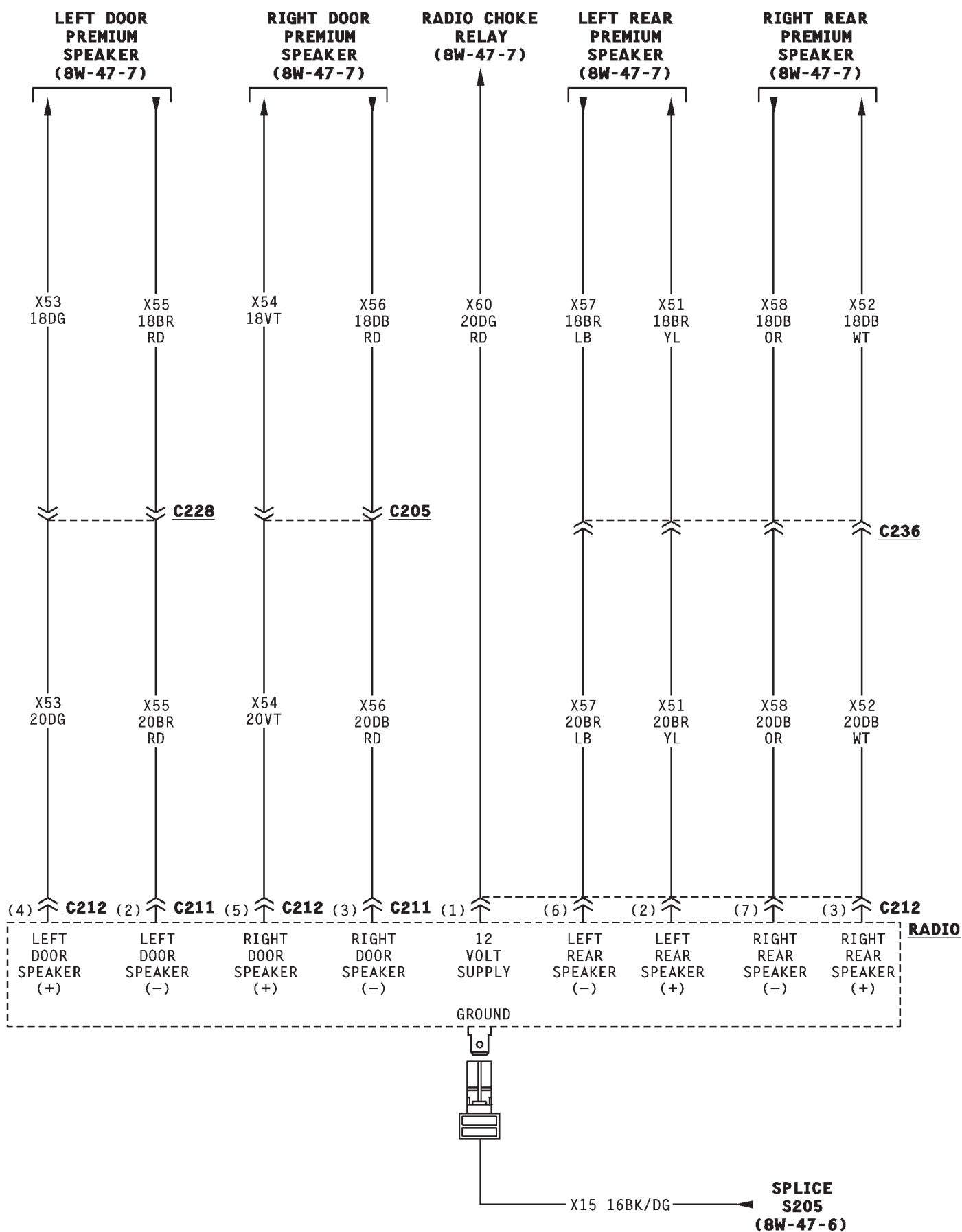
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

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Component	Page	Component	Page
Fuse 2 (PDC)	8W-47-4	Left Door Premium Speaker	8W-47-7
Fuse 6	8W-47-7	Left Door Standard Speaker	8W-47-5
Fuse 8	8W-47-4	Left Rear Premium Speaker	8W-47-7
Fuse 12	8W-47-4	Left Rear Standard Speaker	8W-47-5
Fuse 13	8W-47-4	Radio	8W-47-4, 5, 6
Fuse C (PDC)	8W-47-4, 7	Radio Choke Relay	8W-47-7
Fuse F (PDC)	8W-47-4, 7	Right Door Premium Speaker	8W-47-7
Fuse G (PDC)	8W-47-4, 7	Right Door Standard Speaker	8W-47-5
Headlamp Switch	8W-47-4	Right Rear Premium Speaker	8W-47-7
Ignition Switch	8W-47-4	Right Rear Standard Speaker	8W-47-5









8W-49 OVERHEAD CONSOLE

GENERAL INFORMATION

INTRODUCTION

When the ignition switch is in the RUN position, circuit F20 from fuse 3 in the fuse block supplies power to the overhead console. Circuit F20 is double crimped at the overhead console and connects to the day/night mirror.

When the headlamps or parking lamps are ON, circuits L7 and E2 provide voltage to the overhead console for illumination. Circuit E2 from fuse 13 in the fuse block powers the illumination lamps in the overhead console. Circuit E1 from the headlamp switch feeds fuse 13 and circuit E2.

Circuit Z2 provides ground for the compass. Circuit Z1 provides ground for the reading lamps.

DESCRIPTION AND OPERATION

AMBIENT TEMPERATURE SENSOR

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

LAMPS

Circuit M1 supplies voltage for the reading lamps and dome lamp in the overhead console. The ignition off draw (IOD) fuse in cavity 2 in the Power Distribution Center (PDC) supplies voltage to circuit M1. Circuit A4 from fuse F in PDC feeds fuse 2.

Circuit Z1 grounds the reading lamps. Circuit M2 circuit supplies ground for the dome lamp in the overhead console in two ways. One way is through the door jamb switches. Circuit M2 connects to the door jamb switches. The switches are case-grounded to the body. When a door is opened, the plunger in the switch closes, completing a path to ground.

The second ground path is through the headlamp switch. When the operator turns the headlamp switch to the dome lamp ON position, a ground path provided on circuit M2 through the switch.

HELPFUL INFORMATION

- Circuit M1 splices to supply voltage for the radio memory, courtesy lamp, time delay relay, underhood lamp, and glove box lamp.

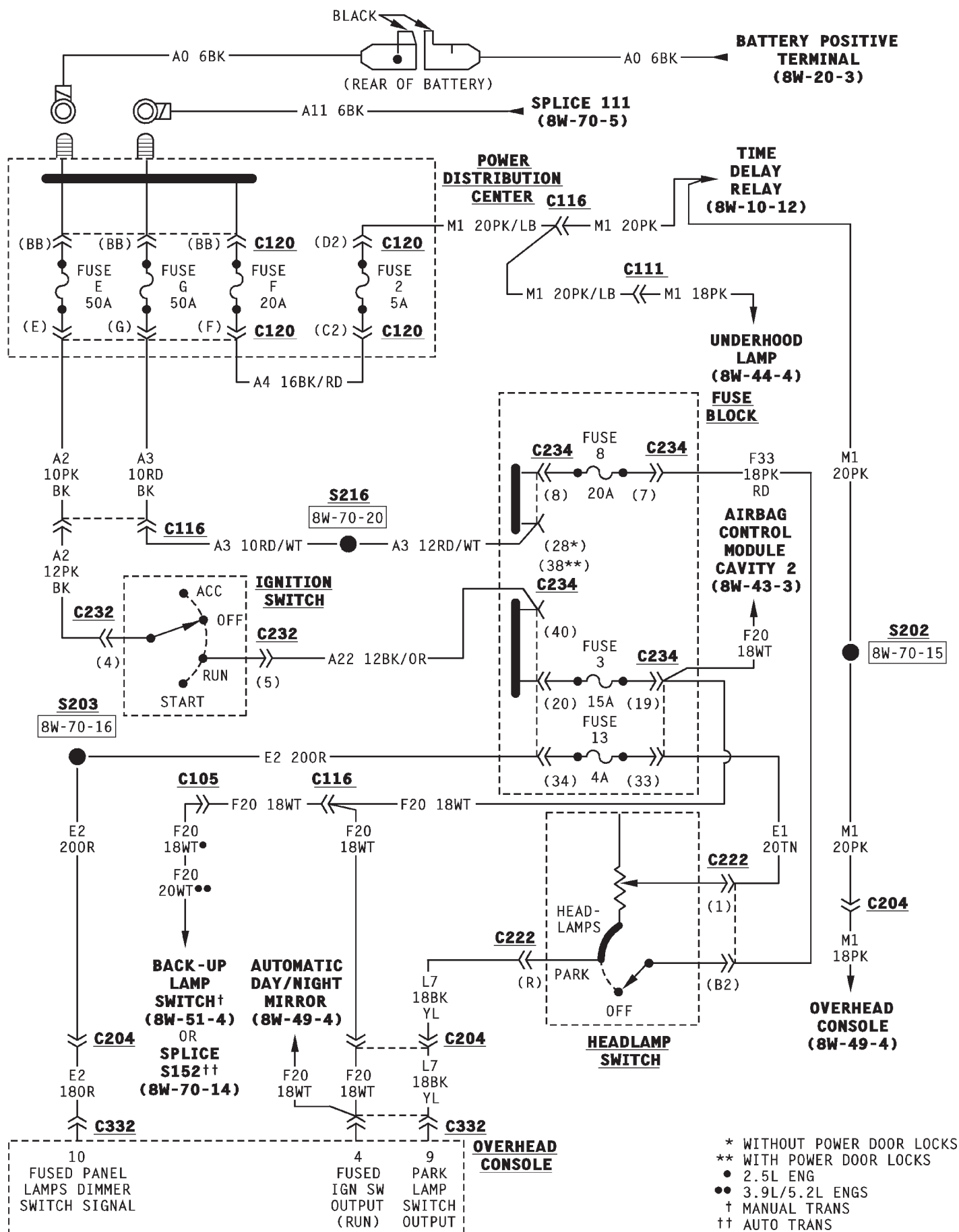
- Circuit E2 splices to provide voltage to the instrument cluster illumination lamps, the ash receiver lamp, cigar lighter lamp and radio lamp.

- Circuit A3 from fuse G in the PDC supplies power to fuse 8 in the fuse block. Circuit F33 from fuse 8 supplies voltage to the headlamp switch for circuits L7 and E1. Circuit E1 supplies power to circuit E2 through fuse 13 in the fuse block.

- In the RUN position, the ignition switch connects circuit A2 from fuse E in the PDC with circuit A22. Circuit A22 powers circuit F20 through fuse 3 in the fuse block.

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Ambient Air Temperature Sensor	8W-49-4	Fuse G (PDC)	8W-49-3
Day/Night Mirror	8W-49-4	Headlamp Switch	8W-49-3
Dome Lamp	8W-49-4	Ignition Switch	8W-49-3
Fuse 2 (PDC).	8W-49-3	Left Door Jamb Switch	8W-49-4
Fuse 3	8W-49-3	Overhead Console.	8W-49-3, 4
Fuse 8	8W-49-3	Reading Lamps	8W-49-4
Fuse 13	8W-49-3	Right Door Jamb Switch	8W-49-4
Fuse E (PDC)	8W-49-3		





8W-50 FRONT LIGHTING

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FOG LAMPS	2	SCHEMATICS AND DIAGRAMS	
HEADLAMPS	1	WIRING DIAGRAM INDEX	2

DESCRIPTION AND OPERATION

PARKING LAMPS

Circuit A3 from fuse G in the Power Distribution Center (PDC) powers circuit F33 through fuse 8 in the fuse block. Circuit F33 connects to the headlamp switch.

The headlamp switch has three positions: ON, PARK (parking lamps) and OFF, plus a dimmer switch. When the headlamp switch is in the PARK or ON position, it connects circuit F33 to circuit L7. From the headlamp switch, circuit L7 branches to power the front parking lamps and rear tail lamps, side marker lamps, and rear license plate lamps.

GROUND CIRCUIT

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

HELPFUL INFORMATION

- If the vehicle is equipped with factory installed fog lamps, circuit L7 splices to feed the coil side of the park lamp relay.

- Check fuse G in PDC.
- Check fuse 8 in the fuse block.
- Circuit L7 also feeds the radio, if equipped.
- When the headlamp switch is in the PARK or ON position, the dimmer circuit, F33, also connects to circuit E1. Circuit E1 feeds circuit E2, which powers the ash receiver lamp, instrument cluster illumination lamps, under hood lamp, glove box lamp and radio lamp. Fuse 13 in the fuse block protects circuits E1 and E2.

HEADLAMPS

The headlamp switch has three positions: ON, PARK (parking lamps) and OFF. Two circuits, L2 and L20, connect the headlamp switch to the headlamp dimmer switch located in the multi-function switch. The multi-function switch feeds the low and high beams of the headlamps.

HEADLAMP SWITCH IN OFF OR PARKING LAMP POSITION

Circuit A3 from fuse G in the Power Distribution Center (PDC) supplies battery voltage to the headlamp switch. The headlamp switch has an internal circuit breaker that connects circuit A3 to circuit L20.

In the OFF and PARK positions, the headlamp switch feeds circuit L20 which connects to the multi-function switch. Circuit L20 powers the high-beam circuit when the operator flashes the headlamps with the turn signal stalk of the multi-function switch. The multi-function switch connects circuit L20 to circuit L3. Circuit L3 feeds the high beam of the headlamps.

HEADLAMP SWITCH IN ON POSITION

When the headlamp switch is in the ON position, the A3 circuit from the Power Distribution Center (PDC) connects to circuit L2. Circuit L2 connects to the multi-function switch and feeds the L4 circuit. The L4 circuit powers the low beam of the headlamps.

When the operator selects high beam operation with the turn signal stalk of the multi-function switch, circuit L2 connects to the L3 circuit. Circuit L3 powers high beam operation.

HEADLAMP GROUND

Circuit Z1 provides ground for both the right and left headlamps.

HELPFUL INFORMATION

- Check fuse G in the PDC.
- The headlamp switch has an internal circuit breaker.

DAYTIME RUNNING LAMP (DRL) MODULE

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

When the ignition switch is in the RUN position, it connects circuit A1 from fuse C in the Power Distribution Center (PDC), to circuit A21. Circuit A21 is

DESCRIPTION AND OPERATION (Continued)

double crimped at a fuse block bus bar and supplies power to the DRL module.

Circuit L20 from the headlamp switch connects to DRL module. Circuit L20 is HOT at all times.

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

Circuit L4 powers the low beams of the left and right headlamps. When the headlamp switch is OFF, the DRL module powers the low beams on circuit L4. When the headlamps are ON, the multi-function switch powers the low beams on circuit L4.

Circuit L3 feeds the high beams of the headlamps and connects to DRL module. When the operator flashes the headlamps with the stalk of the multi-function switch, the DRL senses voltage on circuit L3. When it senses voltage on circuit L3, the DRL module stops supplying power to the low beams on circuit L4.

Circuit Z1 provides ground for the DRL module.

OFF-ROAD LAMPS

Circuit A3 from fuse G in the Power Distribution Center (PDC) supplies voltage to circuit F39 through fuse 20 in the fuse block. Circuit F39 splices to supply power to the off-road lamp switch.

When the off road lamp switch closes, circuit F39 powers the illumination lamp in the switch and circuit L31. Circuit L31 feeds the off-road lamps. Circuit Z1 provides ground for the off-road lamps.

FOG LAMPS

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

Circuit A3 from fuse G in the Power Distribution Center (PDC) supplies voltage to circuit F39 through fuse 20 in the fuse block. Circuit F39 splices to supply power to the contact side of the park lamp relay.

Circuit L7 supplies power to the coil side of the park lamp relay. Circuit L35 connects to the coil side of the relay and to circuit Z1 through the fog lamp switch. Ground for the coil side of the relay is provided on circuit Z1 through the fog lamp switch.

When the fog lamp switch closes, the park lamp relay contacts close connecting circuits F39 and L36. Circuit L36 powers the contact side of the high beam relay. When the headlamp high beams are off, the high beam relay is not energized and voltage flows through the normally closed contacts to circuit L39.

Circuit L39 supplies voltage to the fog lamps and the illumination lamp in the fog lamp switch. Circuit Z1 provides ground for the fog lamps.

If the high beam lamps are on, circuit L3 from the headlamp switch energizes the high beam relay. When the high beam relay energizes, the contacts open and power is not supplied to the fog lamps. Circuit Z1 provides ground for the coil side of the high beam relay.

HELPFUL INFORMATION

Circuit L3 powers the high beam circuit of the headlamps.

SCHEMATICS AND DIAGRAMS

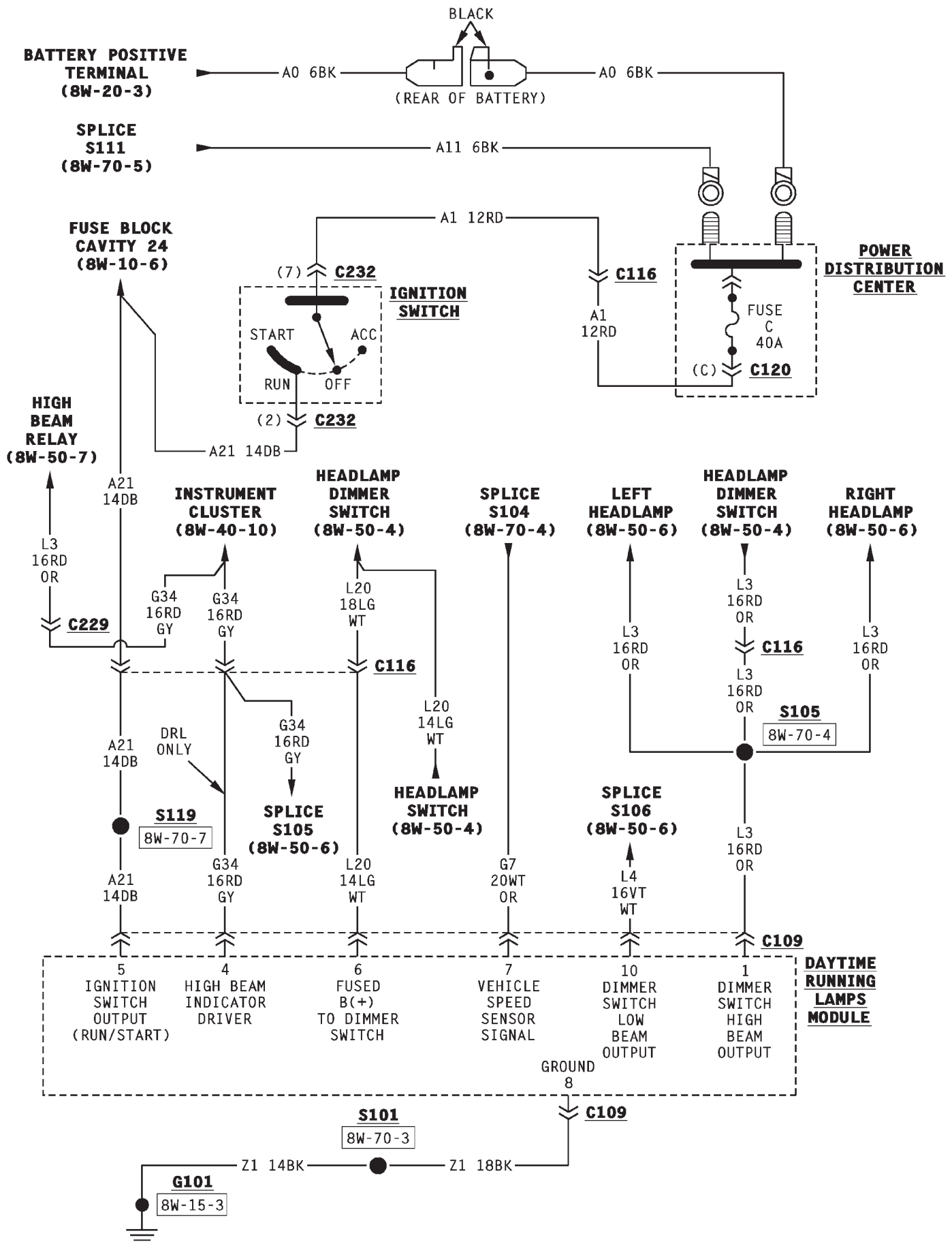
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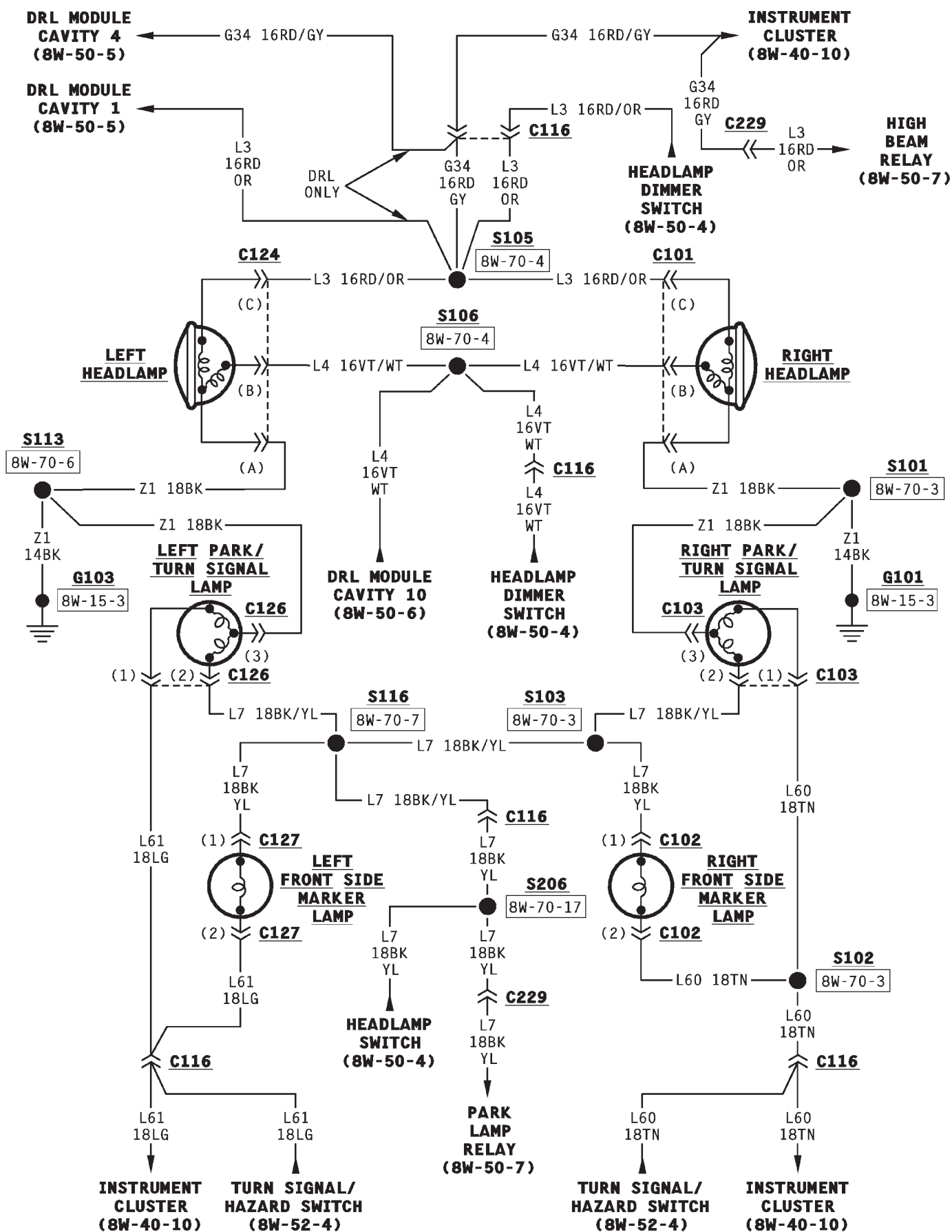
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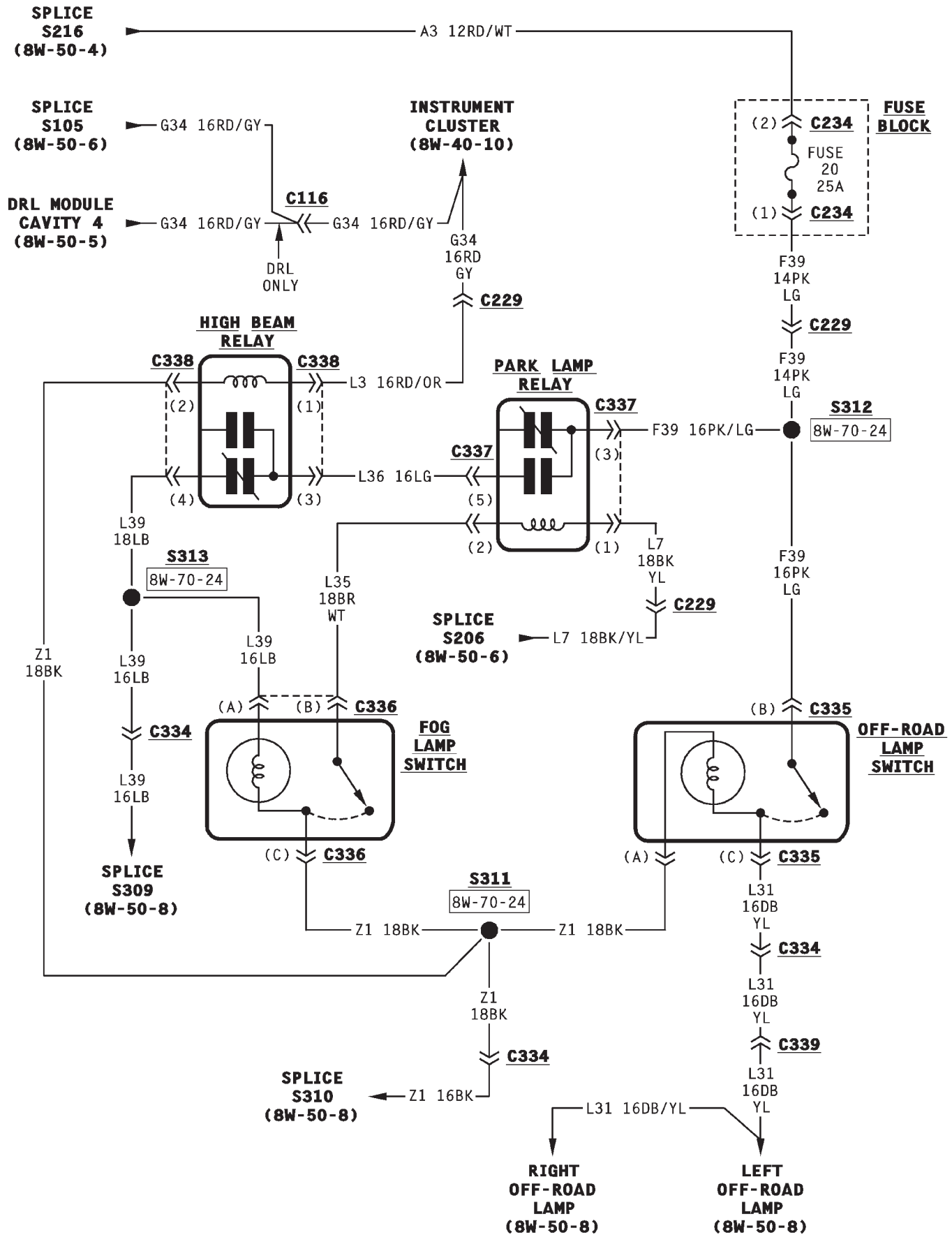
DIAGRAM INDEX

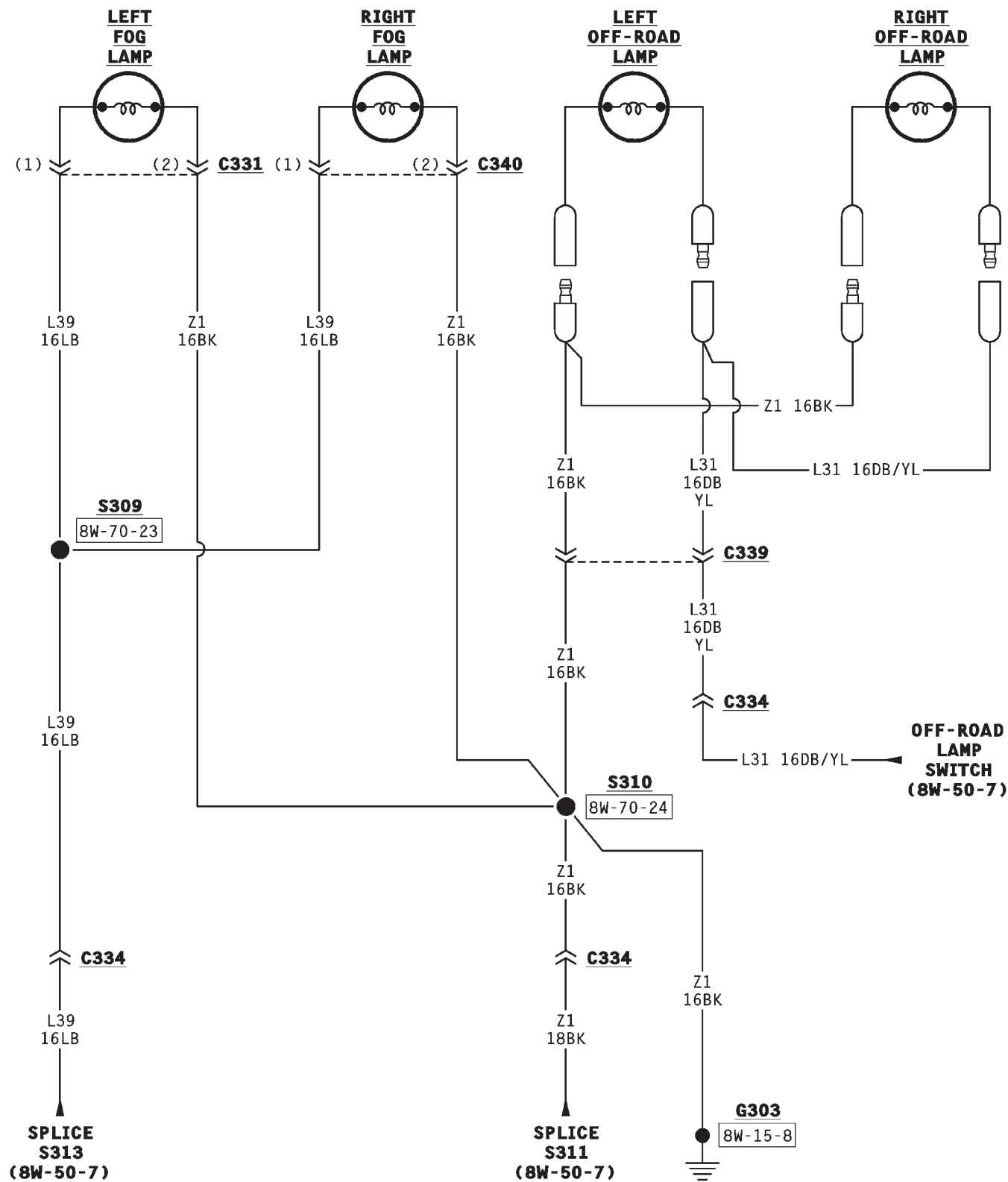
Component	Page	Component	Page
Daytime Running Lamps (DRL) Module	8W-50-5	Headlamps	8W-50-6
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Fog Lamp Switch	8W-50-7	High Beam Relay	8W-50-7
Front Side Marker Lamps	8W-50-6	Ignition Switch	8W-50-5
Fuse 8	8W-50-4	Off-Road Lamps	8W-50-8
Fuse 20	8W-50-7	Off-Road Lamp Switch	8W-50-7
Fuse C (PDC)	8W-50-5	Park Lamp Relay	8W-50-7
Fuse G (PDC)	8W-50-4	Park/Turn Signal Lamps	8W-50-6
Headlamp Dimmer Switch	8W-50-4		











8W-51 REAR LIGHTING

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DESCRIPTION AND OPERATION

TAIL LAMPS AND REAR LICENSE PLATE LAMPS

Circuit A3 in the Power Distribution Center (PDC) connects to a bus bar in the fuse block. One of the four circuits powered by the bus bar is circuit F33. Circuit F33 connects to the headlamp switch. Fuse G in the PDC protects the A3 circuit. Fuse 8 in the fuse block protects circuit F33.

The headlamp switch has three positions: ON, PARK (parking lamps) and OFF, plus a dimmer switch. When the headlamp switch is in the PARK or ON position, the switch connects circuit F33 to circuit L7. From the headlamp switch, circuit L7 branches to power the front parking lamps and rear tail lamps, side marker lamps, and rear license plate lamps.

GROUND CIRCUIT

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

There are two different license plate lamp systems; a one lamp system or a two lamp system. If the vehicle is not equipped with a step bumper, it has the one lamp system.

If the vehicle has a step bumper, it uses the two lamp license plate lamp system.

HELPFUL INFORMATION

- If the vehicle is equipped with factory installed fog lamps, circuit L7 splices to feed the park lamp relay.

- Check fuse G in PDC.
- Check fuse 8 in the fuse block.
- Circuit L7 also feeds the radio, if equipped.
- When the headlamp switch is in the PARK or ON position, the dimmer circuit, F33, also connects to circuit E1. Circuit E1 feeds circuit E2, which powers the ash receiver lamp, instrument cluster illumination lamps, under hood lamp, glove box lamp and radio lamp. Fuse 13 in the fuse block protects circuits E1 and E2.

STOP LAMPS AND CHMSL LAMPS

Circuit A3 from fuse G in the power distribution center (PDC) supplies voltage to circuit F32 through fuse 7 in the fuse block. Circuit F32 connects to the stop lamp switch.

When the operator depresses the brake pedal, the stop lamp switch closes and connects circuit F32 to circuit L50. Circuit L50 connects to the Center High Mounted Stop Lamps (CHMSL) and multi-function switch. The multi-function switch supplies power to the L62 and L63 circuits. Circuit L62 powers the right stop lamp. Circuit L63 powers the left stop lamp.

GROUND CIRCUIT

Circuit Z1 provides a ground for the stop lamps, back-up lamps and CHMSL lamps. The Z1 circuit has more than one branch. Circuit Z1 also supplies ground path for the tail lamps, parking lamps, side marker lamps, rear license plate lamp, back-up lamps, and turn signals.

HELPFUL INFORMATION

- Check for blown fuse in circuit F32.
- Check for continuity across the stop lamp switch when it is closed.

BACK-UP LAMPS

In the RUN position, the ignition switch connects circuit A2 from fuse E in the Power Distribution Center (PDC) to circuit A22. Circuit A22 feeds a bus bar in the fuse block that powers circuit F20 through fuse 3.

Circuit F20 supplies power to the back-up lamp switch. On automatic transmission equipped vehicles, the back-up lamp switch is part of the PARK/NEUTRAL position switch.

When the operator puts the transmission in REVERSE, the back-up lamp switch connects circuit F20 to circuit L1. Circuit L1 feeds the back-up lamps.

GROUND CIRCUIT

Circuit Z1 provides ground for the back-up lamps. Circuit Z1 also supplies a ground path for the tail

DESCRIPTION AND OPERATION (Continued)

lamps, parking lamps, CHMSL lamps, rear license plate lamp, stop lamps, and turn signals.

HELPFUL INFORMATION

- Check for blown fuses in circuits A2 and F20.
- Check for continuity across the back-up lamp switch when it is closed.
- Circuit L1 also connects to the day/night mirror.

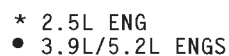
SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

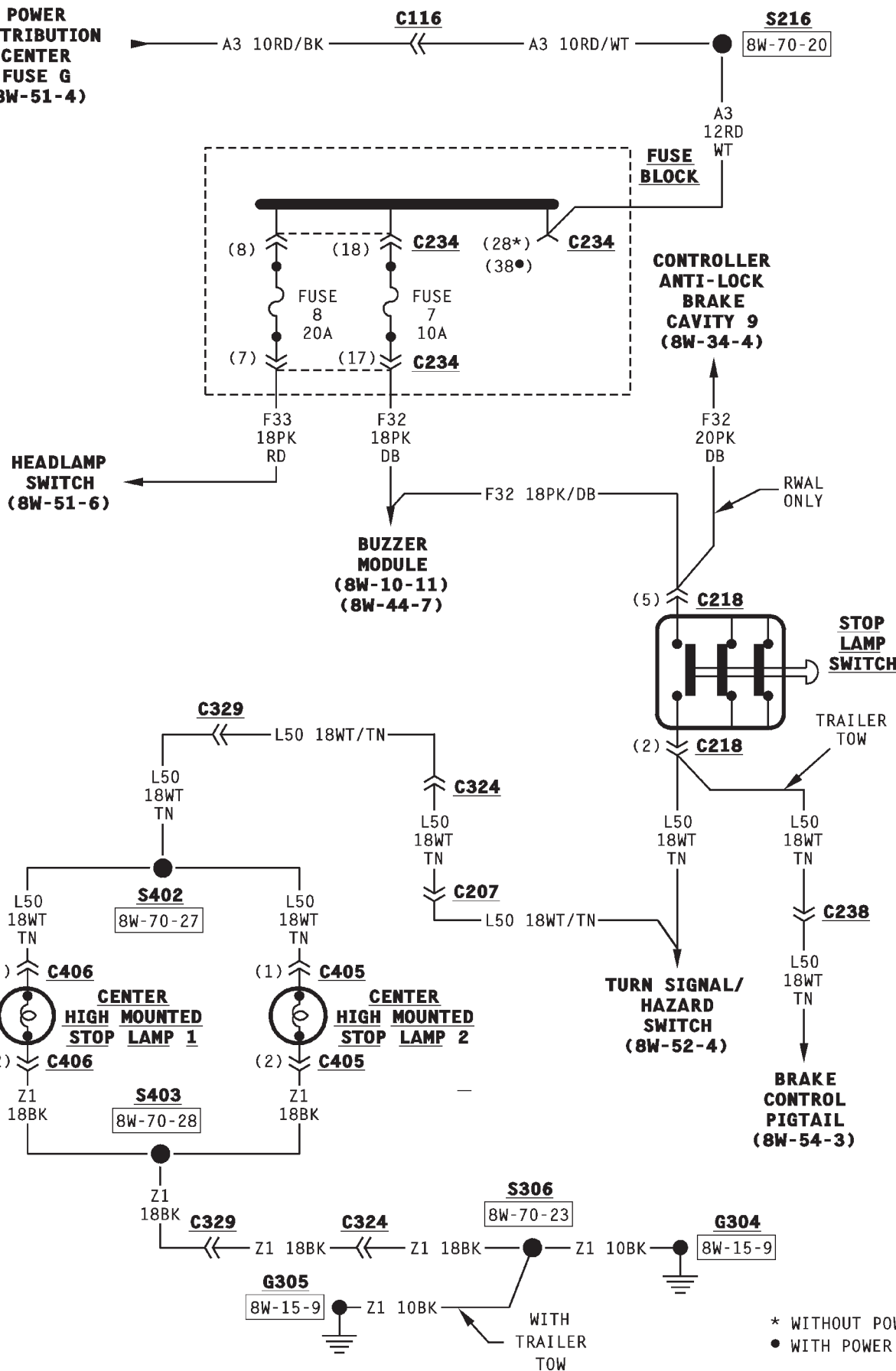
The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

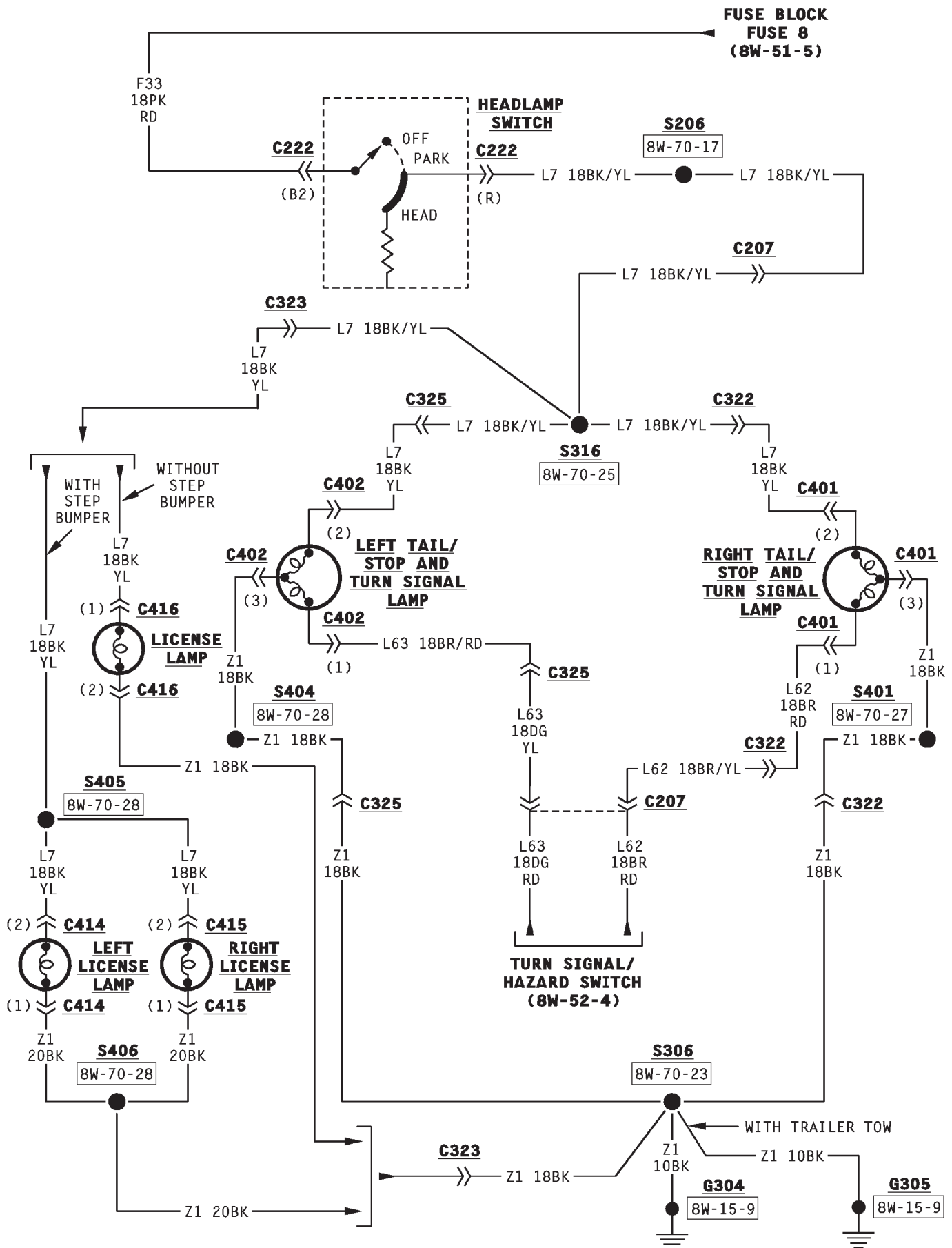
DIAGRAM INDEX

Component	Page	Component	Page
Back-Up Lamps	8W-51-4	Fuse G (PDC)	8W-51-4
Back-Up Lamp Switch	8W-51-4	Headlamp Switch	8W-51-6
Center High Mounted Stop Lamps	8W-51-5	Ignition Switch	8W-51-4
Fuse 3	8W-51-4	License Lamps	8W-51-6
Fuse 7	8W-51-5	Park/Neutral Position Switch	8W-51-4
Fuse 8	8W-51-5	Stop Lamp Switch	8W-51-5
Fuse E (PDC)	8W-51-4	Tail/Stop And Turn Signal Lamps	8W-51-6



**POWER
DISTRIBUTION
CENTER
FUSE G
(8W-51-4)**





8W-52 TURN SIGNALS

DESCRIPTION AND OPERATION

TURN SIGNALS

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from fuse C in the Power Distribution Center (PDC) to circuit A31. Circuit A31 feeds circuit L5 through fuse 11 in the fuse block.

Circuit L5 powers the turn signal flasher. Circuit L6 from the flasher connects to the multi-function switch to supply power to the turn signals. The multi-function switch connects to the turn signal and side marker lamps on circuits L60, L61, L62 and L63.

RIGHT TURN SIGNAL

When the operator selects the right turn signal, the multi-function switch connects power from circuit L6 to circuits L60 and L62. Circuit L62 feeds the right rear turn signal/hazard flasher/stop lamp.

Circuit L60 feeds the right front turn signal/hazard flasher lamp and side marker lamp. Circuit L60 also splices to power the turn signal indicator lamp on the instrument cluster.

LEFT TURN SIGNAL

When the operator selects the left turn signal, the multi-function switch connects power from circuit L6 to circuits L61 and L63. Circuit L63 feeds the left rear turn signal/hazard flasher/stop lamp.

Circuit L61 feeds the left front turn signal/hazard flasher lamp and side marker lamp. Circuit L61 also splices to power the turn signal indicator lamp on the instrument cluster.

GROUND CIRCUIT

Circuit Z1 provides a ground for the parking lamps, turn/tail/stop lamps, and rear license plate lamps.

HELPFUL INFORMATION

- Check fuse C in the PDC.
- Check fuse 11 in the fuse block.

HAZARD FLASHERS

Circuit A15 from the battery positive post supplies power to the hazard flasher fuse in cavity one in the

Power Distribution Center (PDC). Circuit A15 has an in-line fusible link.

Circuit L9 from the hazard flasher fuse supplies battery voltage to the hazard warning flasher. Circuit L19 from the flasher connects to the multi-function switch.

When the operator depress the hazard flasher button, the multi-function switch connects circuit L19 to circuits L60, L61, L62, and L63. Circuit L62 powers the right rear turn signal/stop lamp. Circuit L63 powers the left rear turn signal/stop lamp. Circuit L60 powers the right indicator lamp. Circuit L61 powers the left indicator lamp.

Circuit L60 also splices to feed the instrument cluster right indicator lamp. Circuit L61 splices to feed the instrument cluster left indicator lamp.

GROUND CIRCUIT

Circuit Z1 provides a ground for the parking lamps, turn/tail/stop lamps, and rear license plate lamps.

Circuit Z1 also provides a ground for the back-up lamps and Center High Mounted Stop Lamps (CHMSL).

Circuit Z1 also provide ground for the indicator lamps, and side marker lamps at the left inner fender panel.

HELPFUL INFORMATION

Check the fusible link in the A15 circuit.

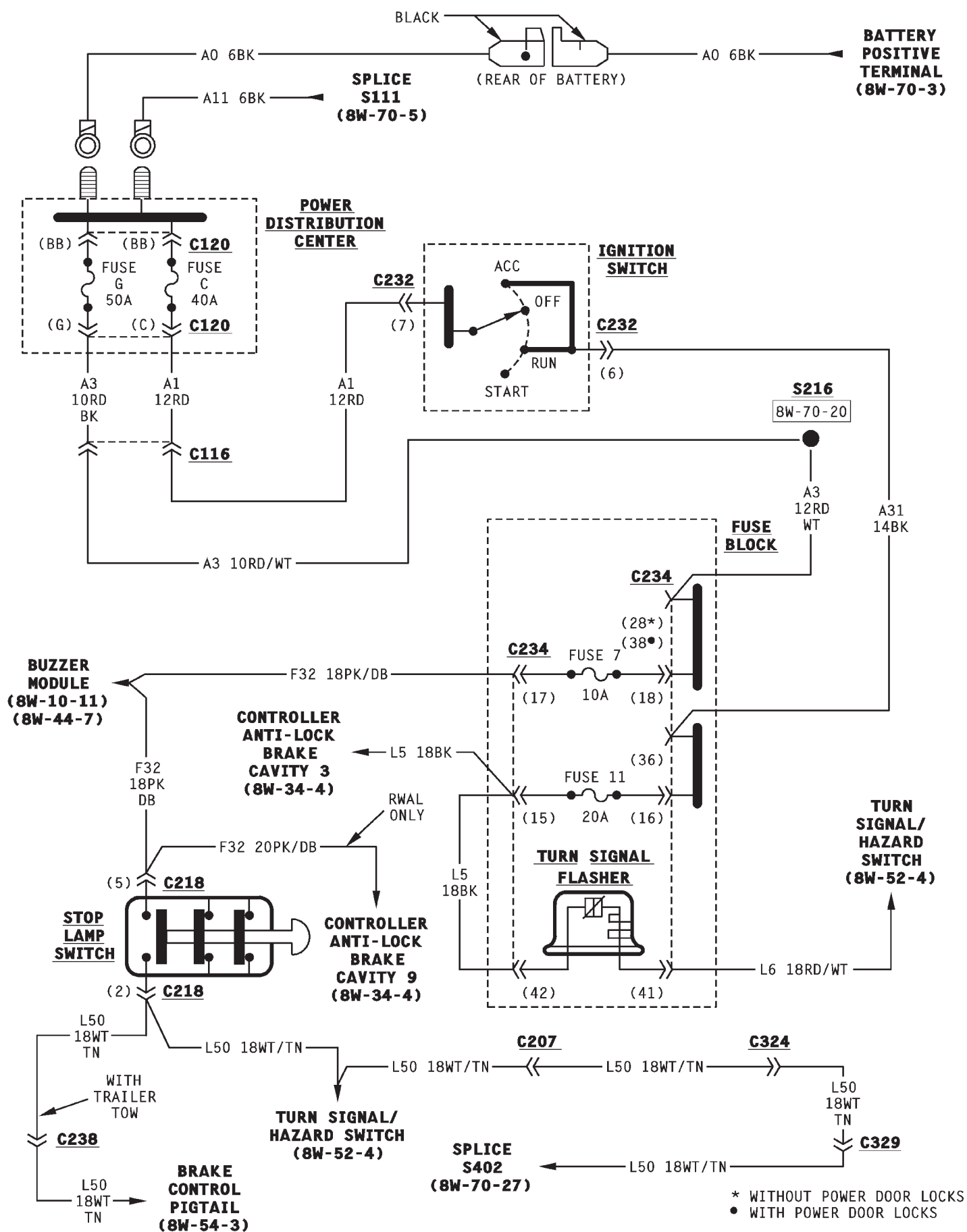
SCHEMATICS AND DIAGRAMS

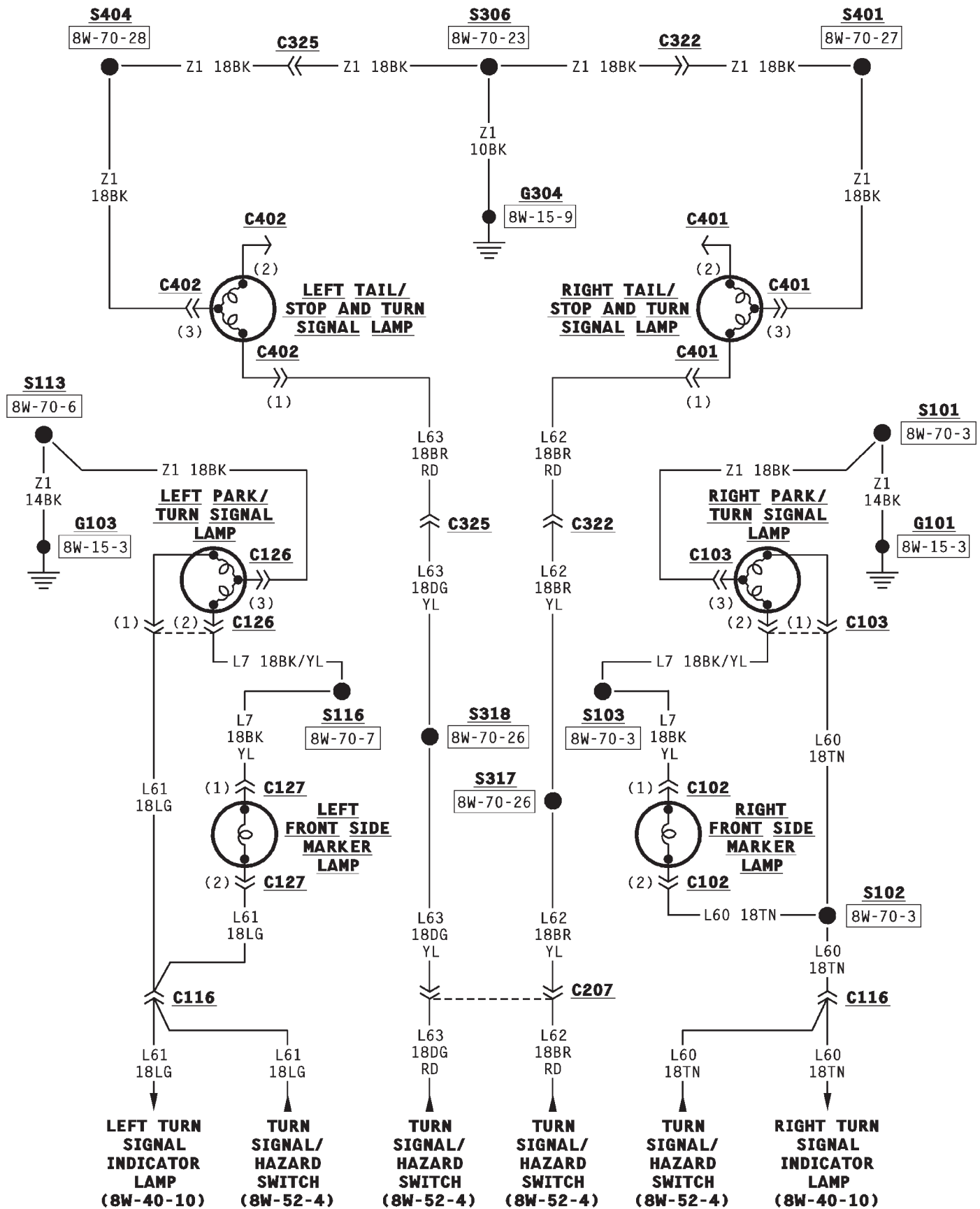
WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

Component	Page	Component	Page
Front Side Marker Lamps	8W-52-5	Ignition Switch	8W-52-3
Fuse 1 (PDC)	8W-52-4	Park/Turn Signal Lamps	8W-52-5
Fuse 7	8W-52-3	Stop Lamp Switch	8W-52-3
Fuse 11	8W-52-3	Tail/Stop and Turn Signal Lamps	8W-52-5
Fuse C (PDC)	8W-52-3	Turn Signal Flasher	8W-52-3
Fuse G (PDC)	8W-52-3	Turn Signal/Hazard Switch	8W-52-4
Hazard Flasher	8W-52-4		





8W-53 WIPERS

DESCRIPTION AND OPERATION

INTERMITTENT WIPERS

Fuse 10 in the fuse block powers the intermittent wiper system. The intermittent wiper system operates at either DELAY, LOW or HIGH speeds.

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from fuse C in the Power Distribution Center (PDC) with circuit A31. Circuit A31 supplies voltage to circuit V6 through fuse 10 in the fuse block.

Circuit V6 splices to supply power to the wiper switch circuitry in the multi-function switch, the intermittent wiper module and the park switch in the wiper motor. The wiper motor is case grounded. Circuit Z2 provides ground for the intermittent wiper control module.

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

If the operator selects wiper DELAY operation, the wiper switch provides an input to the intermittent wiper control module on circuit V8. The DELAY portion of the wiper switch contains a variable resistor. The variable resistor connects to the intermittent wiper module on circuit V9. Voltage for the resistor is supplied by circuit V6 through the wiper switch. The amount of delay selected by the operator determines the voltage drop through the resistor and the voltage level received by the intermittent wiper module.

After the intermittent wiper control module determines the amount of delay selected, it cycles the wipers by periodically energizing circuit V17 which connects to circuit V3 through the wiper switch. Circuit V3 powers the wiper motor LOW speed brushes.

As the windshield wiper motor turns, the park switch, internal to the motor, moves from its grounded position (down) to the powered RUN (up) position. Circuit V7 provides an input to the intermittent wiper control module when the wiper switch is in the OFF position. The intermittent wiper con-

trol module operates the park switch in the wiper motor on circuit V5.

The intermittent windshield wiper system is also equipped with a pulse wipe feature. To activate this feature, the operator presses the washer switch momentarily. When the washer switch closes, voltage from circuit V6 passes through the switch to circuit V10. Circuit V10 provides a signal to the intermittent wiper control module and supplies voltage for the windshield washer pump. When the control module receives the signal on circuit V10, it cycles the wipers on circuit V3 while the washer fluid pump operates.

The washer motor operates whenever the washer switch closes and supplies voltage to the motor on circuit V10. Circuit Z1 provides ground for the pump motor.

HELPFUL INFORMATION

- Circuit V3 is double crimped at the multi-function switch to allow either the wiper switch or intermittent wiper control module to power the wiper motor LOW speed brushes.
- Ground circuit Z2 is double crimped at the intermittent wiper control module to provide ground for the Controller, Antilock Brakes (CAB) on vehicles equipped with RWAL.

LOW WASHER FLUID

Circuit G29 connects the low washer fluid switch to the warning lamp in the instrument cluster. When the low washer fluid switch closes, it connects circuits G29 and Z1. Circuit Z1 provides a ground path, illuminating the warning lamp. Circuit Z1 also provides ground for the windshield washer pump motor.

SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

Component	Page	Component	Page
Fuse 10	8W-53-3	Windshield Washer Low Fluid Sensor	8W-53-3
Fuse C (PDC)	8W-53-3	Windshield Wiper Control Module	8W-53-3, 4
Ignition Switch	8W-53-3	Windshield Wiper Motor	8W-53-3
Windshield Washer Fluid Pump Motor	8W-53-3	Windshield Wiper Switch	8W-53-4

8W-54 TRAILER TOW

DESCRIPTION AND OPERATION

TRAILER TOW

The vehicle is equipped with jumper harness for the aftermarket trailer brake controllers. At the time of delivery, the harness is stored under the passengers front seat. The jumper harness connects to an instrument panel harness connector near the steering column. The jumper harness contains circuits L50 from the stop lamp switch, ground circuit Z1, circuit B40 for trailer brakes, and circuit A6 for power supply.

The trailer tow harness contains a relay that operates the trailer tail lights. When the headlamps or parking lamps ON, circuit L7 from the headlamp

switch powers the coil side of the relay. Circuit Z1 provides ground for the relay. When the relay energizes, it powers circuit L76. Circuit L76 supplies power to the trailer tow connector for the trailer tail lamps and side marker lamps.

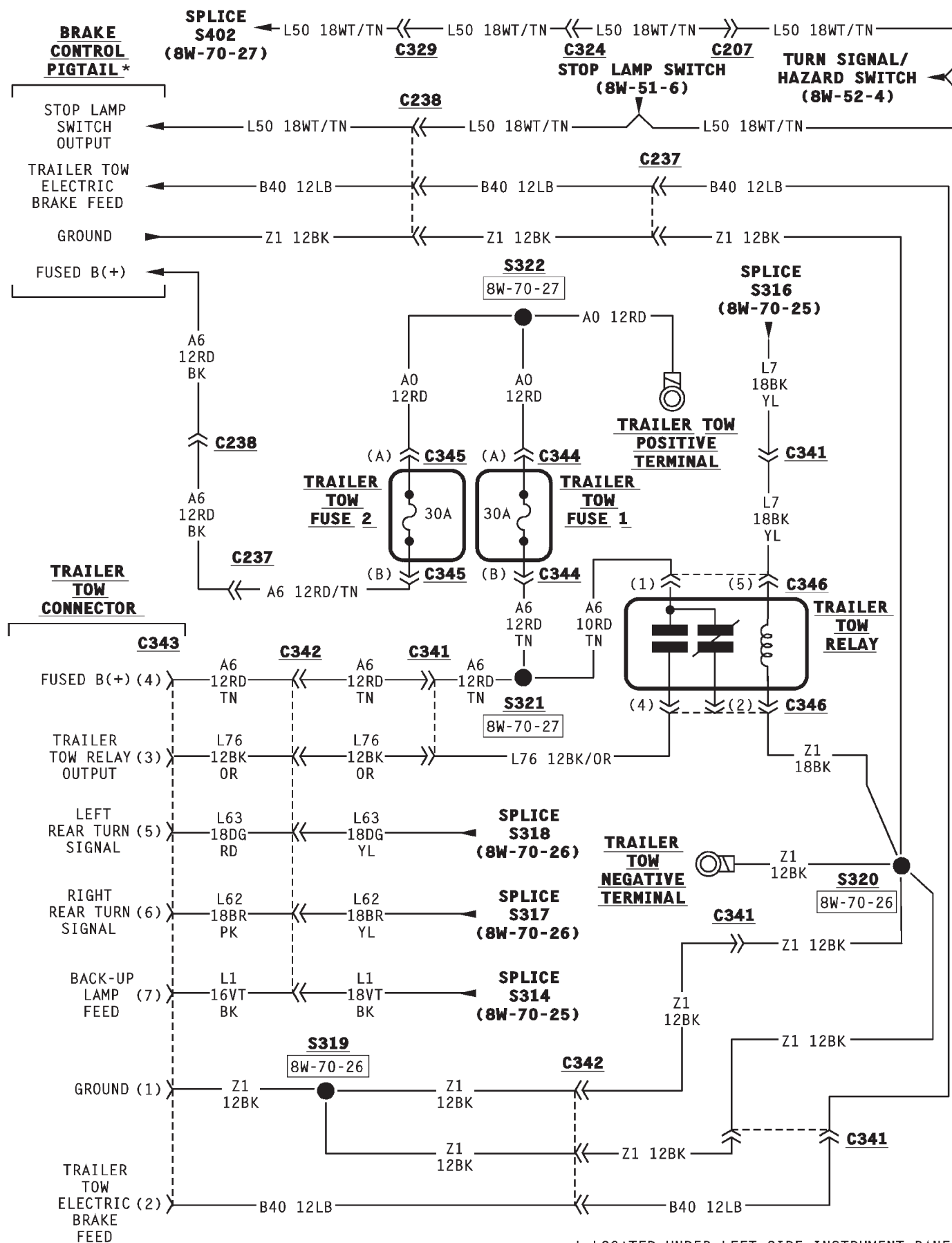
SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

Component	Page	Component	Page
Brake Control Pigtail	8W-54-3	Trailer Tow Negative Terminal	8W-54-3
Trailer Tow Connector	8W-54-3	Trailer Tow Positive Terminal	8W-54-3
Trailer Tow Fuse 1	8W-54-3	Trailer Tow Relay	8W-54-3
Trailer Tow Fuse 2	8W-54-3		



* LOCATED UNDER LEFT SIDE INSTRUMENT PANEL

8W-60 POWER WINDOWS

DESCRIPTION AND OPERATION

POWER WINDOW OPERATION

In the RUN position, the ignition switch connects circuit A2 from fuse E in the Power Distribution Center (PDC) to circuit A22. Circuit A22 powers circuit F21 through the circuit breaker in cavity 2 of the fuse block. Circuit F21 supplies battery voltage to the left and right power window switches. Circuit Z1 provides ground for the system through the left power window switch.

The left power door switch contains two switches for the left and right windows. The right power window switch on the passengers side of the vehicle only operates the right window.

LEFT POWER WINDOW

Circuit F21 supplies voltage to the left power window switch. When the switch for the left window is put in the DOWN position, the switch supplies voltage to the left power window motor on circuit Q21. The ground path from the motor is on circuit Q11 back through the switch to ground on circuit Z1.

When the left power window switch is put in the UP position, circuit Q11 supplies voltage to the power window motor. The ground path from the motor is on circuit Q21 back through switch to ground on circuit Z1.

RIGHT POWER WINDOW

The right power window can be operated by either the right power window switch on the driver's side or the switch on the passenger side. The switch on the passengers side of the vehicle is wired in series between the driver's side switch and the motor.

DRIVER SIDE SWITCH OPERATION

Circuit F21 supplies voltage to the right power window switch for raising and lowering the windows. When the drivers side switch is put in the DOWN position, the switch supplies voltage to circuit Q26. Circuit Q26 connects to the down side of the passenger side switch. Voltage passes through the passenger side switch to the window motor on circuit Q22.

The ground path from the motor is on circuit Q12 back through the passenger side switch to circuit Q16, through the drivers side switch to ground on circuit Z1.

When the drivers side switch is put in the UP position, the switch supplies voltage to circuit Q16. Circuit Q16 connects to the UP side of the passenger side switch. Voltage passes through the passenger's side switch to the window motor on circuit Q12. The ground path from the motor is on circuit Q22 back through the passenger's side switch to circuit Q26, through the drivers side switch to ground on circuit Z1.

PASSENGER SIDE SWITCH OPERATION

Circuit F21 splices to supply voltage to the right window switch on the passenger side of the vehicle. When the passenger side switch is put in the DOWN position, the switch supplies voltage to the motor on circuit Q22. The ground path from the motor is on circuit Q12 back through the passenger side switch to circuit Q16, through the drivers side switch to ground on circuit Z1.

In the UP position, the passenger side switch supplies voltage to the window motor on circuit Q12. The ground path from the motor is on circuit Q22 back through the passenger side switch to circuit Q26, through the drivers side switch to ground on circuit Z1.

HELPFUL INFORMATION

- Check fuse E in the PDC.
- Check the circuit breaker in cavity 2 of the fuse block.

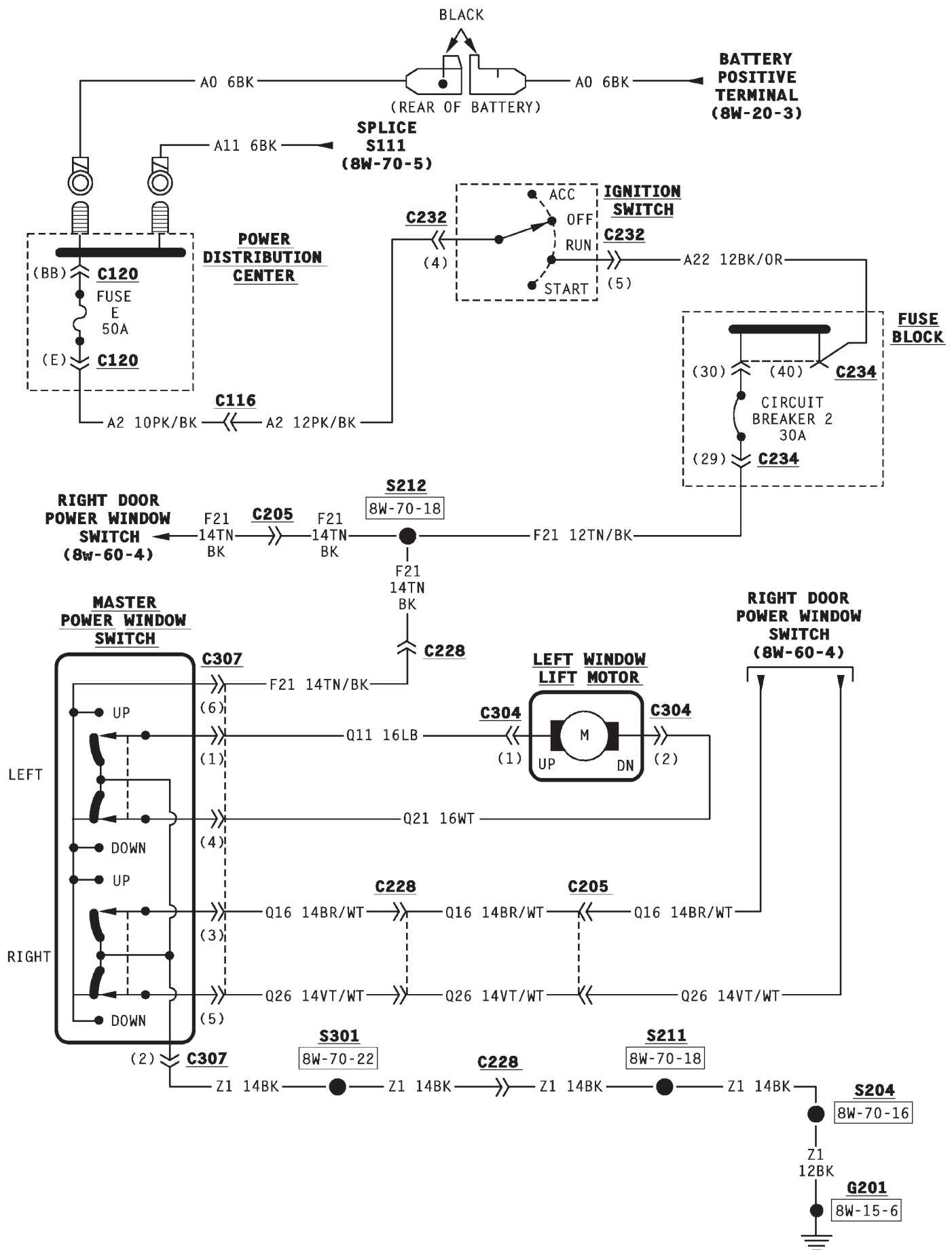
SCHEMATICS AND DIAGRAMS

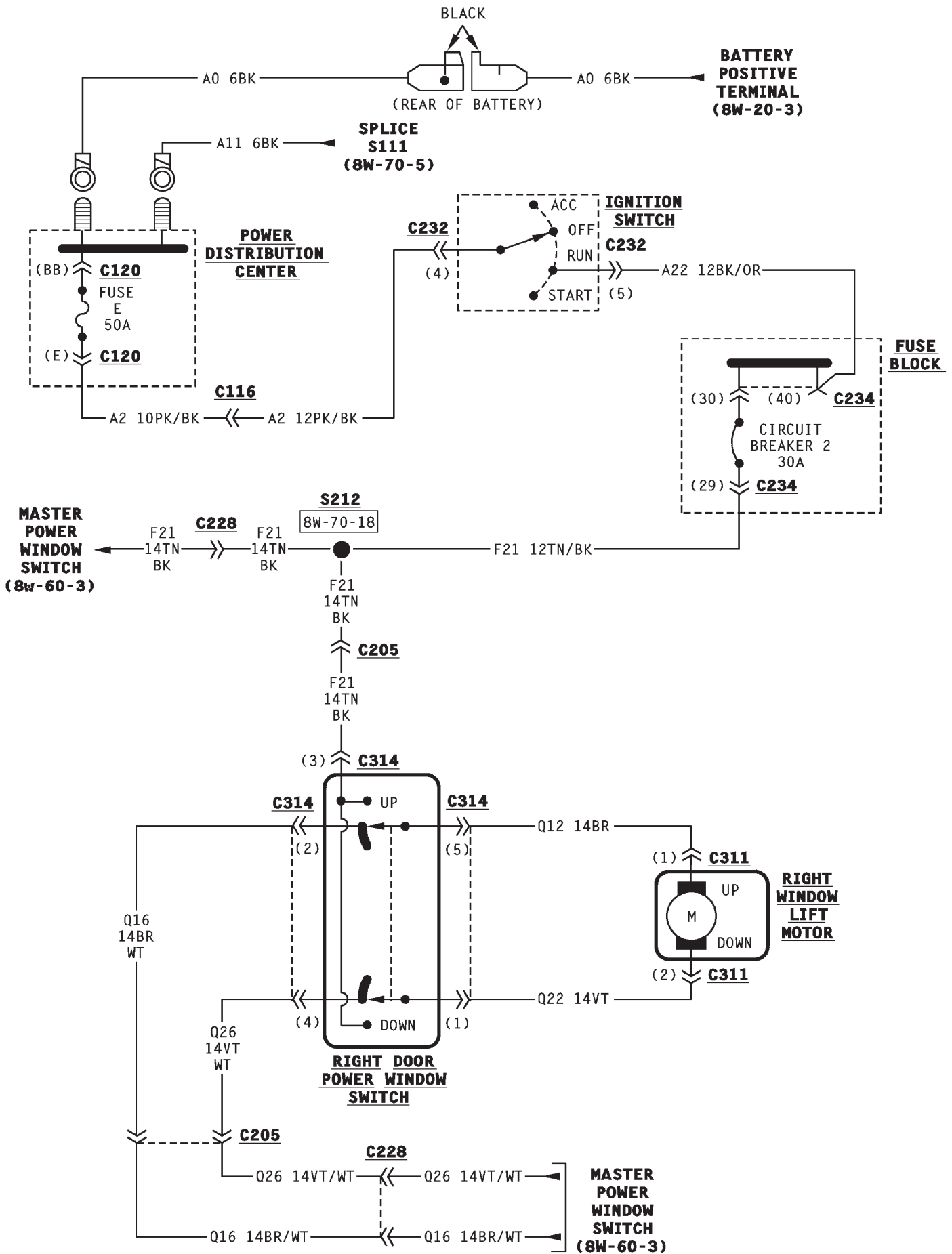
WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

Component	Page	Component	Page
Circuit Breaker 2	8W-60-3, 4	Master Power Window Switch	8W-60-3
Fuse E (PDC)	8W-60-3, 4	Right Door Power Window Switch	8W-60-4
Ignition Switch	8W-60-3, 4	Right Window Lift Motor	8W-60-4
Left Window Lift Motor	8W-60-3		





8W-61 POWER DOOR LOCKS

DESCRIPTION AND OPERATION

POWER DOOR LOCKS

Fuse G in the Power Distribution Center (PDC) supplies voltage to the fuse block on circuit A3. Fuse 5 in the fuse block supplies battery voltage on circuit F35 to both door lock switches.

The ground path for the door lock system is through two cavities in the left door lock switch on circuit Z1.

LEFT DOOR SWITCH OPERATION (LOCK)

When the left door lock switch is moved to the LOCK position, voltage is supplied on circuit P35 to the LOCK bus bar inside the right door switch. Battery voltage is passed through the right door switch to both door lock motors on circuit P33.

The ground path for each motor is through circuit P34 to the right door switch. The ground circuit continues through the UNLOCK bus bar in the right door switch to circuit P36. From circuit P36 the ground circuit passes through the UNLOCK bus bar in the left door switch and then to ground on circuit Z1.

LEFT DOOR SWITCH OPERATION (UNLOCK)

When the left door lock switch is moved to the UNLOCK position, voltage is supplied on circuit P36 to the UNLOCK bus bar inside the right door switch. Battery voltage is passed through the right door switch to both door lock motors on circuit P34.

The ground path for each motor is through circuit P33 to the right door switch. The ground circuit continues through the LOCK bus bar in the right door switch to circuit P35. From circuit P35 the ground circuit passes through the LOCK bus bar in the left door switch and then to ground on circuit Z1.

RIGHT DOOR SWITCH OPERATION (LOCK)

When the right door switch is moved to the LOCK position, voltage is supplied to both door lock motors on circuit P33. The ground path for each motor is through circuit P34 to the right door switch. The ground circuit continues through the UNLOCK bus bar in the right door switch to circuit P36. From circuit P36 the ground circuit passes through the UNLOCK bus bar in the left door switch and then to ground on circuit Z1.

RIGHT DOOR SWITCH OPERATION (UNLOCK)

When the right door switch is moved to the UNLOCK position, voltage is supplied to both door lock motors on circuit P34. The ground path for each motor is through circuit P33 to the right door switch. The ground circuit continues through the LOCK bus bar in the right door switch to circuit P35. From circuit P35 the ground circuit passes through the LOCK bus bar in the left door switch and then to ground on Z1 circuit.

HELPFUL INFORMATION

- Check fuse G in the PDC.
- Check fuse 5 in the fuse block.

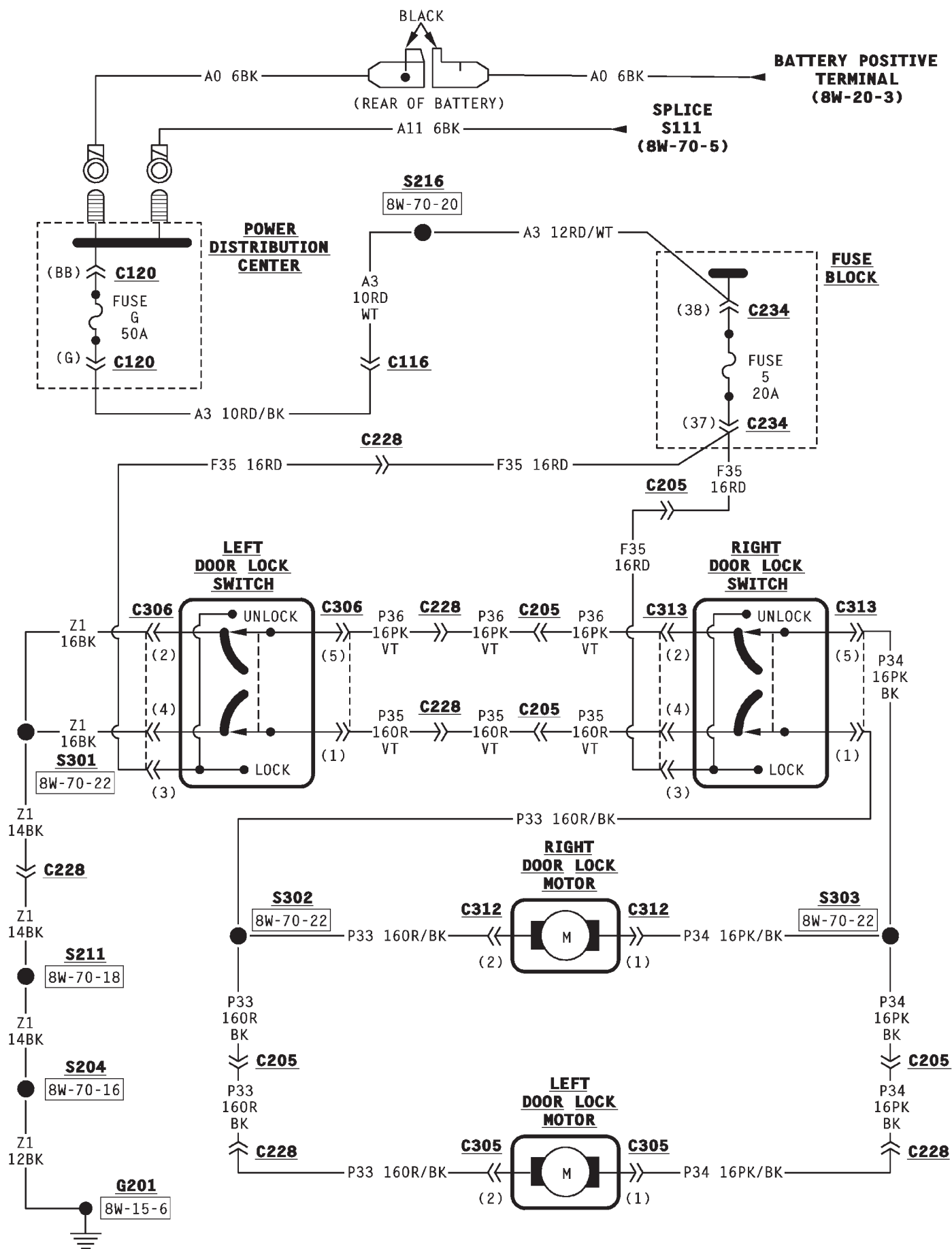
SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

Component	Page	Component	Page
Fuse 5	8W-61-3	Left Door Lock Switch	8W-61-3
Fuse G (PDC)	8W-61-3	Right Door Lock Motor	8W-61-3
Left Door Lock Motor	8W-61-3	Right Door Lock Switch	8W-61-3



8W-62 POWER MIRRORS

DESCRIPTION AND OPERATION

POWER MIRRORS

A single switch operates both the left and right power mirrors. Each mirror has two motors; a LEFT/RIGHT motor and a UP/DOWN motor. The motors switch polarity to allow mirror adjustment.

Circuit A4 from fuse F in the Power Distribution Center (PDC) supplies battery voltage to the Ignition Off-Draw (IOD) fuse in cavity 2 in the PDC. The IOD fuse powers the power mirror switch on circuit M1.

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

RIGHT POWER MIRROR OPERATION

In the RIGHT position, the power mirror switch supplies power to the right mirror LEFT/RIGHT motor on circuit P70 when a RIGHTWARD adjustment is made. Circuit P74 provides the ground path the for RIGHTWARD adjustments.

When the operator makes a LEFTWARD adjustment, polarity reverses. For LEFTWARD adjustments, the switch supplies battery voltage the right mirror LEFT/RIGHT motor on circuit P74. Circuit P70 supplies ground for LEFTWARD adjustments.

During UPWARD adjustments, the switch supplies voltage to the right mirror UP/DOWN motor on circuit P72. Circuit P70 supplies ground during UPWARD adjustments.

For DOWNWARD adjustments, the polarity is reversed, the switch powers the right mirror UP/DOWN motor on circuit P70. Circuit P72 supplies the ground path.

LEFT POWER MIRROR OPERATION

In the LEFT position, the power mirror switch supplies power to the left mirror LEFT/RIGHT motor on circuit P73 when a RIGHTWARD adjustment is

made. Circuit P71 provides the ground path the for RIGHTWARD adjustments.

When the operator makes LEFTWARD adjustment, polarity reverses. For LEFTWARD adjustments, the switch supplies battery voltage the left mirror LEFT/RIGHT motor on circuit P71. Circuit P73 supplies ground for LEFTWARD adjustments.

During UPWARD adjustments, the switch supplies voltage to the left mirror UP/DOWN motor on circuit P75. Circuit P73 supplies ground during UPWARD adjustments.

For DOWNWARD adjustments, the polarity is reversed, the switch powers the left mirror UP/DOWN motor on circuit P73. Circuit P75 supplies the ground path.

HELPFUL INFORMATION

- Check fuse F in the PDC.
- Check the IOD fuse in cavity 2 in the PDC.
- Circuit M1 supplies voltage to the radio memory, lamp, underhood lamp, time delay relay, dome lamp, overhead console lamps and glove box lamp. Check for proper operation of these items.
- Move the switch to its various positions and listen for the motors to click or try to move. Some movement or clicking indicates a poor connection or a mechanical problem with a mirror.

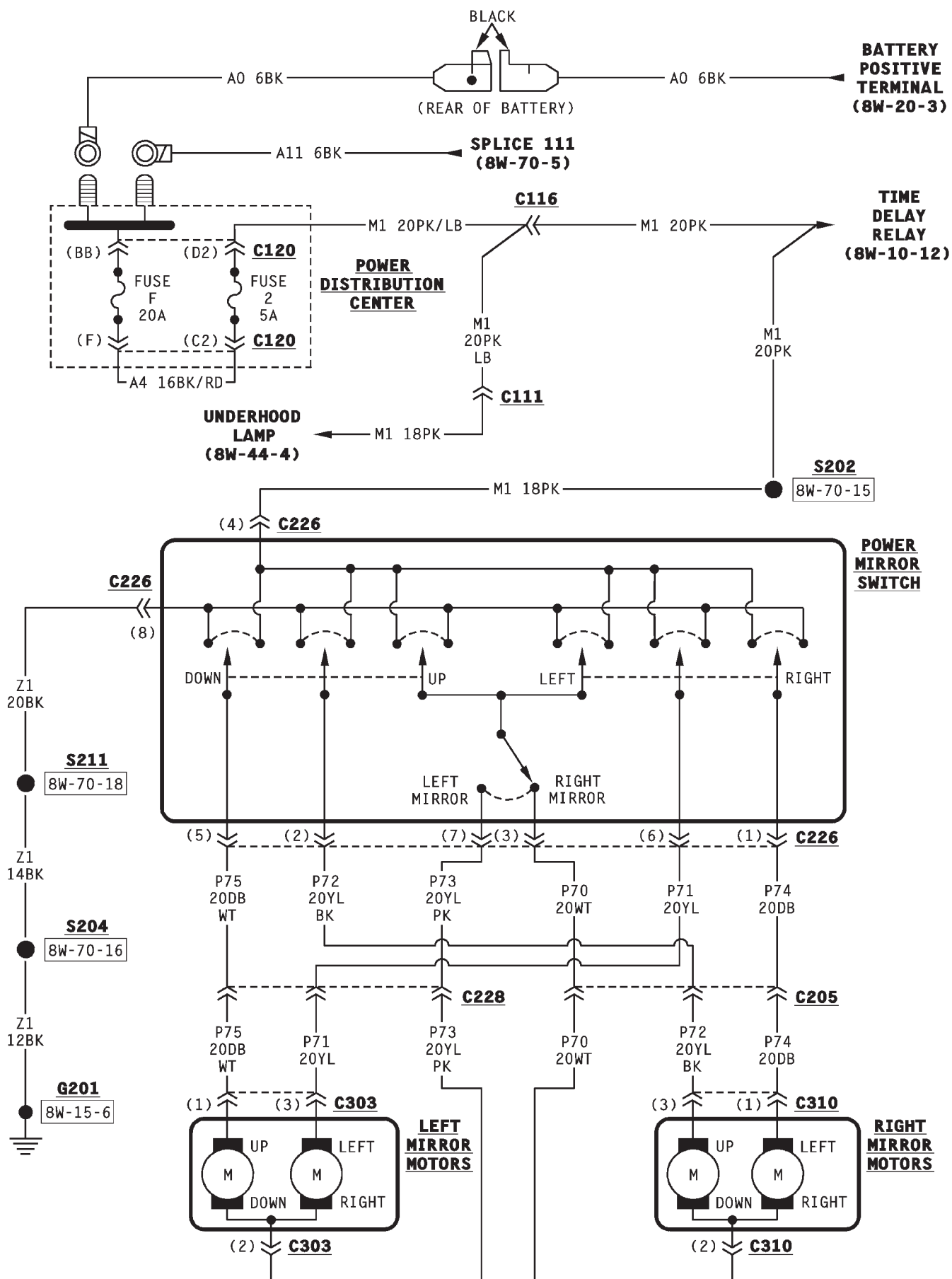
SCHEMATICS AND DIAGRAMS

WIRING DIAGRAM INDEX

The following index covers all components found in this section of the wiring diagrams. If the component you are looking for is not found here, refer to section 8W-02 for a complete list of all components shown in the wiring diagrams.

DIAGRAM INDEX

Component	Page	Component	Page
Fuse 2 (PDC)	8W-62-3	Power Mirror Switch	8W-62-3
Fuse F (PDC)	8W-62-3	Right Mirror Motors	8W-62-3
Left Mirror Motors	8W-62-3		



8W-70 SPLICE INFORMATION

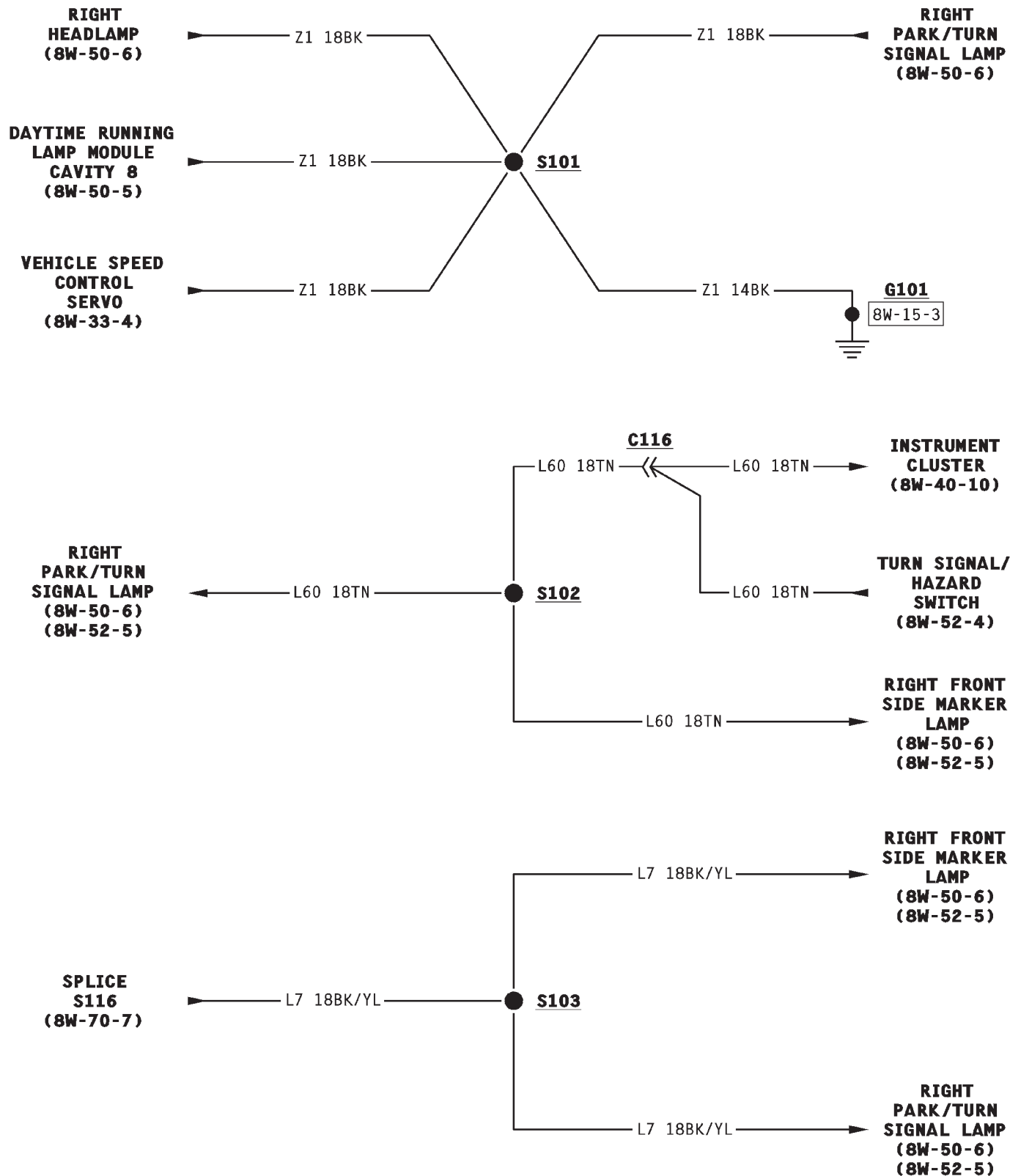
DESCRIPTION AND OPERATION

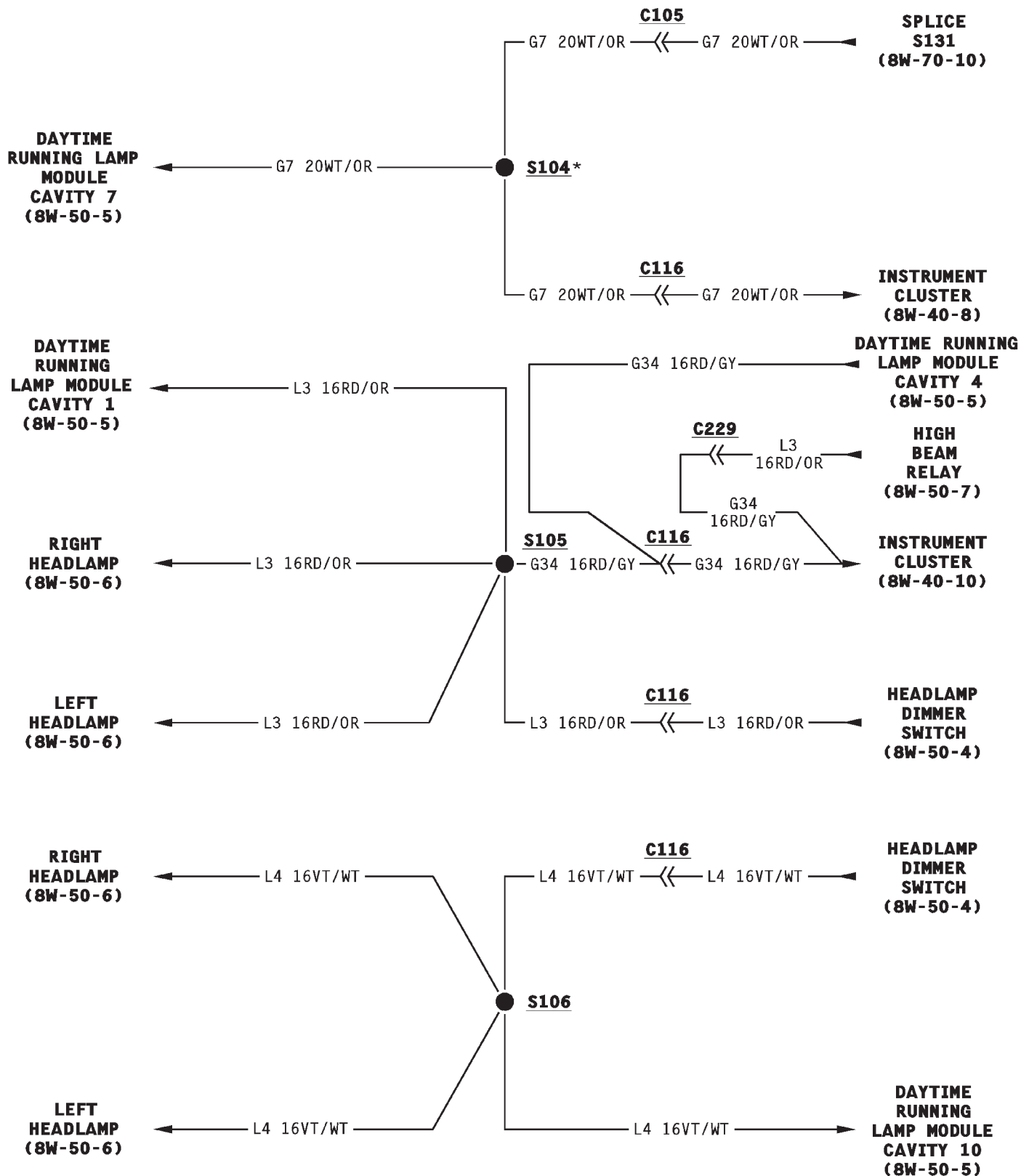
INTRODUCTION

This section identifies all splices in the wiring diagrams. It also shows the splices in their entirety. All circuits that are part of the splices are shown, and the systems they affect are referenced. For viewing the location of each splice in the vehicle, refer to Section 8W-95.

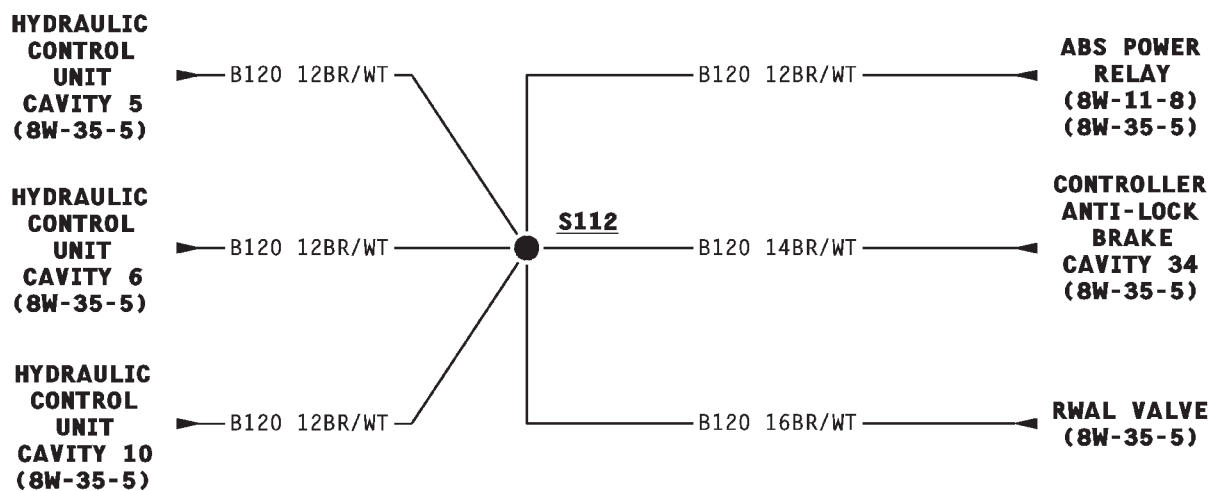
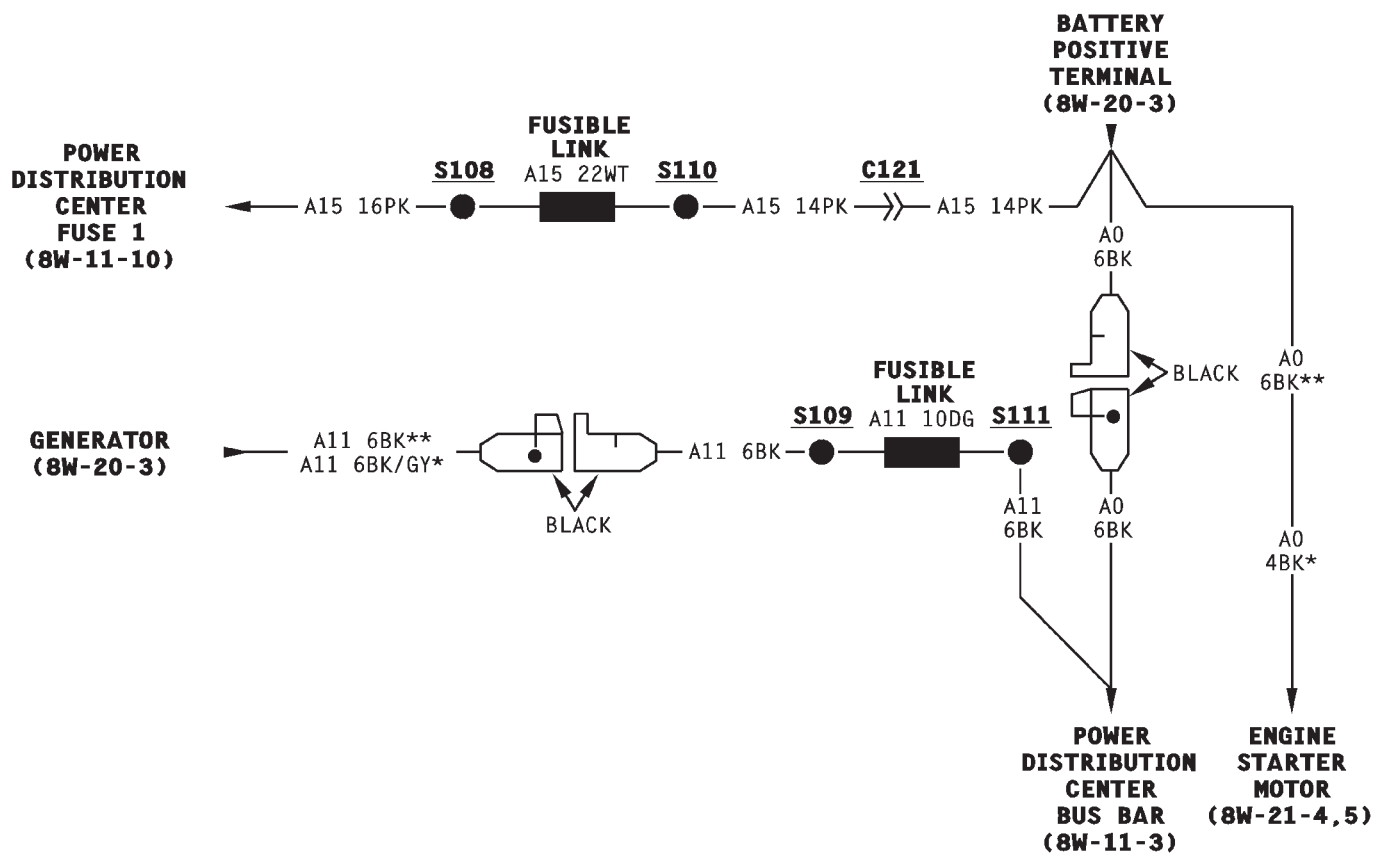
DIAGRAM INDEX

Component	Page	Component	Page
S101	8W-70-3	S203	8W-70-16
S102	8W-70-3	S204	8W-70-16
S103	8W-70-3	S205	8W-70-16
S104	8W-70-4	S206	8W-70-17
S105	8W-70-4	S208	8W-70-17
S106	8W-70-4	S209	8W-70-17
S108	8W-70-5	S210	8W-70-18
S109	8W-70-5	S211	8W-70-18
S110	8W-70-5	S212	8W-70-18
S111	8W-70-5	S213	8W-70-19
S112	8W-70-5	S214	8W-70-19
S113	8W-70-6	S215	8W-70-19
S114	8W-70-6	S216	8W-70-20
S115	8W-70-6	S217	8W-70-20
S116	8W-70-7	S218	8W-70-20
S118	8W-70-7	S219	8W-70-21
S119	8W-70-7	S220	8W-70-21
S121	8W-70-8	S221	8W-70-21
S123	8W-70-8	S301	8W-70-22
S124	8W-70-8	S302	8W-70-22
S125	8W-70-9	S303	8W-70-22
S128	8W-70-9	S306	8W-70-23
S129	8W-70-9	S308	8W-70-23
S130	8W-70-10	S309	8W-70-23
S131	8W-70-10	S310	8W-70-24
S132	8W-70-10	S311	8W-70-24
S133	8W-70-11	S312	8W-70-24
S134	8W-70-11	S313	8W-70-24
S135	8W-70-11	S314	8W-70-25
S137	8W-70-12	S316	8W-70-25
S145	8W-70-12	S317	8W-70-26
S146	8W-70-12	S318	8W-70-26
S147	8W-70-13	S319	8W-70-26
S148	8W-70-13	S320	8W-70-26
S149	8W-70-13	S321	8W-70-27
S150	8W-70-14	S322	8W-70-27
S151	8W-70-14	S401	8W-70-27
S152	8W-70-14	S402	8W-70-27
S153	8W-70-15	S403	8W-70-28
S155	8W-70-15	S404	8W-70-28
S201	8W-70-15	S405	8W-70-28
S202	8W-70-15	S406	8W-70-28

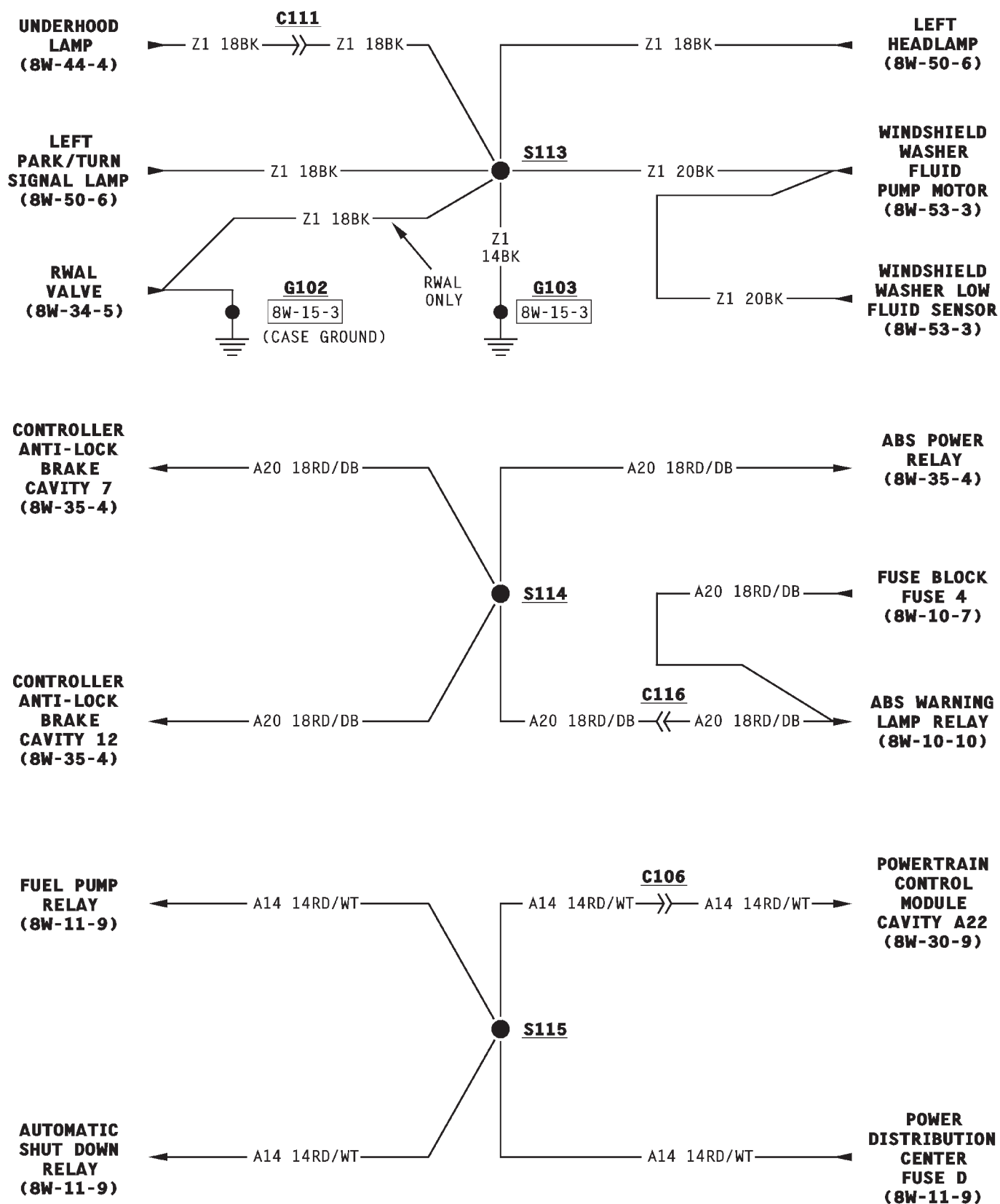


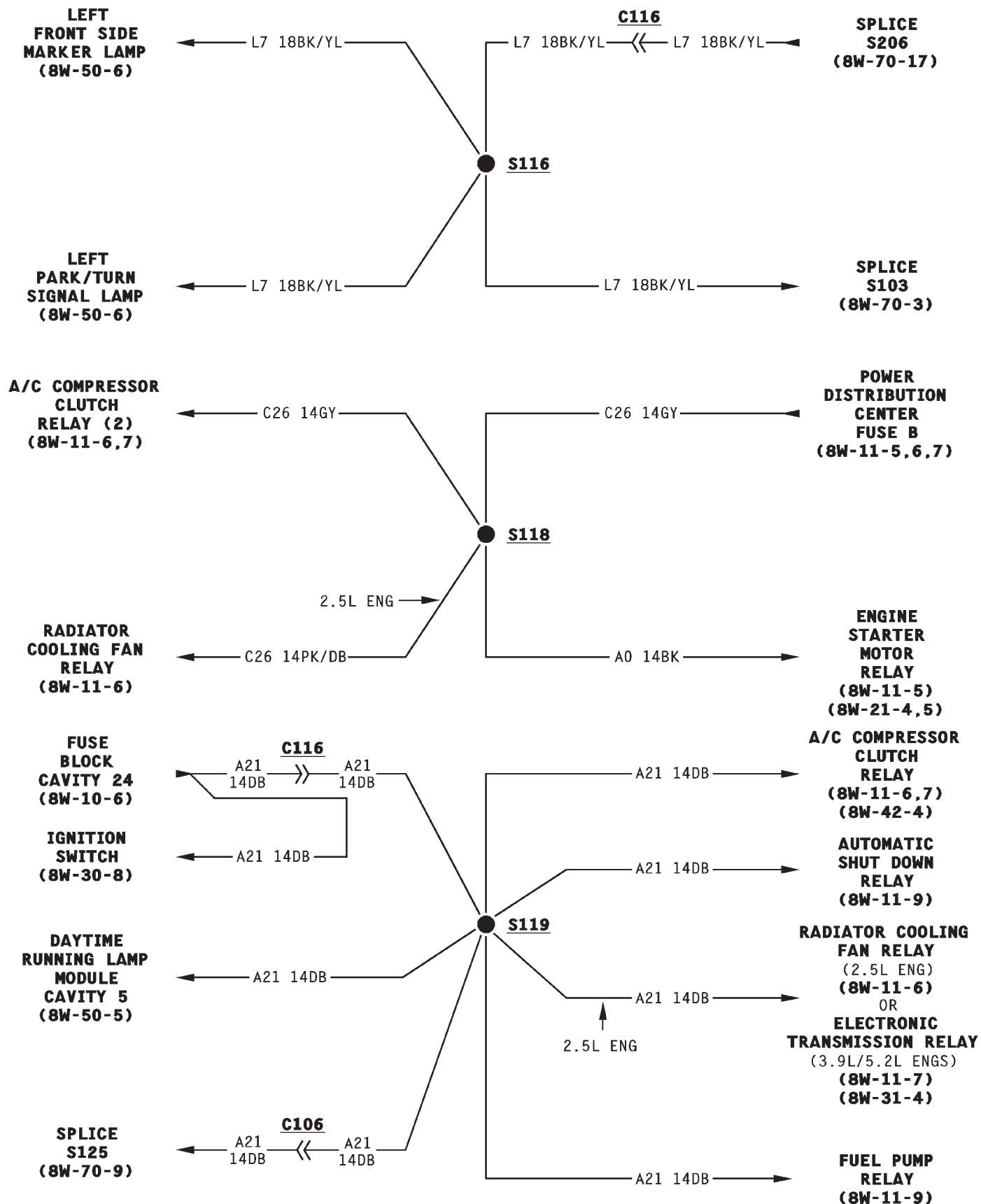


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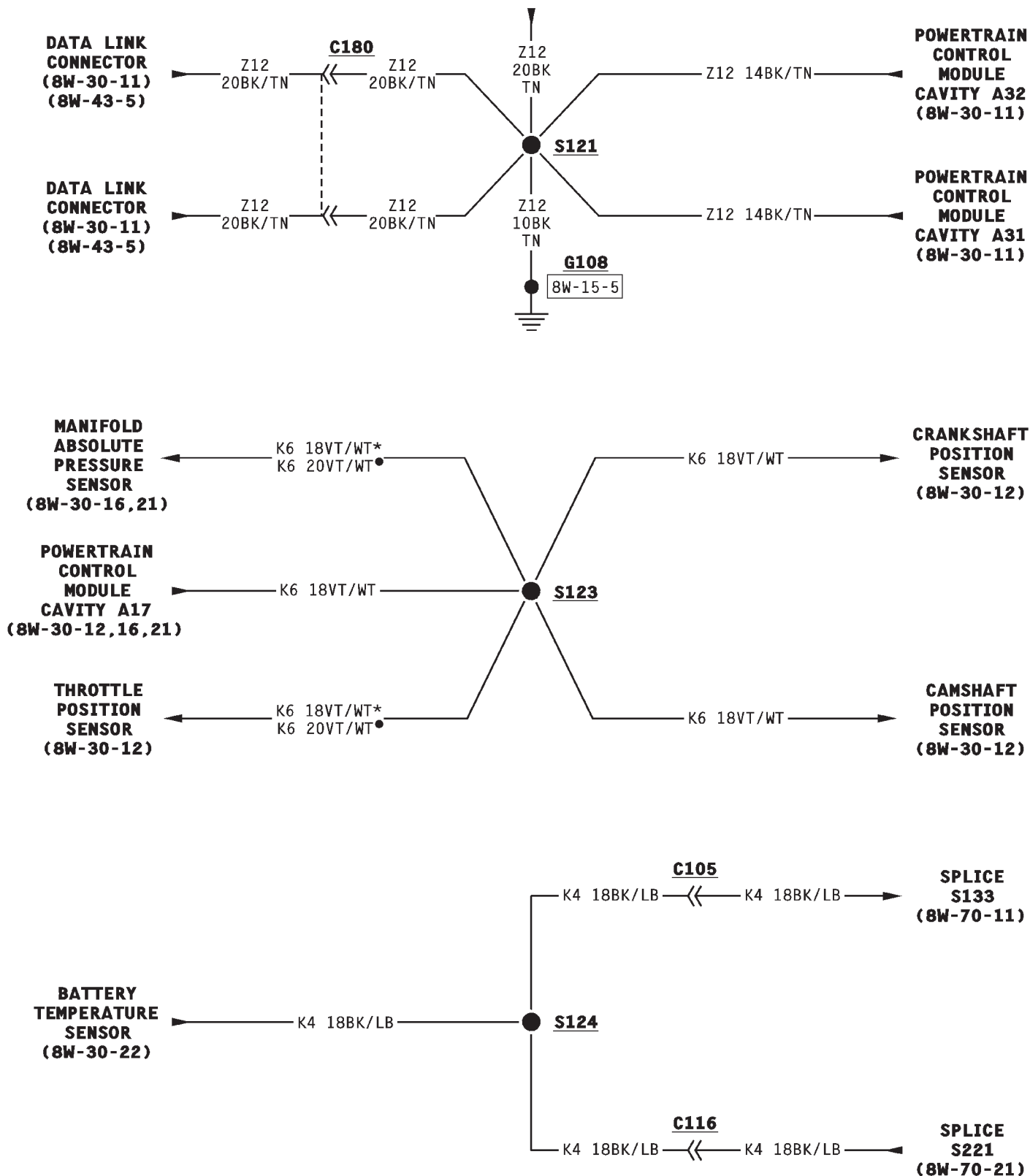


* 2.5L ENG
** 3.9L/5.2L ENGS

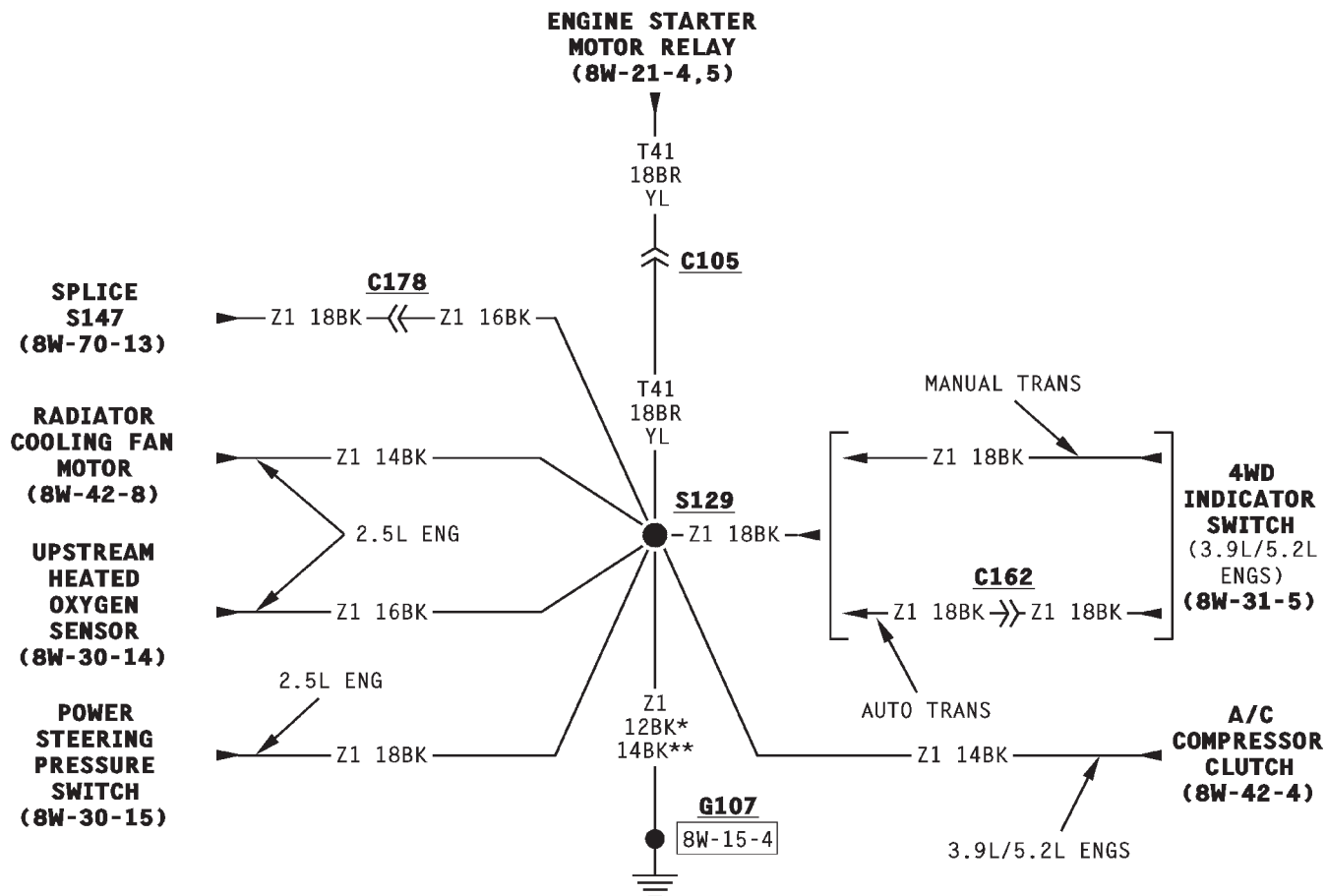
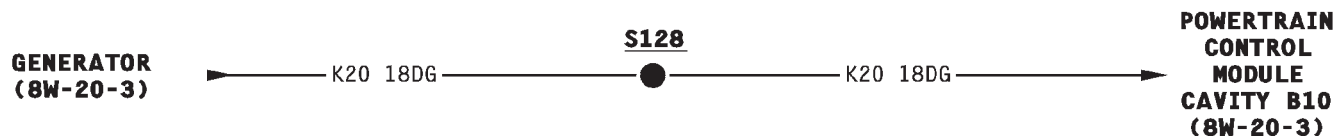
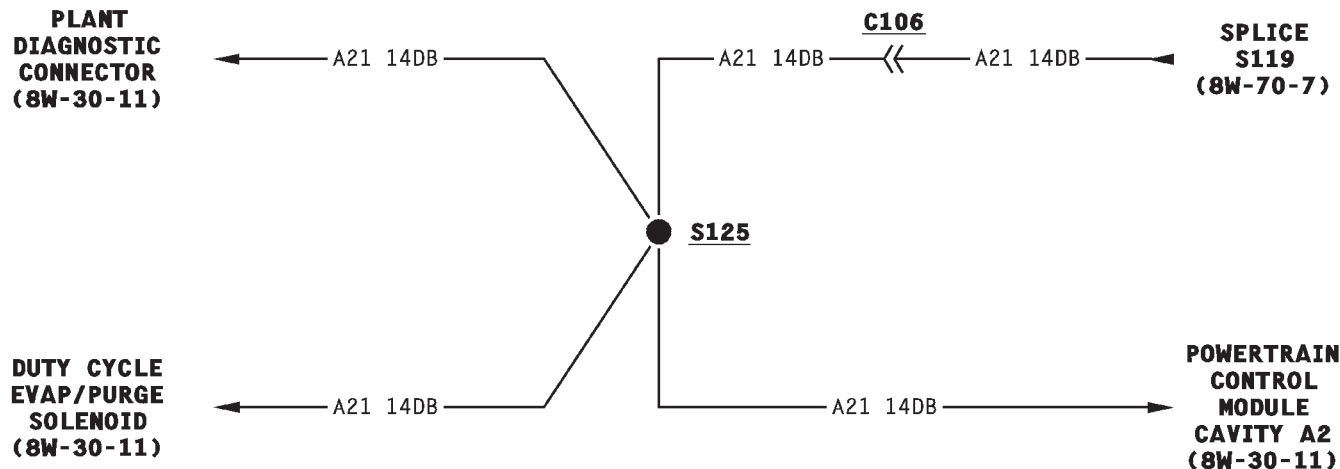




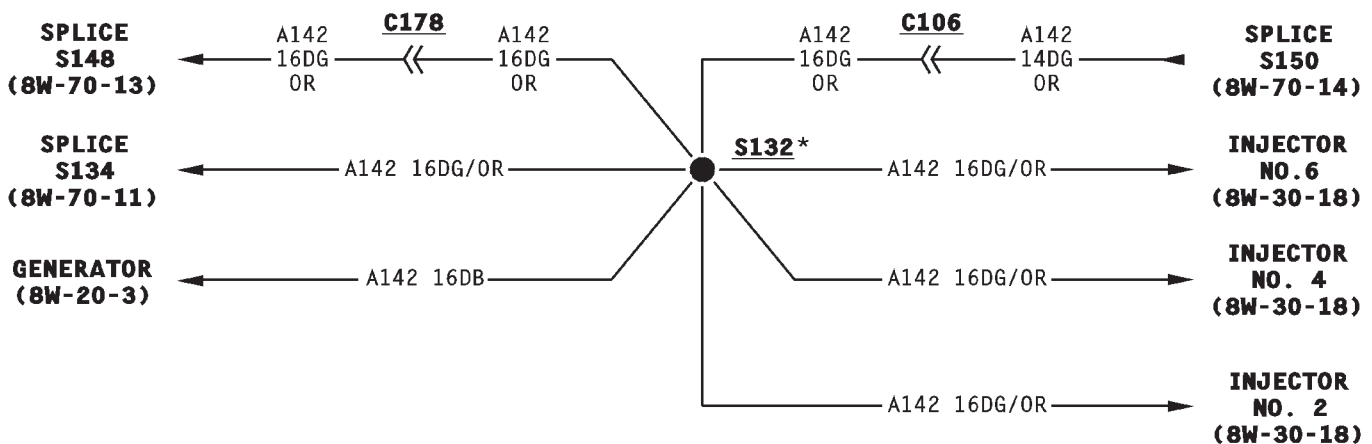
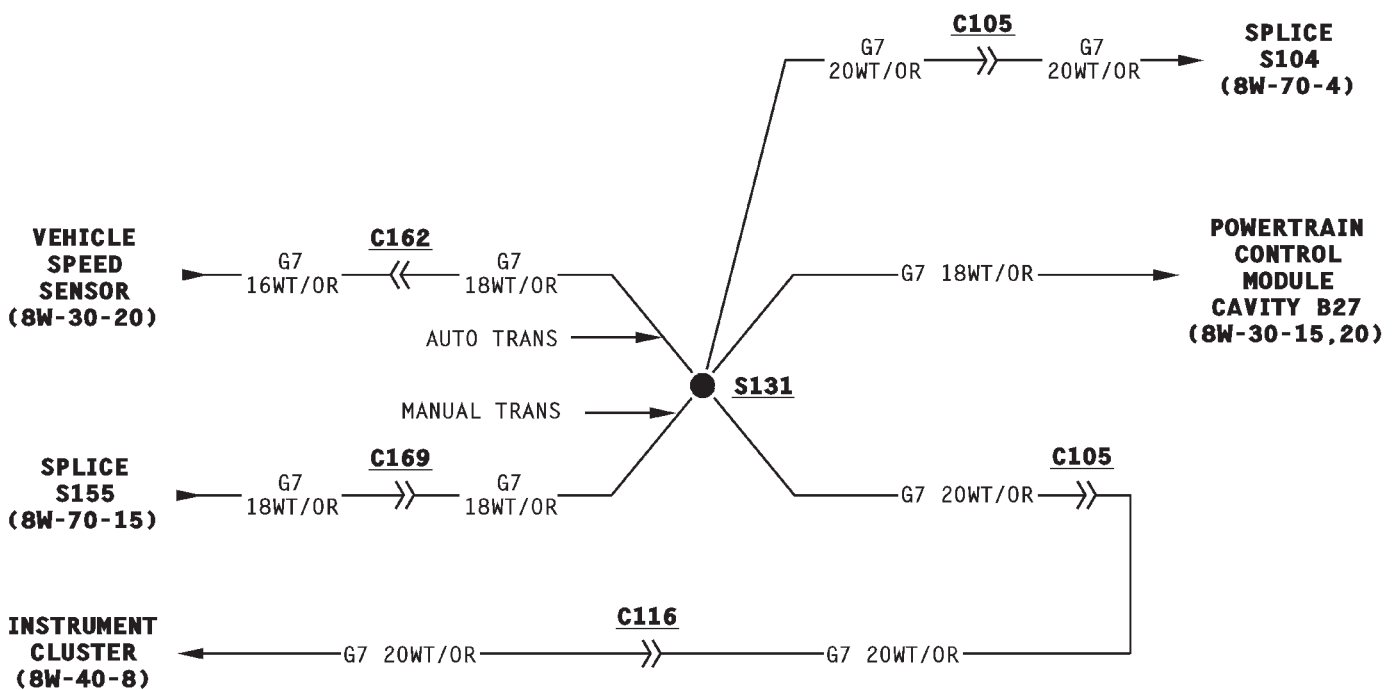
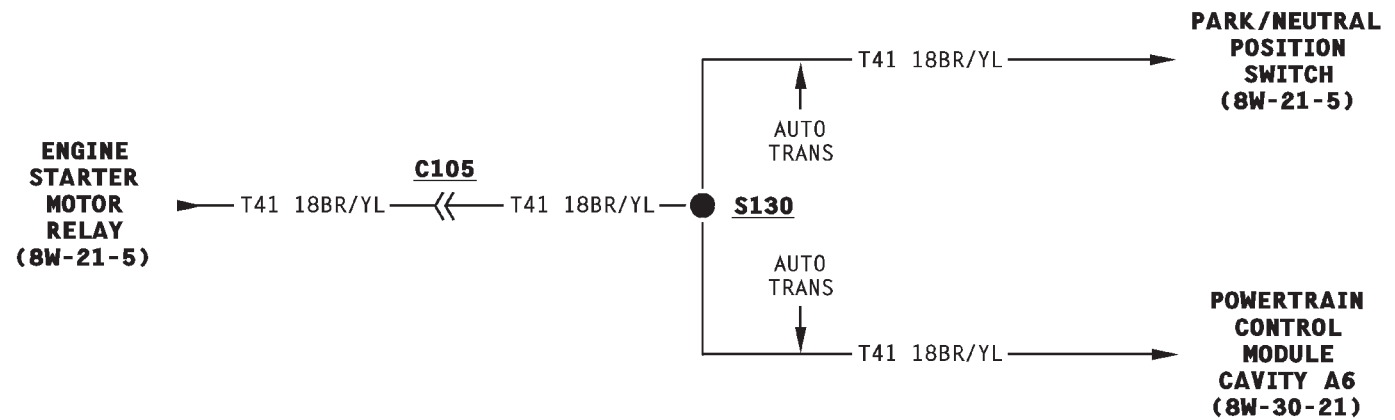
**PLANT
DIAGNOSTIC
CONNECTOR
(8W-30-11)**



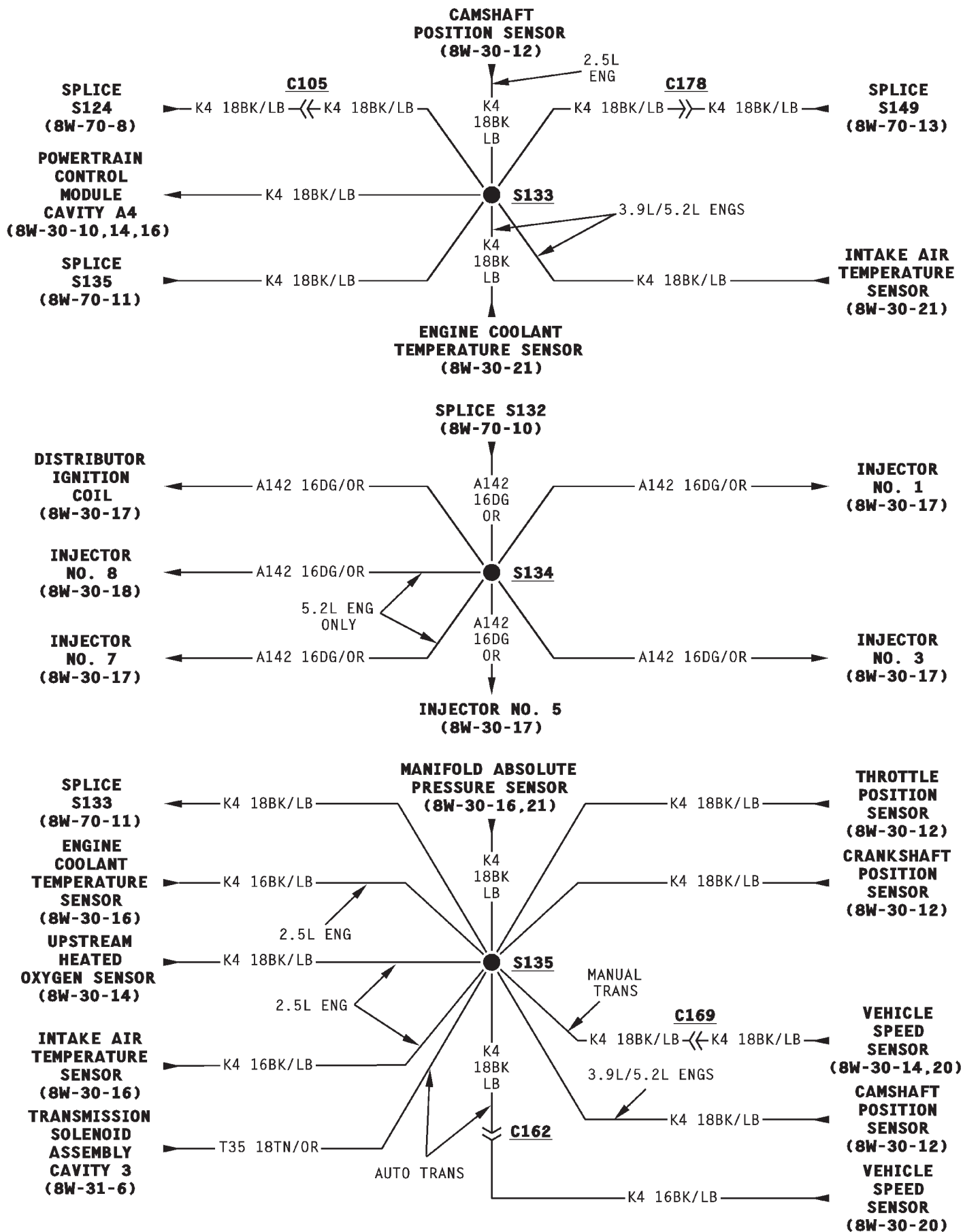
* 2.5L ENG
• 3.9L/5.2L ENGS

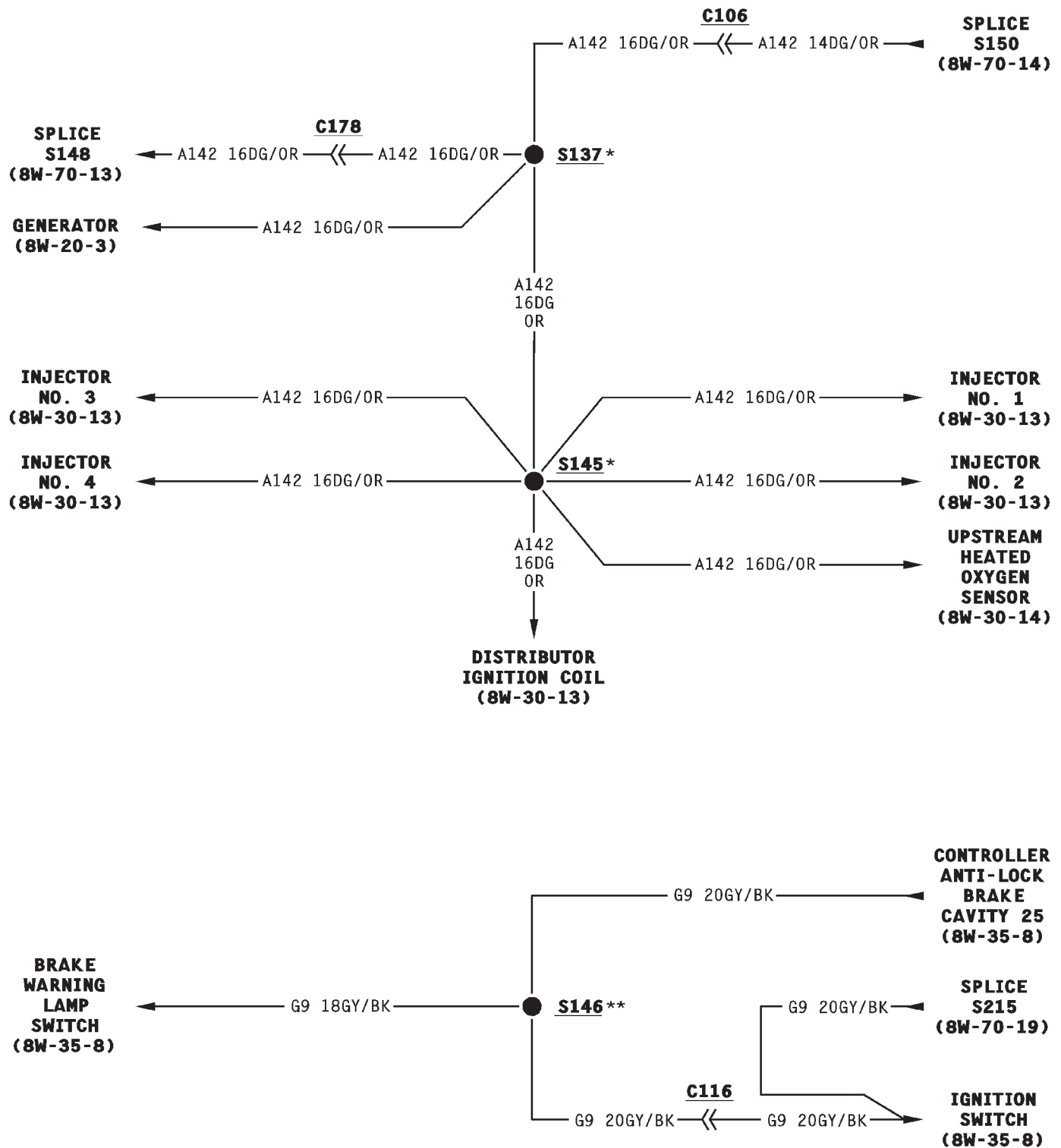


* 2.5L ENG
** 3.9L/5.2L ENGS



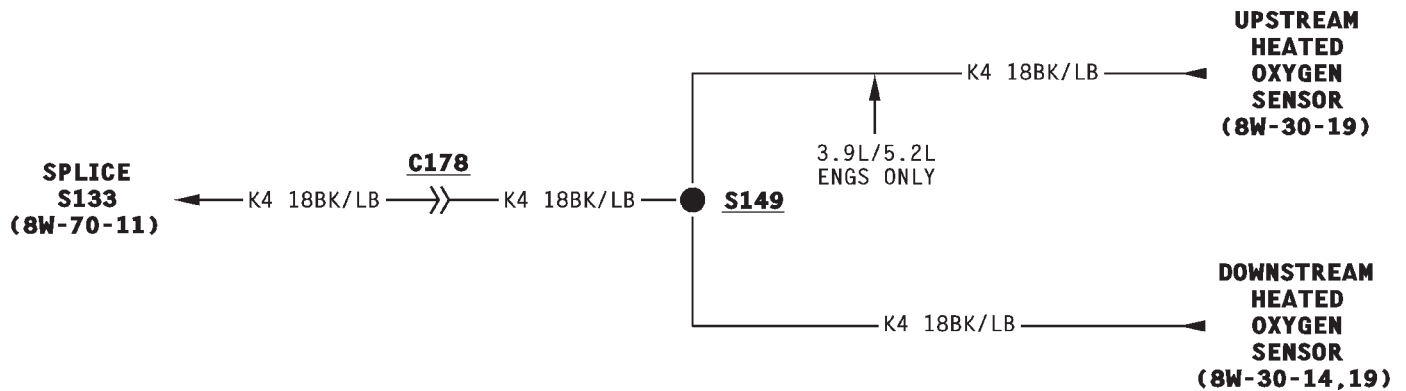
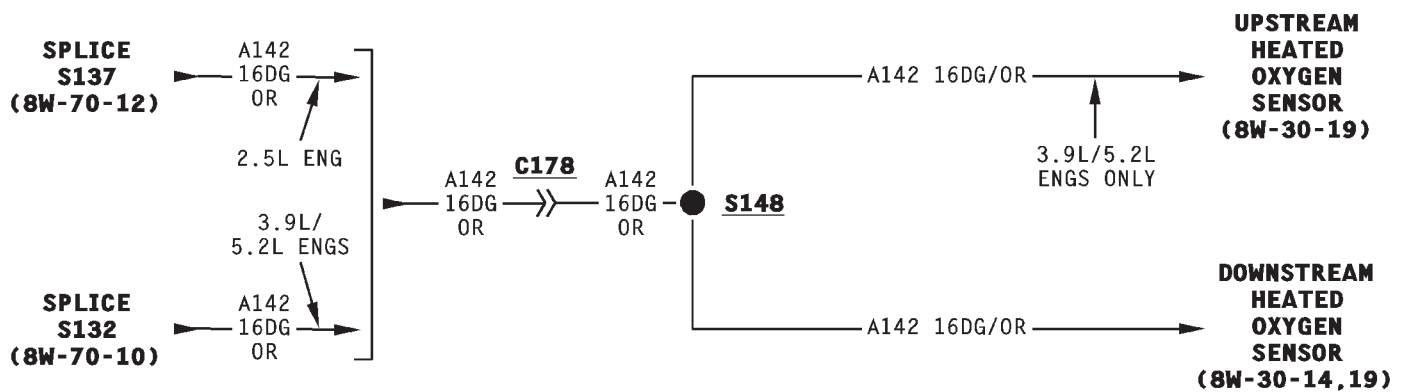
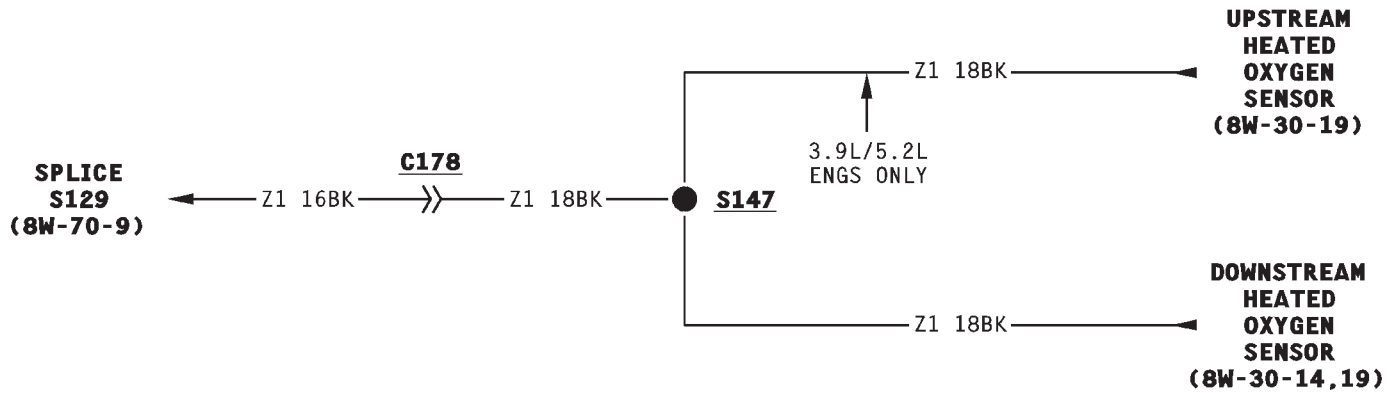
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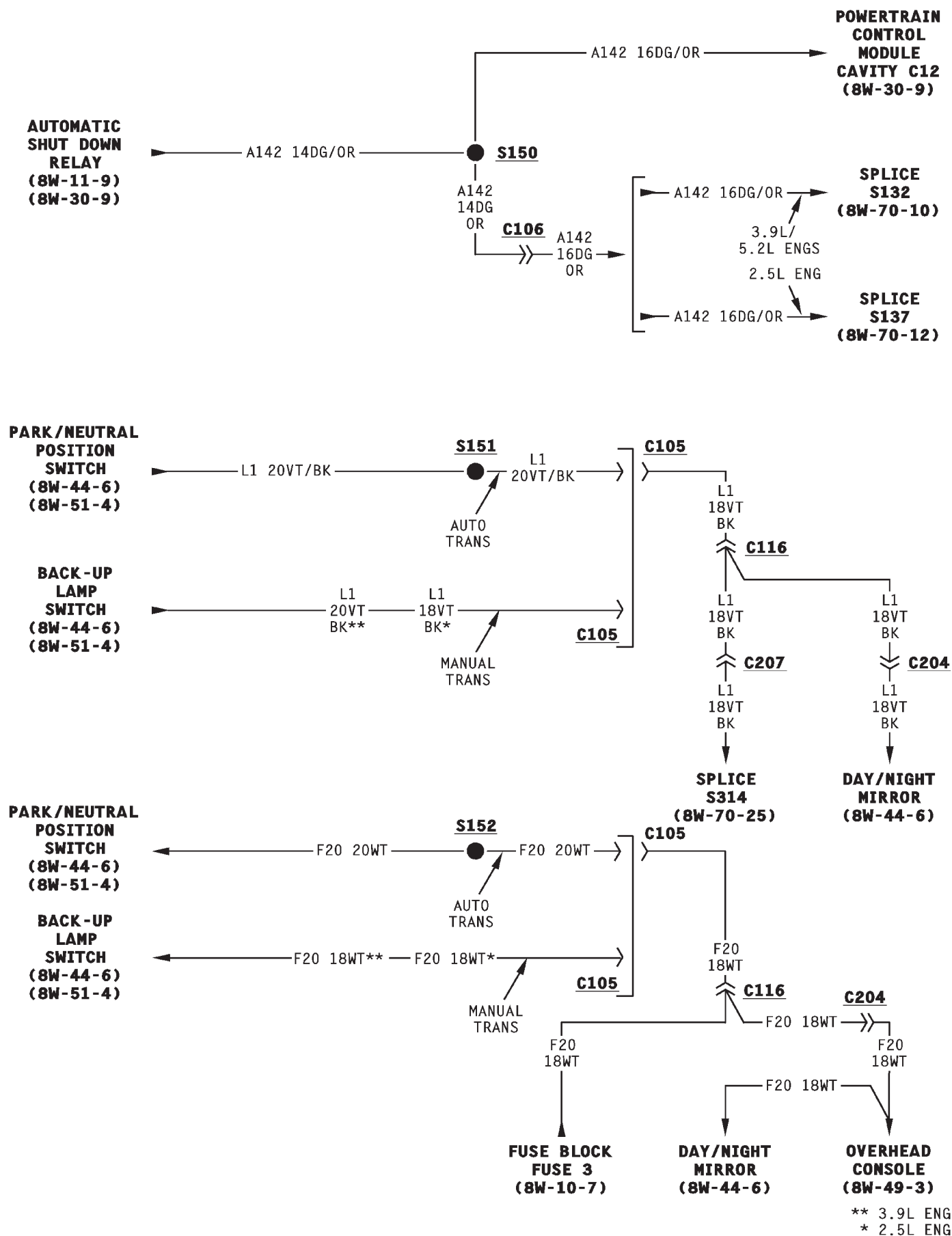


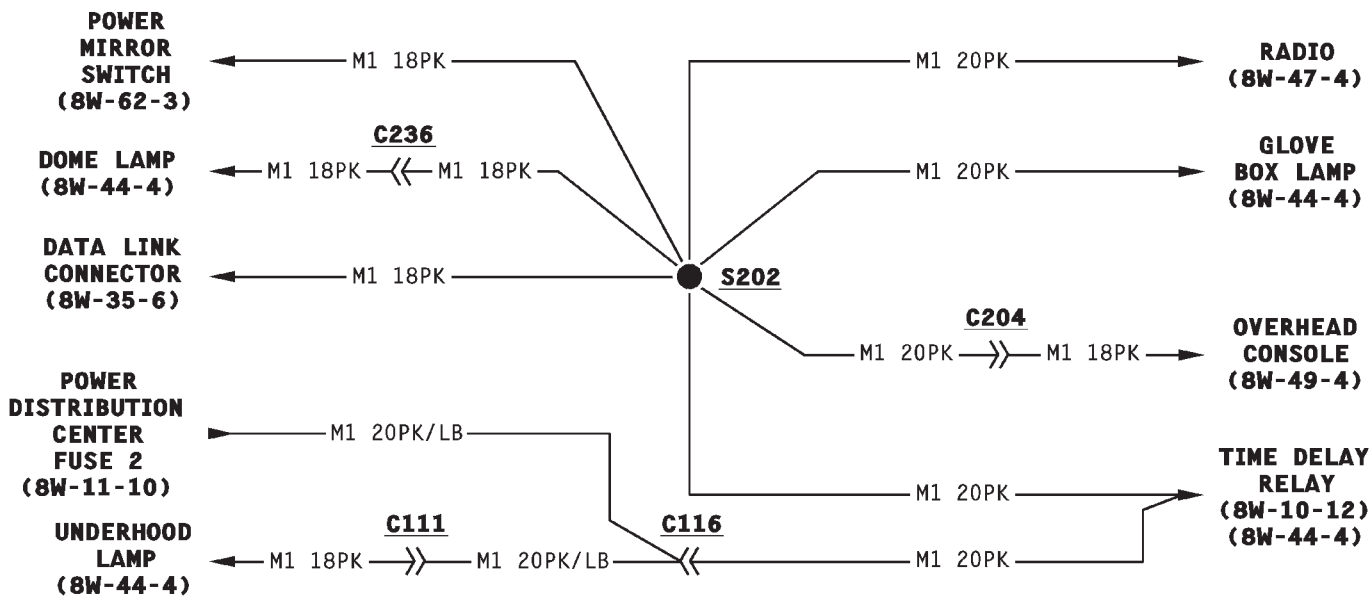
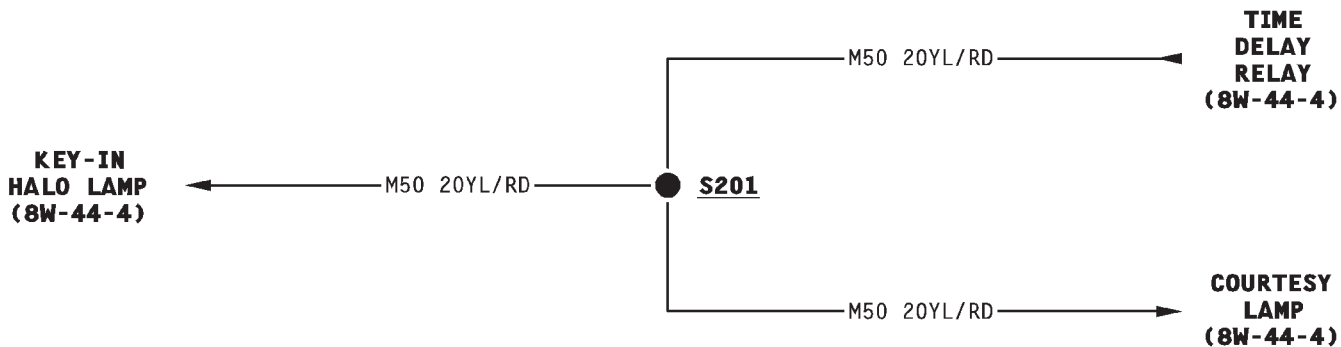
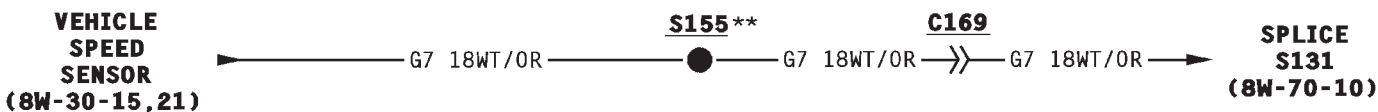
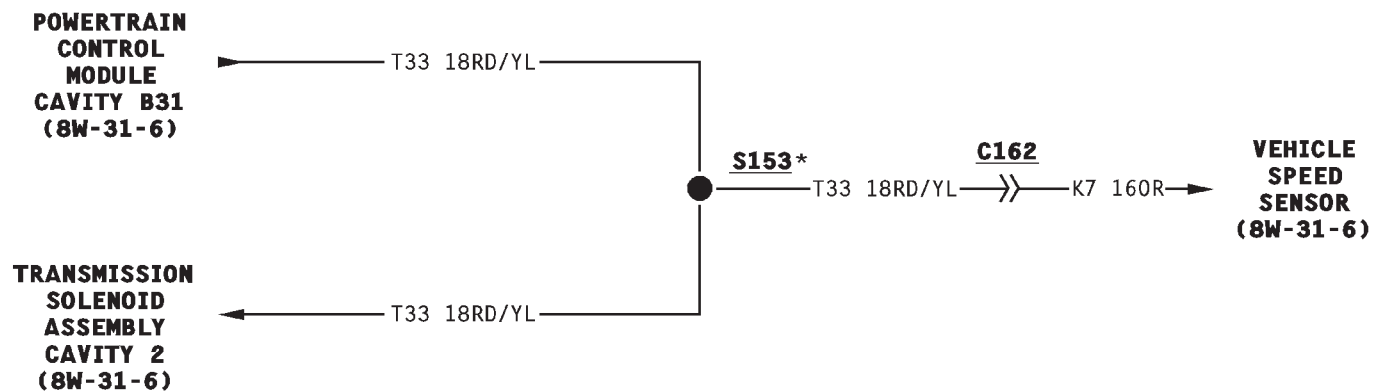


* 2.5L ENG

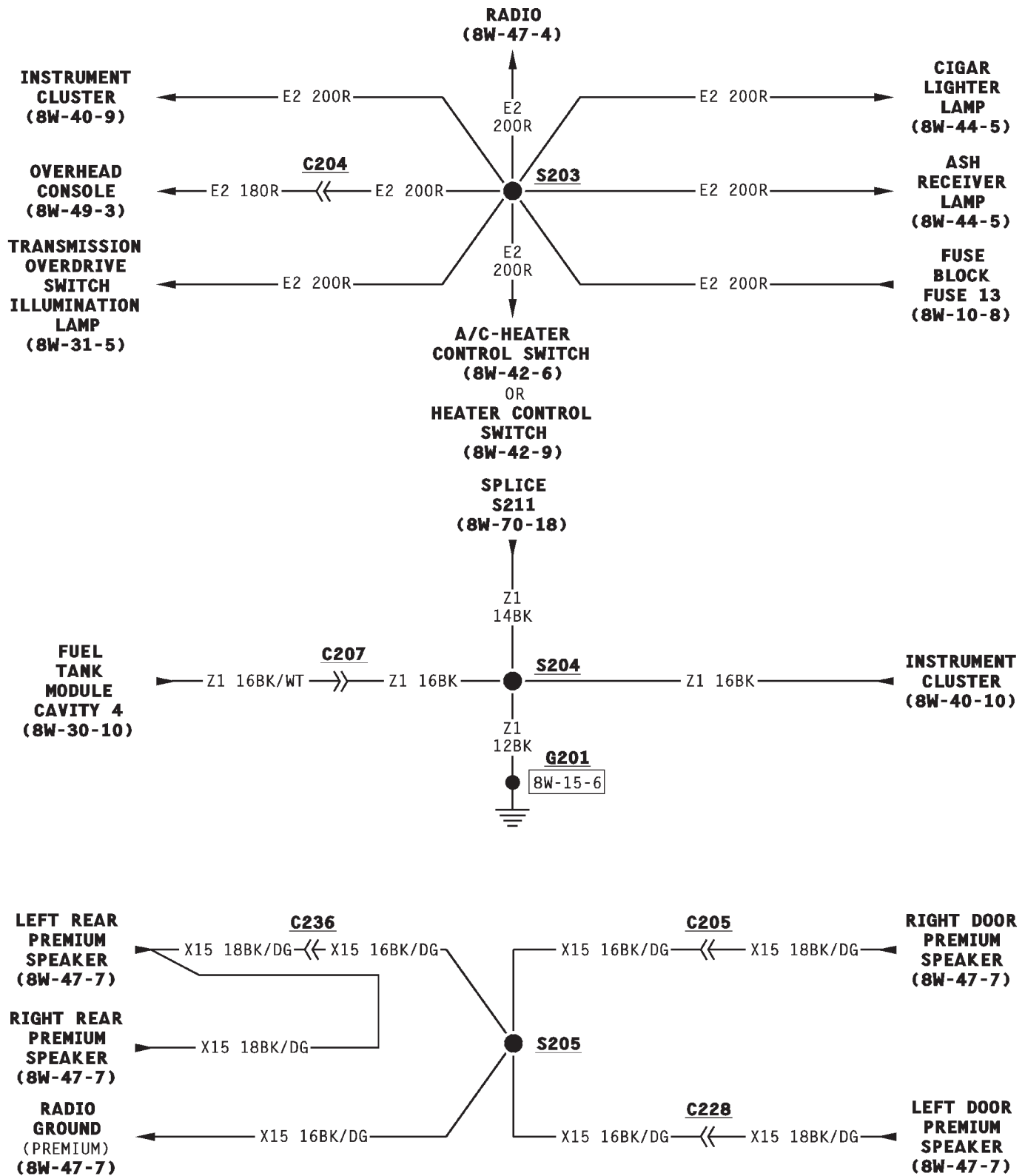
** ABS ONLY

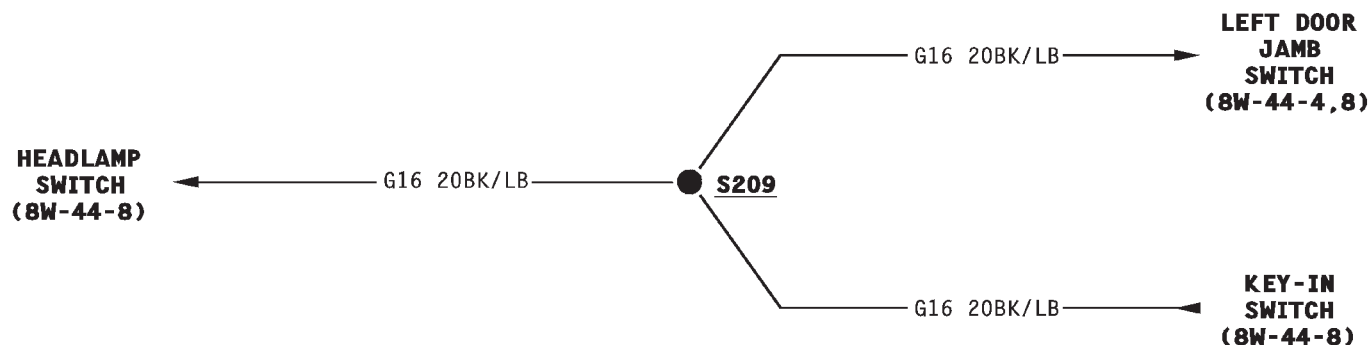
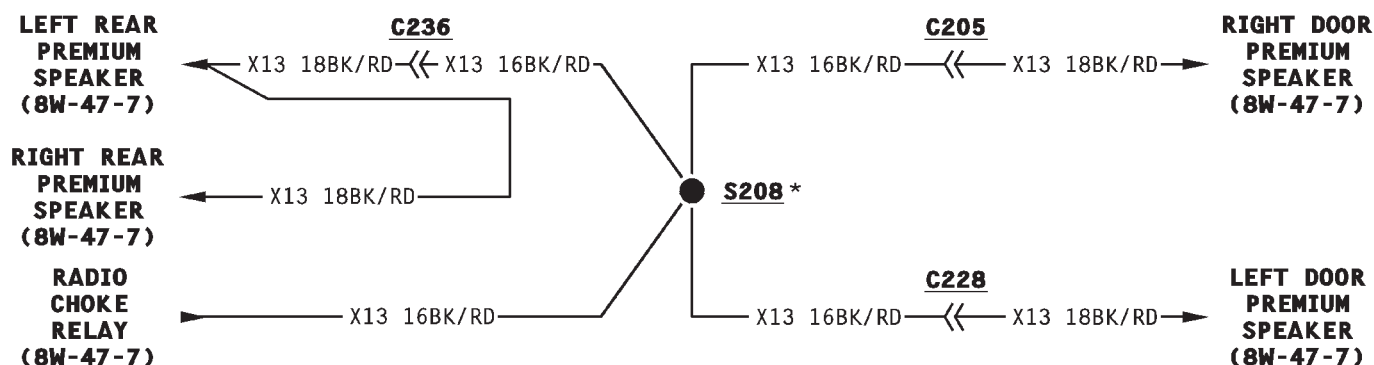
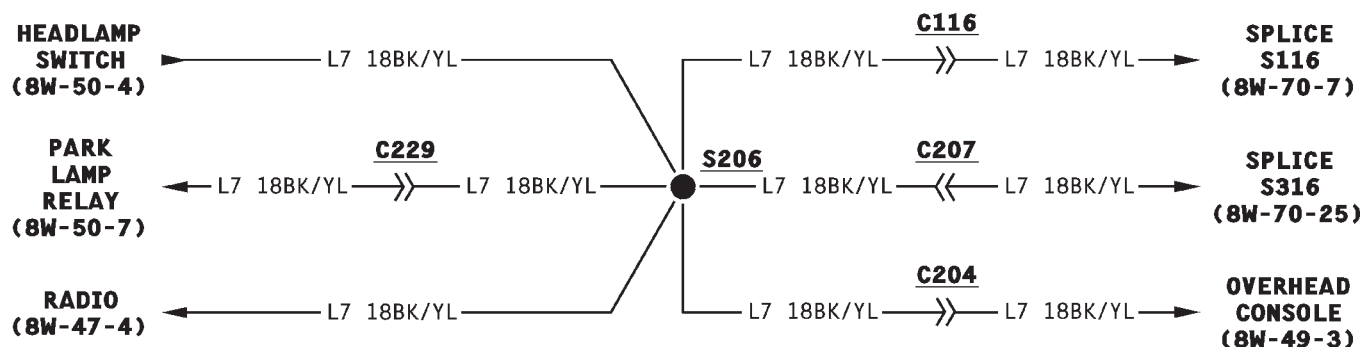




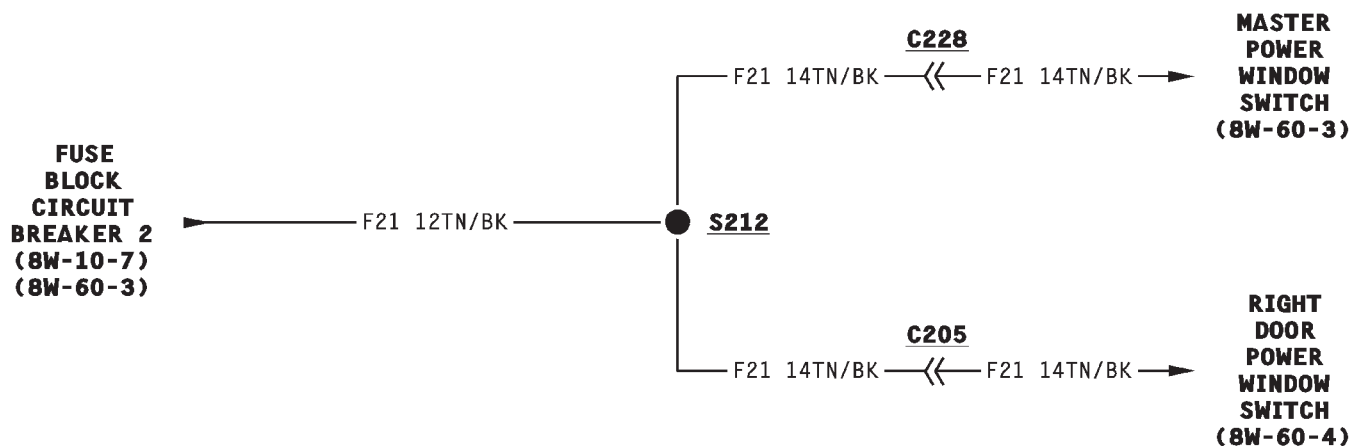
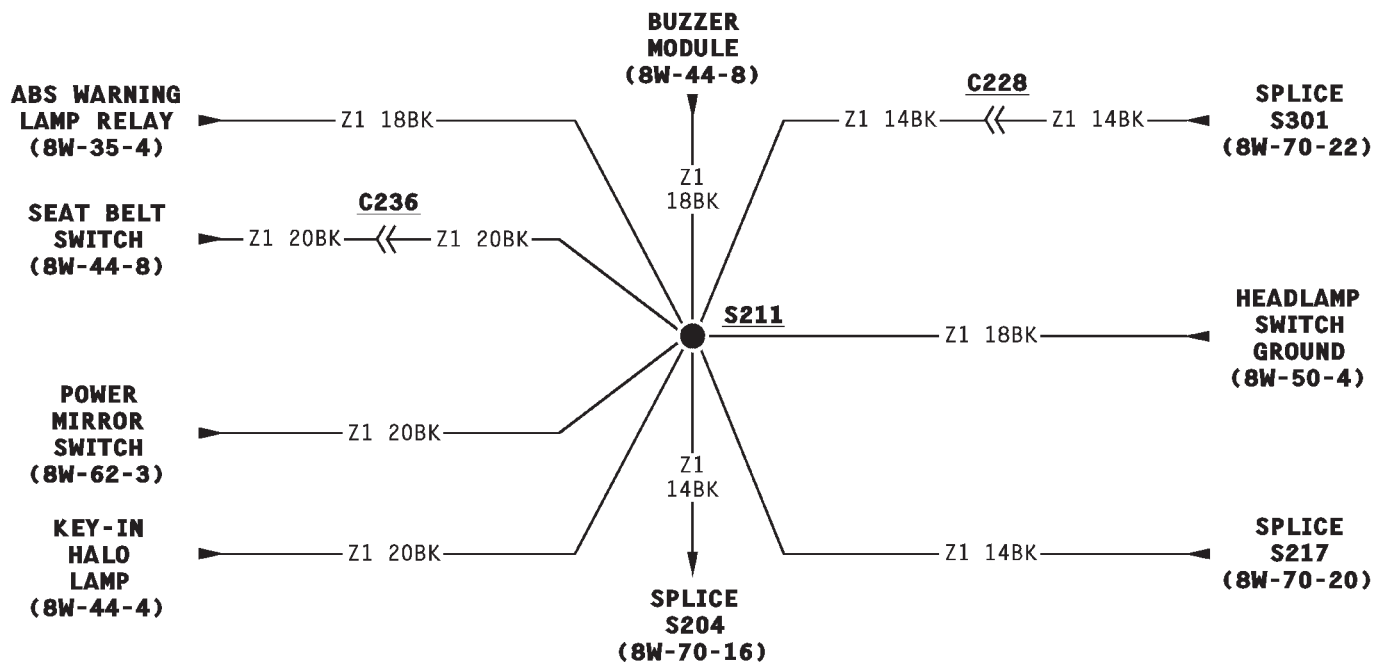
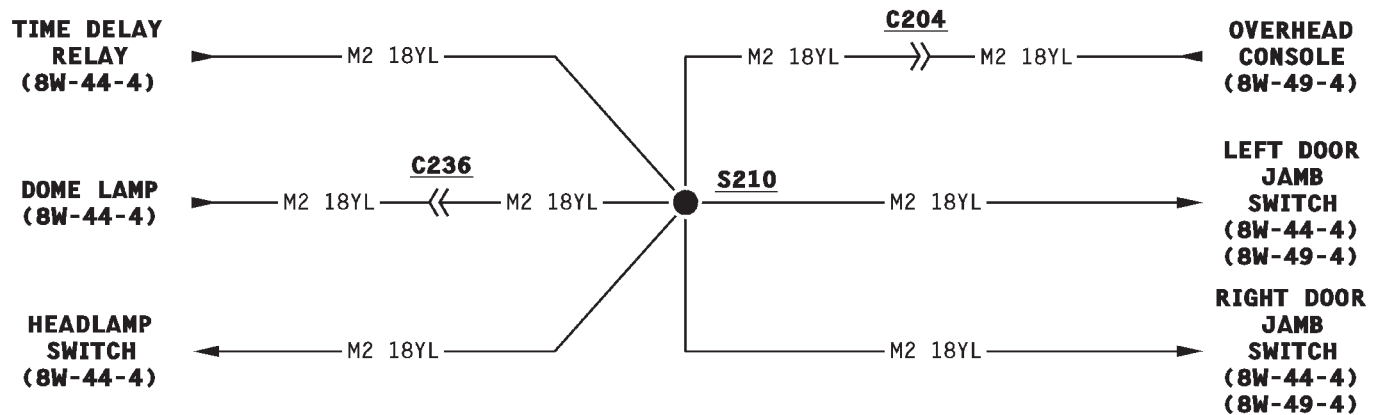


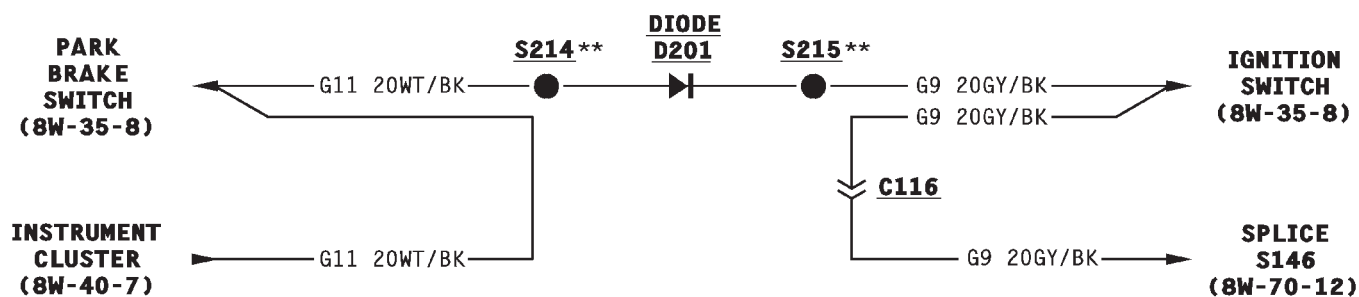
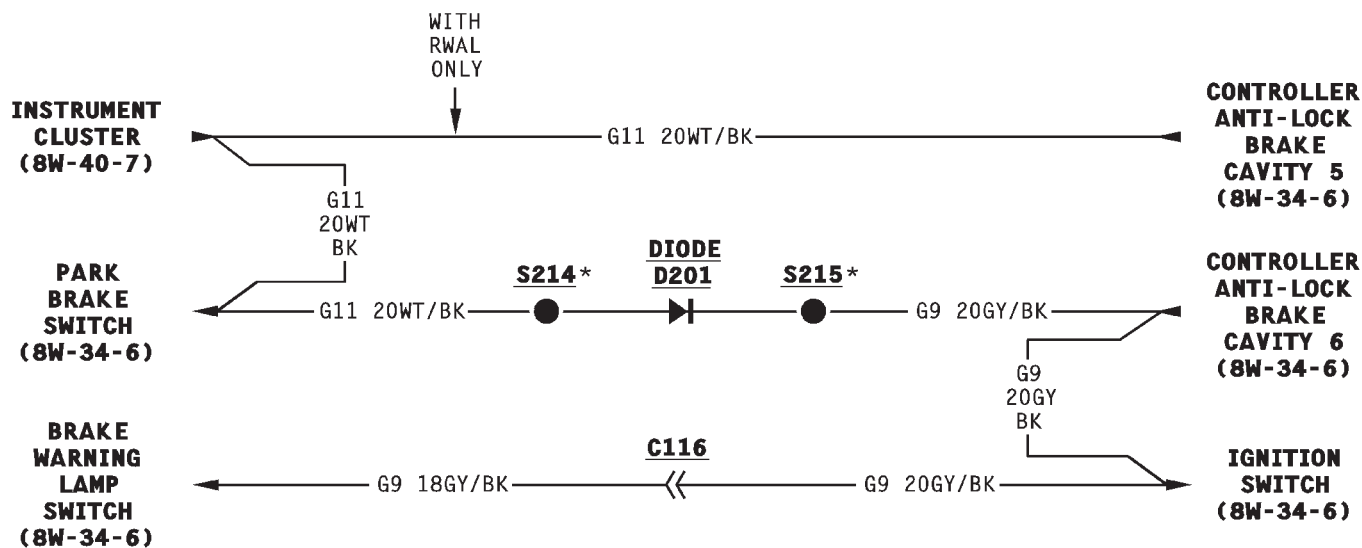
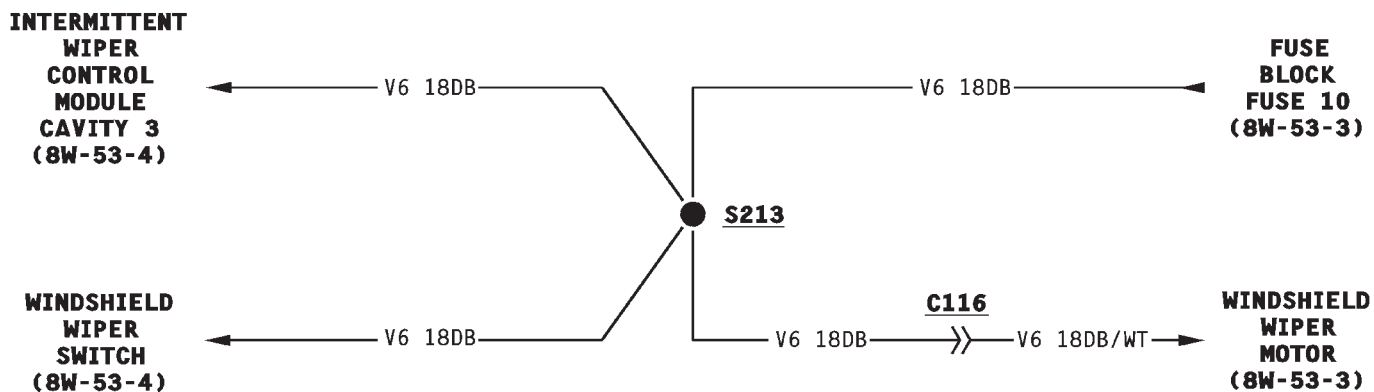
* AUTO TRANS ONLY
 ** MANUAL TRANS ONLY



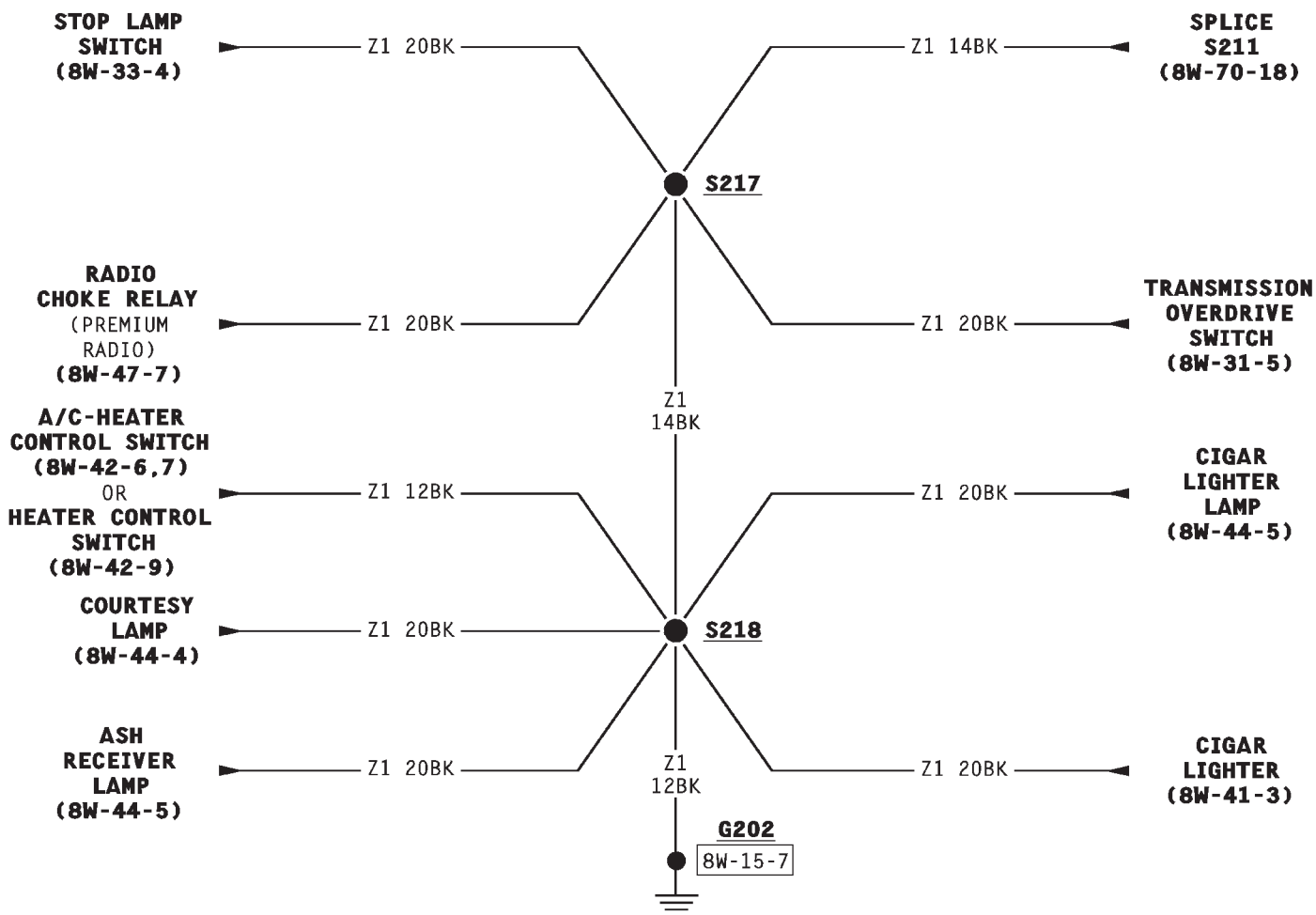
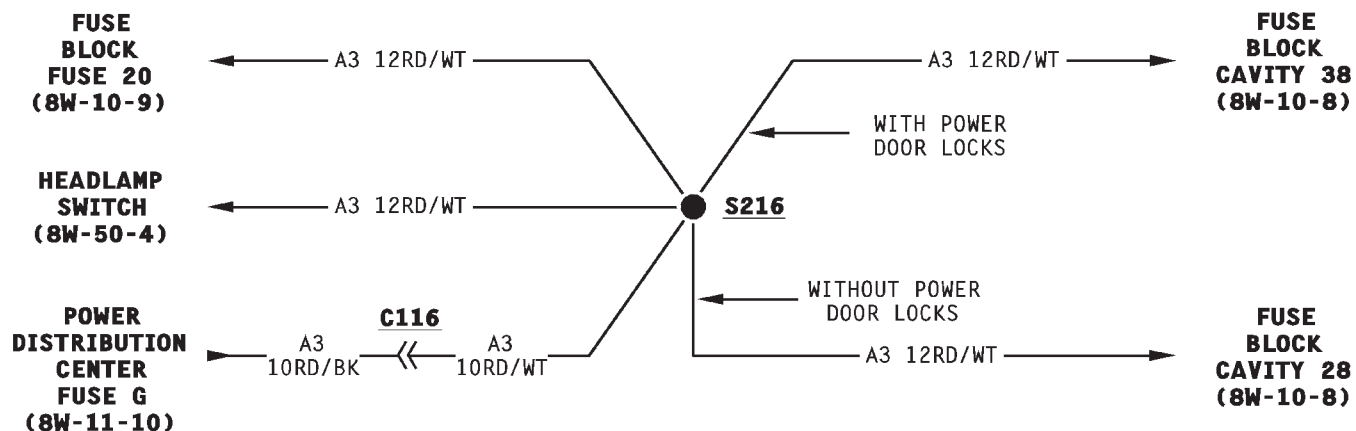


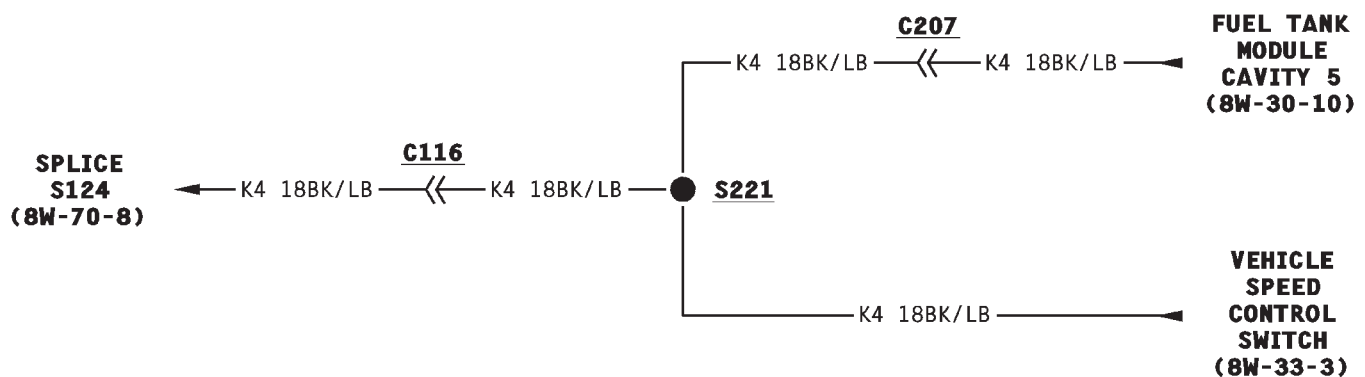
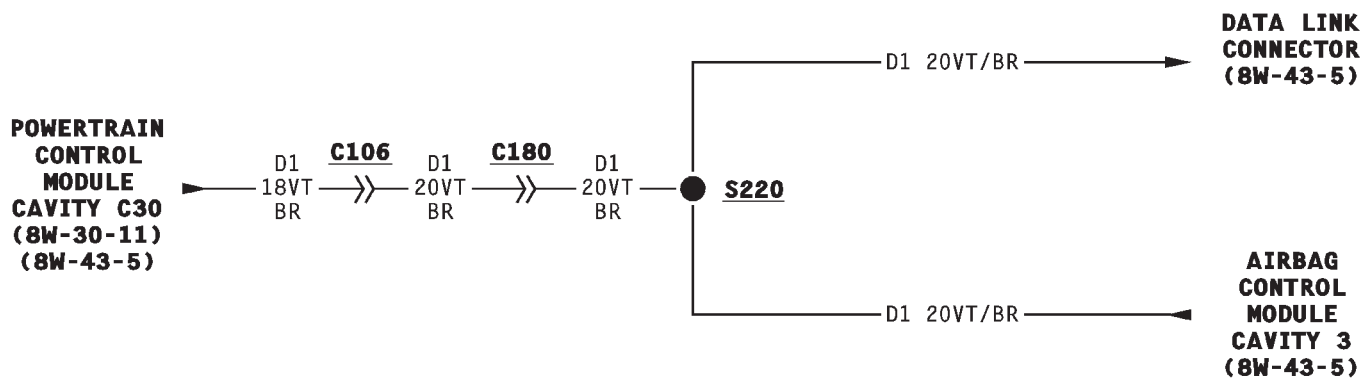
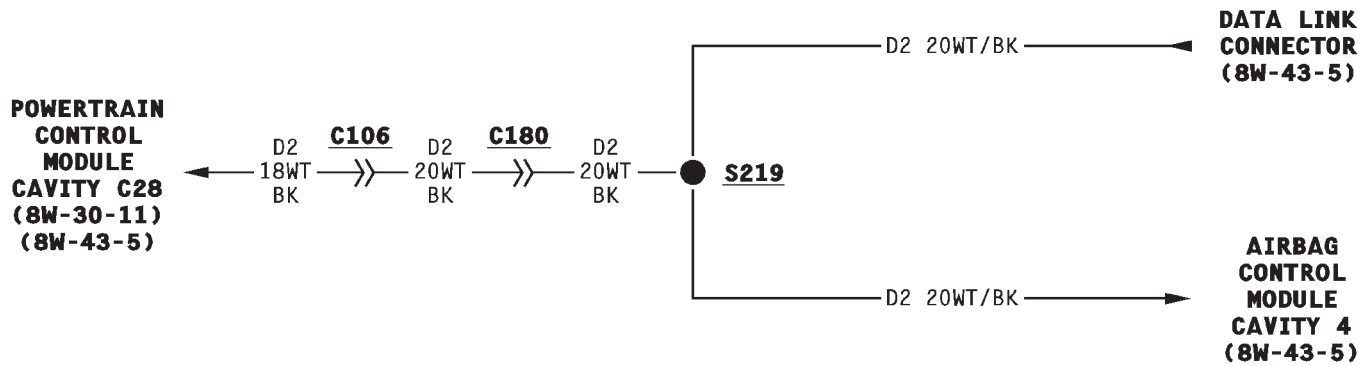
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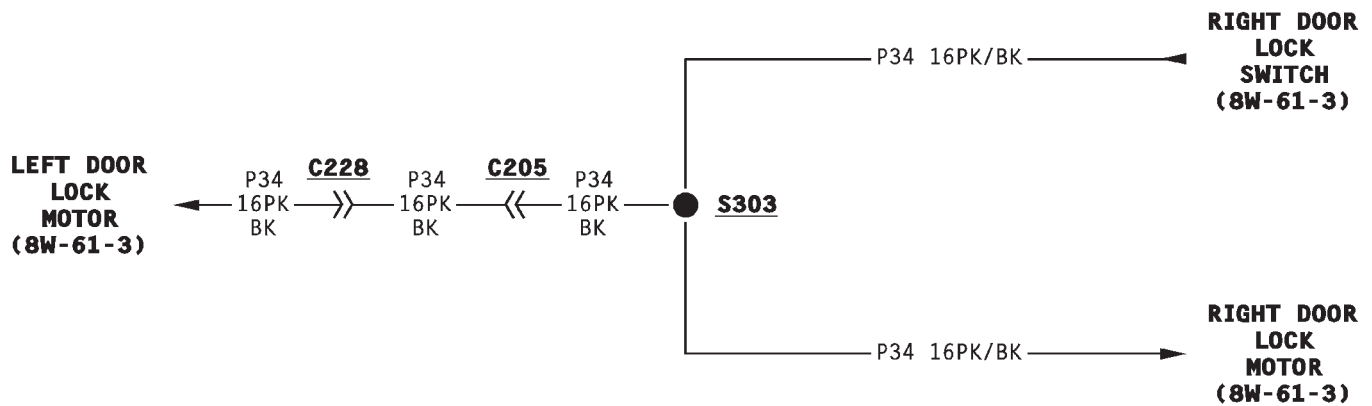
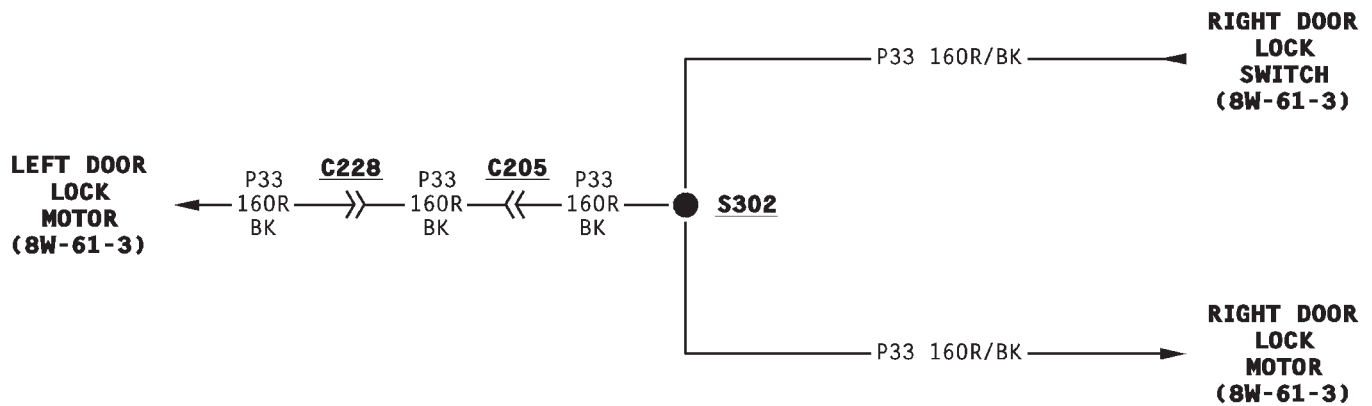
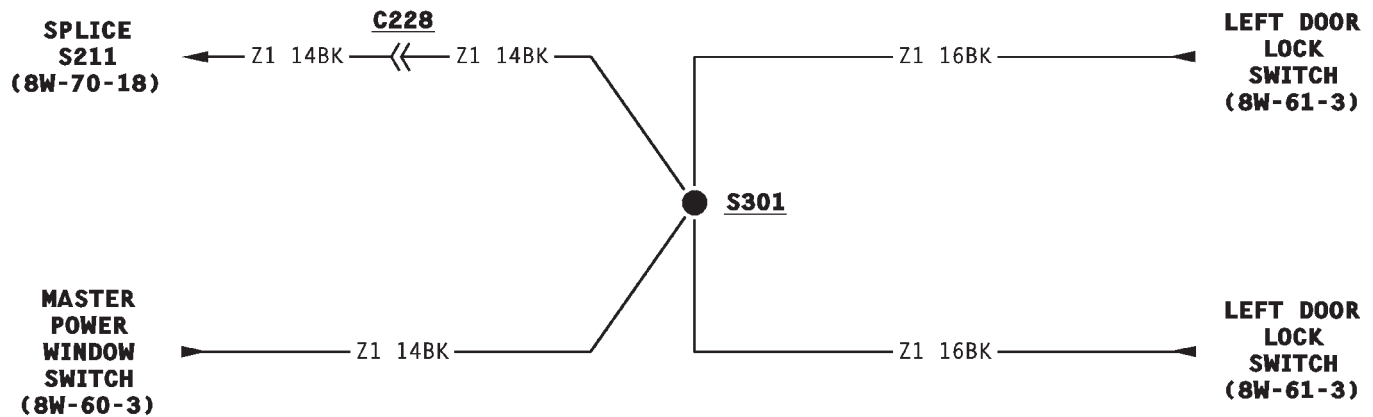


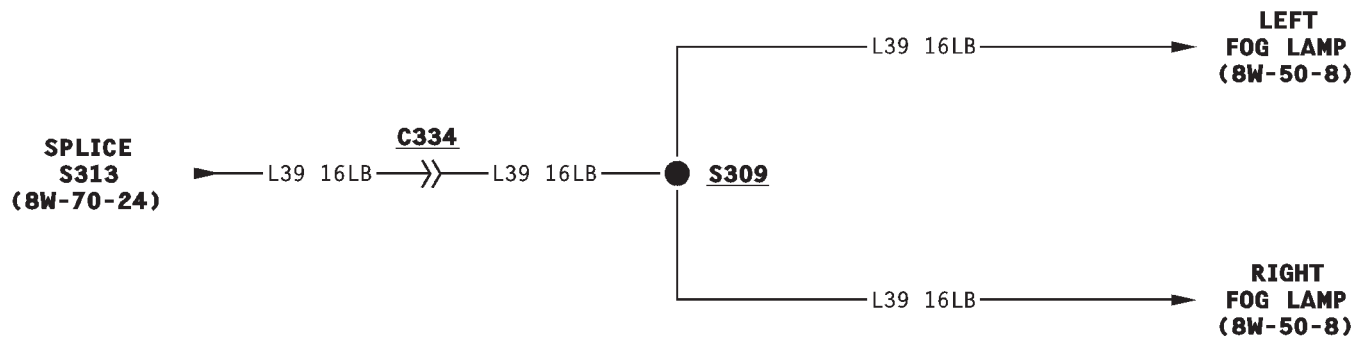
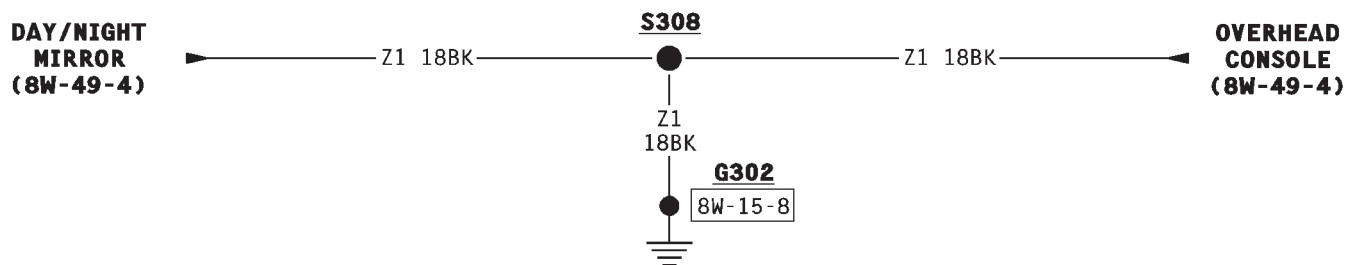
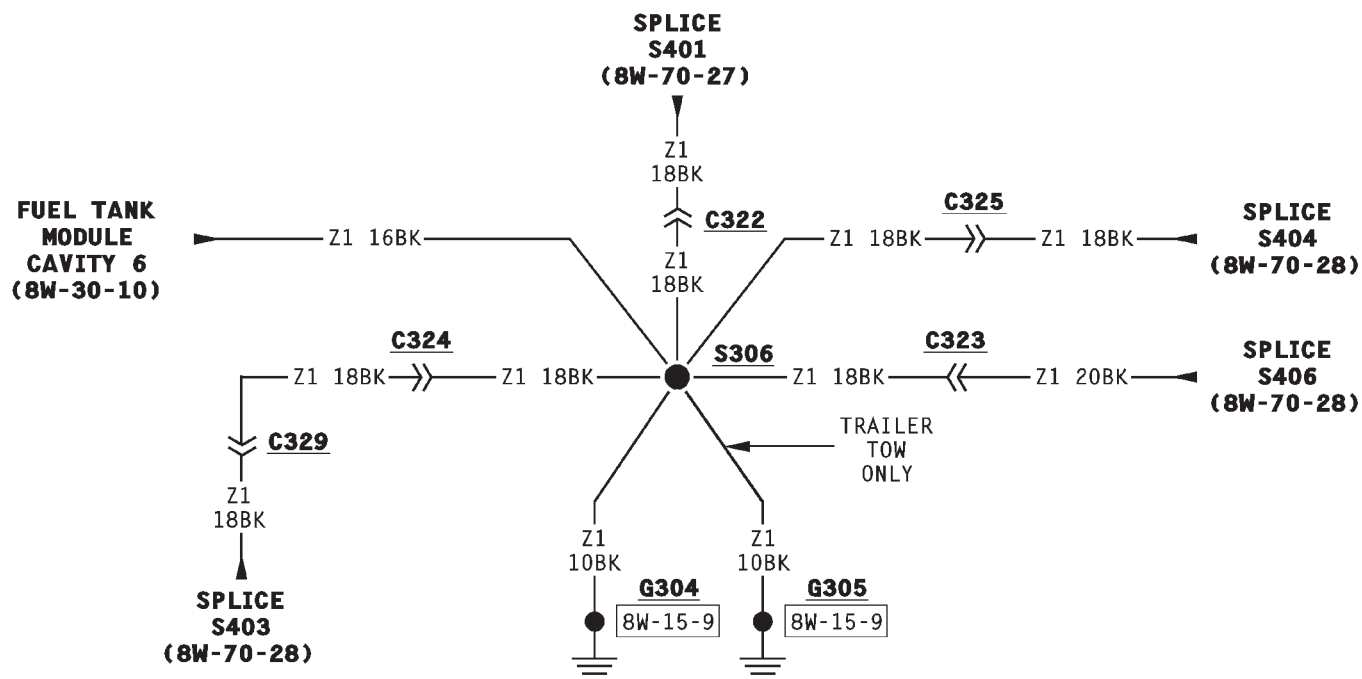


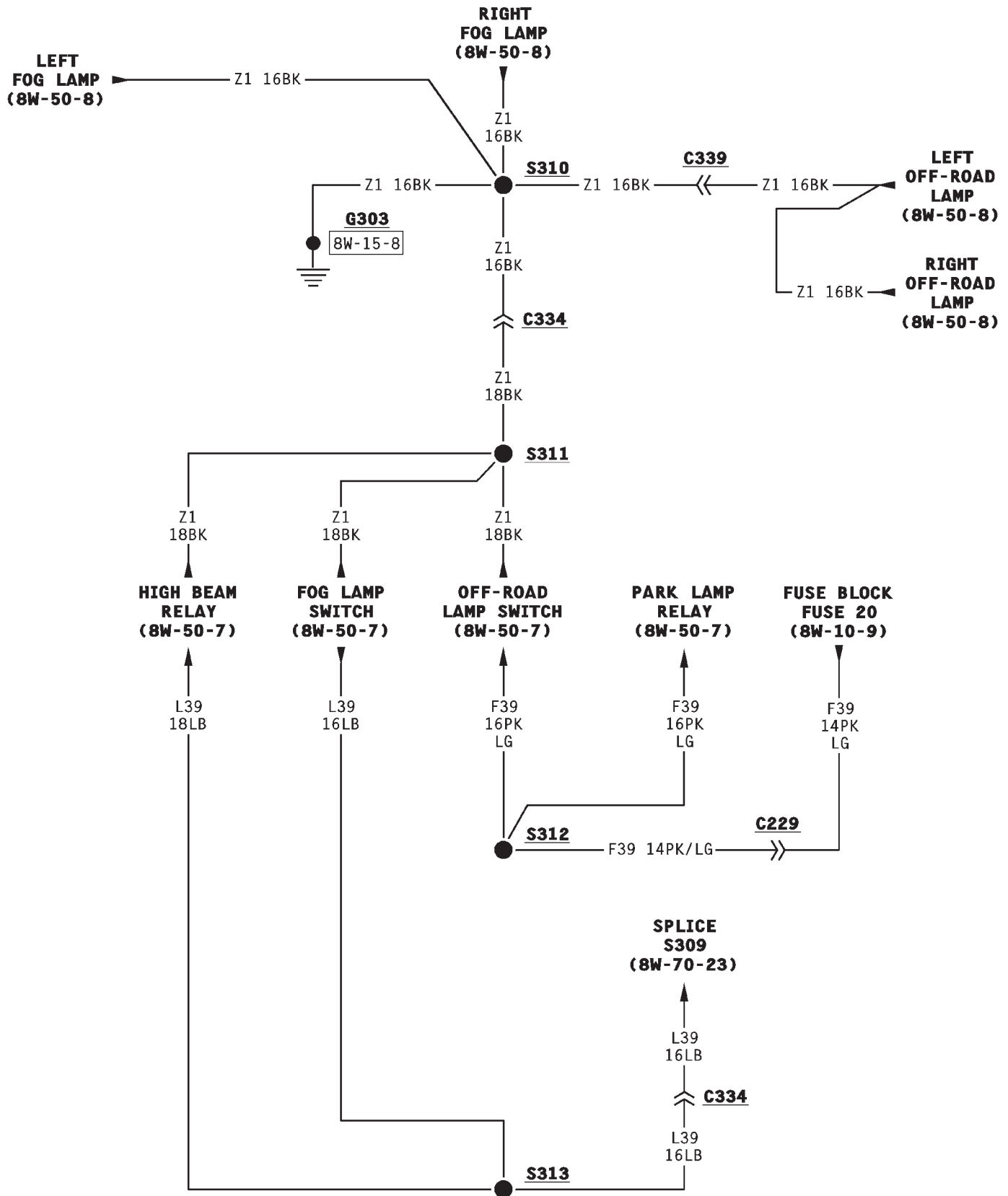
* RWAL
** ALL WHEEL ABS

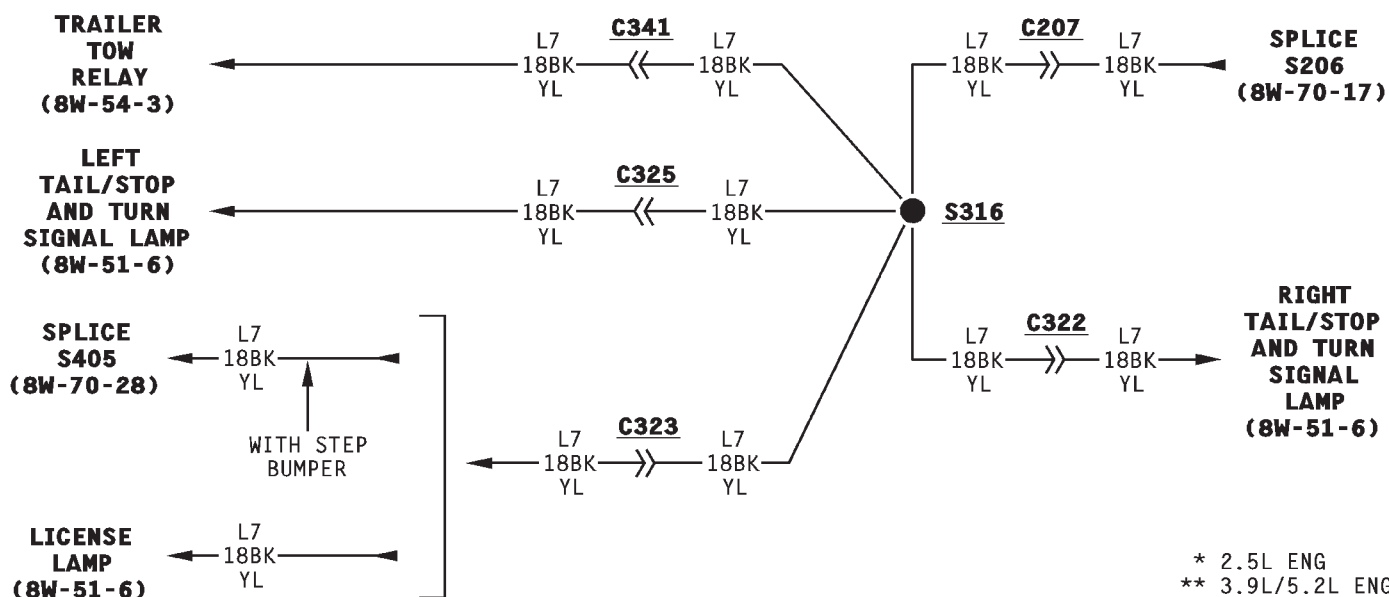
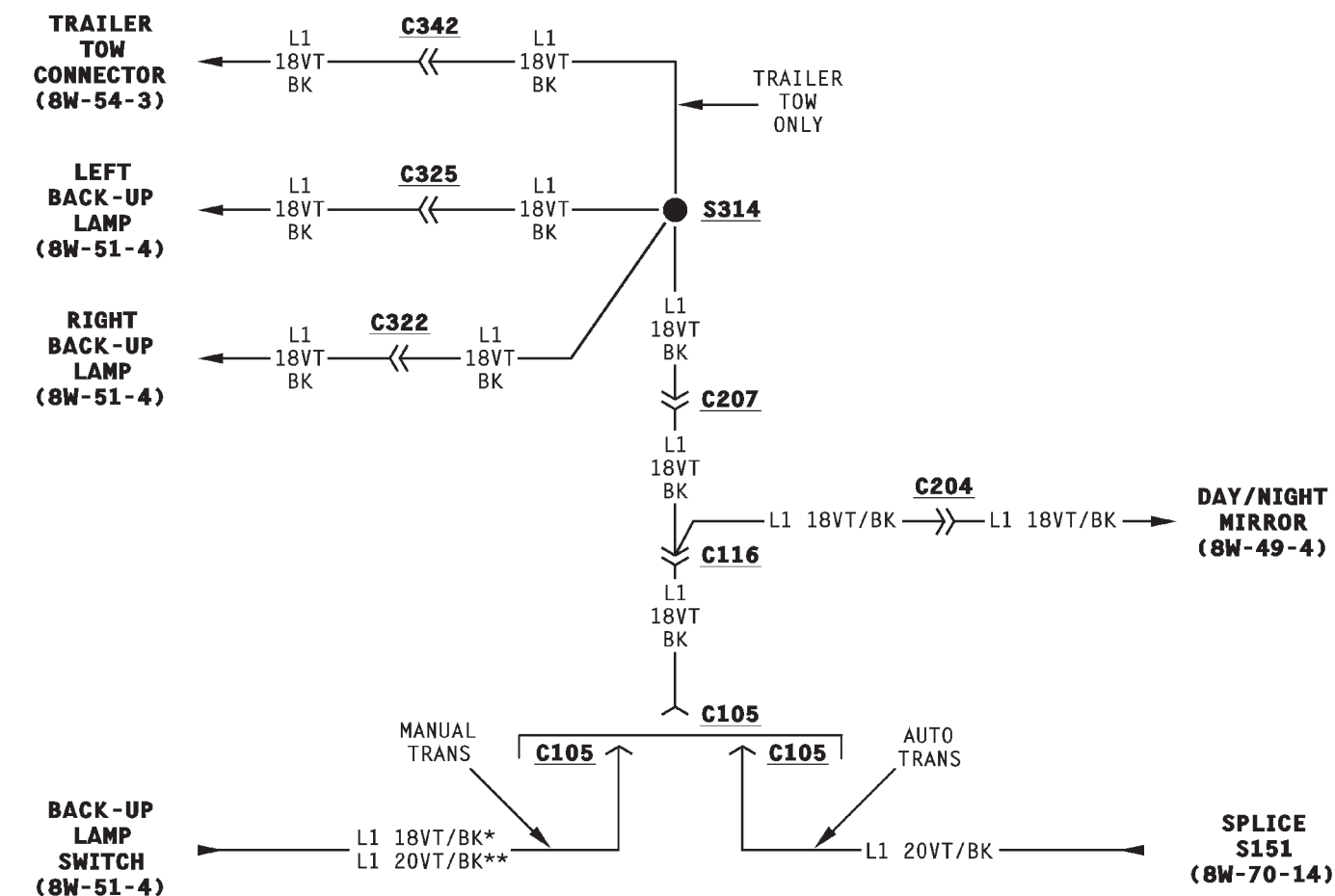




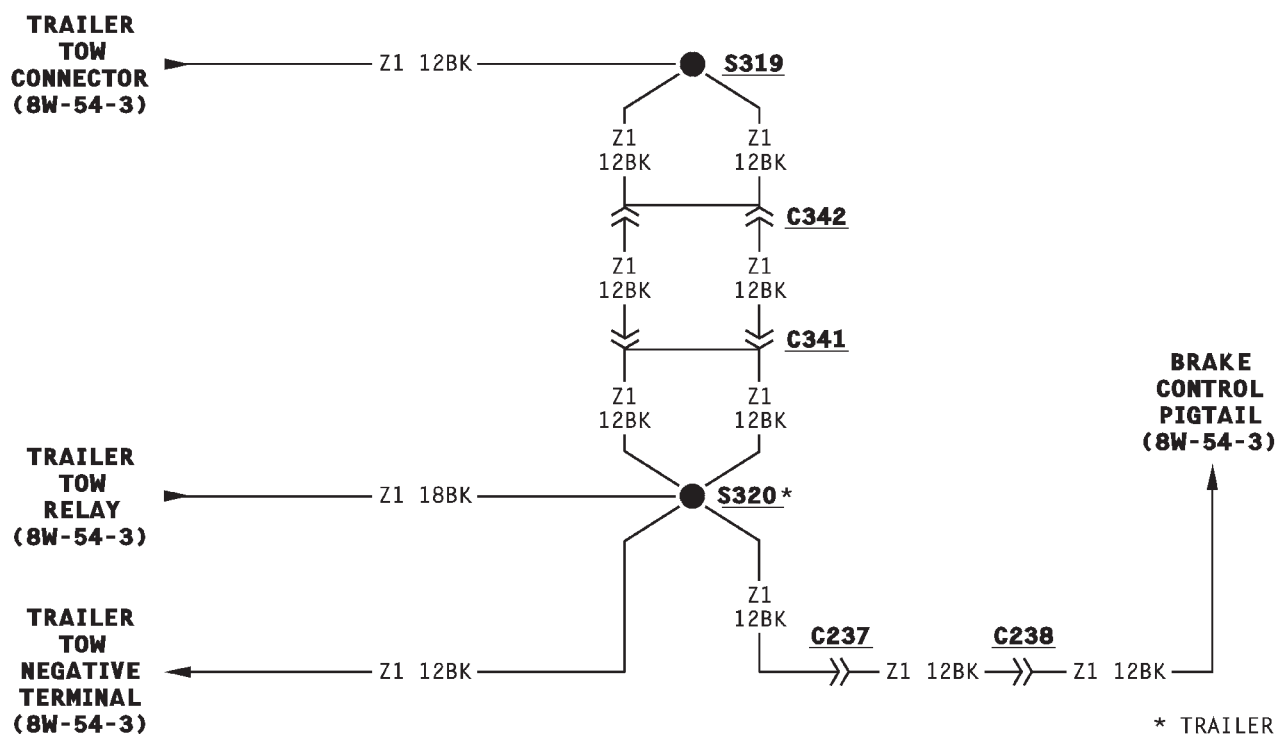
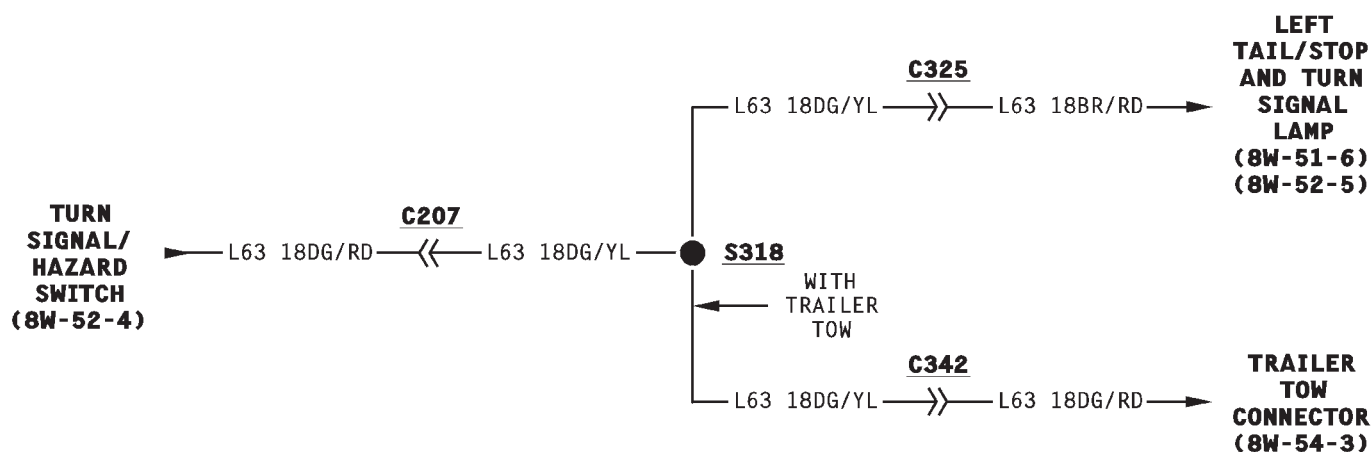
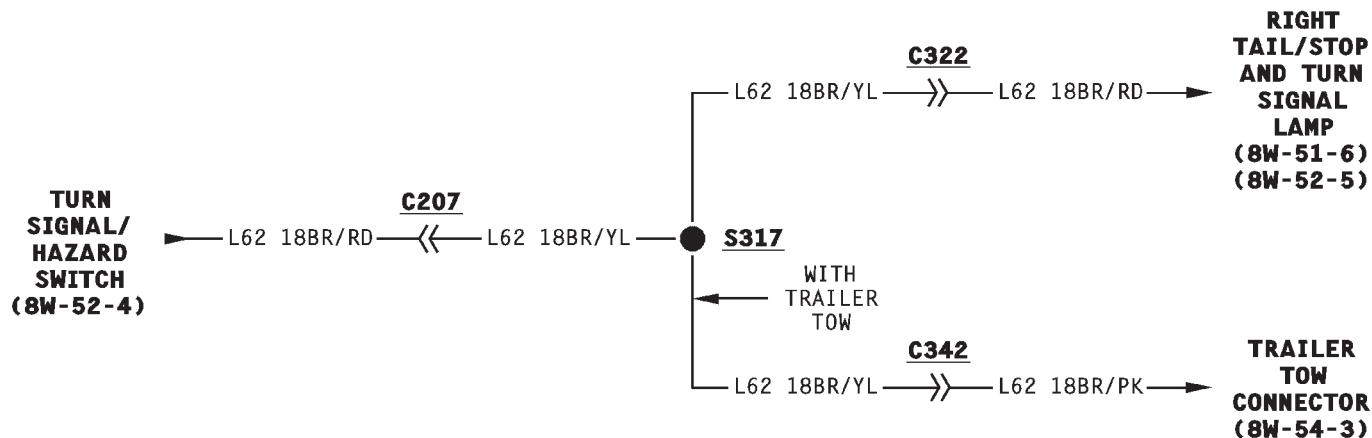


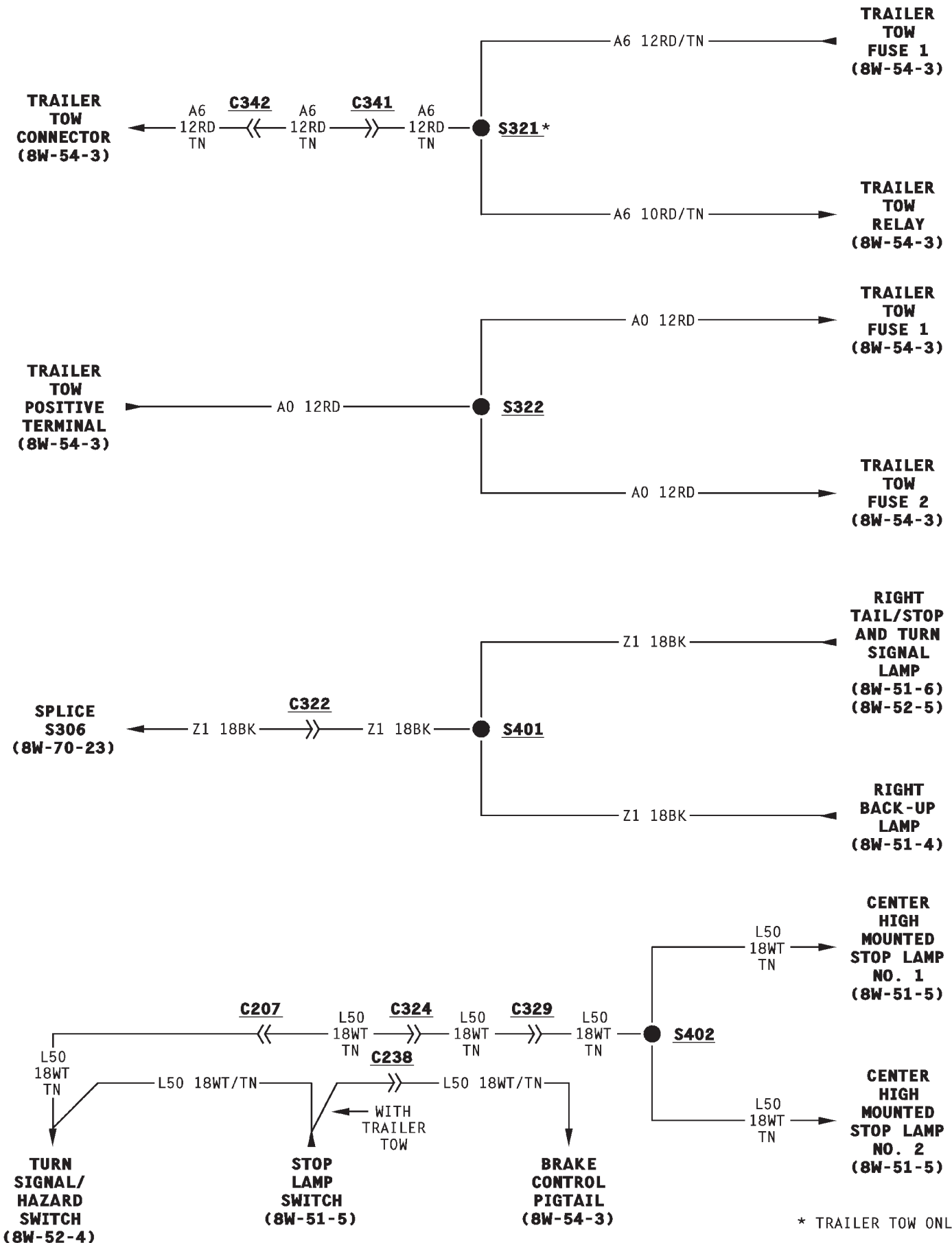




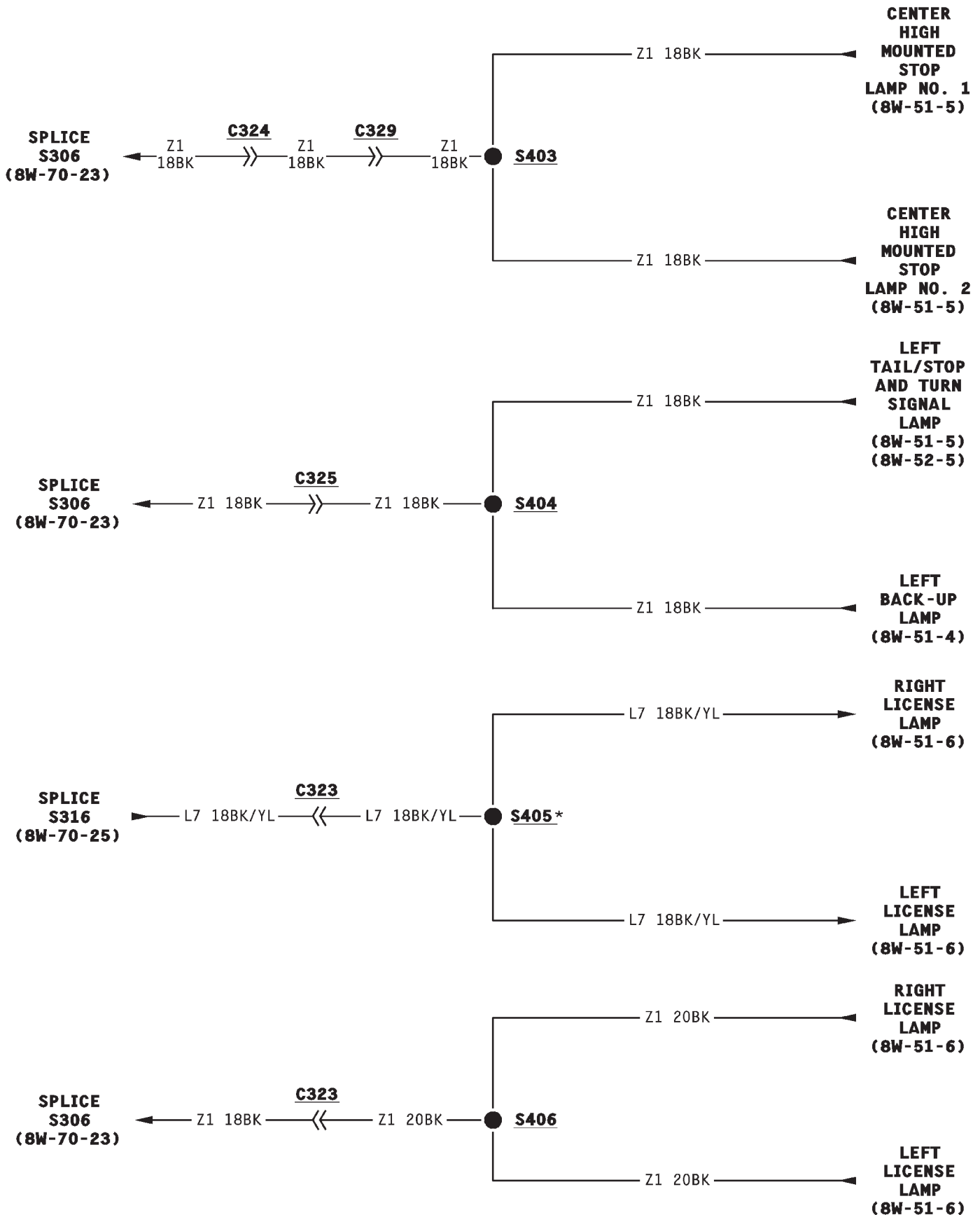


* 2.5L ENG
** 3.9L/5.2L ENGS





* TRAILER TOW ONLY



* WITH STEP BUMPER
J968W-1

8W-80 CONNECTOR PIN-OUTS

DESCRIPTION AND OPERATION

INTRODUCTION

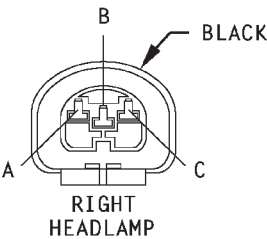
The pages referenced in this section show the connector, the circuits in the connector, and the pin that circuit occupies. Individual connector numbers are referenced on diagram pages throughout Group 8W.

DIAGRAM INDEX

Connector	Page	Connector	Page
C101	8W-80-4	C156	8W-80-15
C102	8W-80-4	C157	8W-80-15
C103	8W-80-4	C158	8W-80-16
C104	8W-80-4	C159	8W-80-16
C105	8W-80-4	C160	8W-80-16
C106	8W-80-5	C161	8W-80-16
C107	8W-80-5	C162	8W-80-16
C108	8W-80-5	C163	8W-80-17
C109	8W-80-5	C164	8W-80-17
C110	8W-80-6	C165	8W-80-17
C111	8W-80-6	C169	8W-80-17
C112	8W-80-6	C170	8W-80-17
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C118	8W-80-9	C177	8W-80-22
C119	8W-80-9	C178	8W-80-22
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C121	8W-80-10	C180	8W-80-23
C122	8W-80-10	C181	8W-80-23
C123	8W-80-10	C202	8W-80-23
C124	8W-80-10	C203	8W-80-24
C125	8W-80-10	C204	8W-80-24
C126	8W-80-10	C205	8W-80-24
C127	8W-80-11	C206	8W-80-24
C131	8W-80-11	C207	8W-80-25
C132	8W-80-11	C208	8W-80-25
C133	8W-80-11	C209	8W-80-25
C135	8W-80-11	C210	8W-80-25
C138	8W-80-12	C211	8W-80-26
C139	8W-80-12	C212	8W-80-26
C140	8W-80-12	C213	8W-80-26
C141	8W-80-12	C214	8W-80-26
C142	8W-80-12	C215	8W-80-26
C143	8W-80-12	C216	8W-80-27
C144	8W-80-13	C217	8W-80-27
C145	8W-80-13	C218	8W-80-27
C146	8W-80-13	C219	8W-10-27
C147	8W-80-13	C220	8W-80-28
C148	8W-80-13	C221	8W-80-28
C149	8W-80-13	C222	8W-80-28
C150	8W-80-14	C223	8W-80-29
C151	8W-80-14	C224	8W-80-29
C152	8W-80-14	C225	8W-80-29
C153	8W-80-15	C226	8W-80-29
C154	8W-80-15	C228	8W-80-30
C155	8W-80-15	C229	8W-80-30

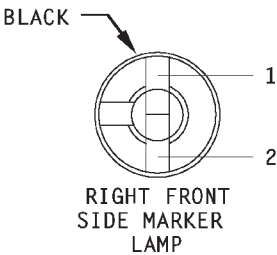
DIAGRAM INDEX

Connector	Page	Connector	Page
C230	8W-80-31	C325	8W-80-37
C231	8W-80-31	C326	8W-80-37
C232	8W-80-31	C327	8W-80-38
C233	8W-80-32	C329	8W-80-38
C234	8W-10-1	C331	8W-80-38
C235	8W-80-32	C332	8W-80-38
C236	8W-80-32	C333	8W-80-38
C237	8W-80-33	C334	8W-80-39
C238	8W-80-33	C335	8W-80-39
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C303	8W-80-33	C338	8W-80-39
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C305	8W-80-34	C340	8W-80-40
C306	8W-80-34	C341	8W-80-40
C307	8W-80-34	C342	8W-80-40
C308	8W-80-34	C343	8W-80-40
C309	8W-80-34	C344	8W-80-40
C310	8W-80-35	C345	8W-80-40
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C314	8W-80-35	C403	8W-80-41
C315	8W-80-36	C404	8W-80-41
C316	8W-80-36	C405	8W-80-41
C317	8W-80-36	C406	8W-80-42
C318	8W-80-36	C411	8W-80-42
C319	8W-80-36	C412	8W-80-42
C320	8W-80-36	C413	8W-80-42
C321	8W-80-37	C414	8W-80-42
C322	8W-80-37	C415	8W-80-43
C323	8W-80-37	C416	8W-80-43
C324	8W-80-37		



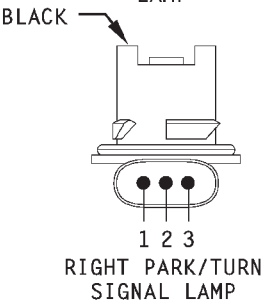
C101

CAV	CIRCUIT	FUNCTION
A	Z1 18BK	GROUND
B	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
C	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT



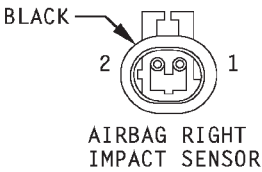
C102

CAV	CIRCUIT	FUNCTION
1	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
2	L60 18TN	RIGHT TURN SIGNAL



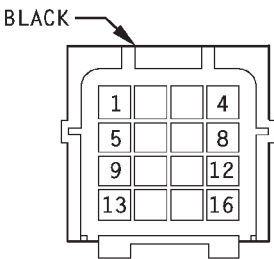
C103

CAV	CIRCUIT	FUNCTION
1	L60 18TN	RIGHT TURN SIGNAL
2	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
3	Z1 18BK	GROUND



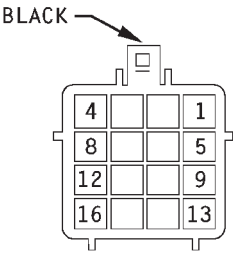
C104

CAV	CIRCUIT	FUNCTION
1	R48 18TN	RIGHT IMPACT SENSOR LINE NO. 2
2	R46 18BR/LB	RIGHT IMPACT SENSOR LINE NO. 1



C105

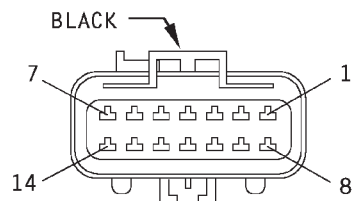
CAV	CIRCUIT
1	G60 20GY/YL
2	K54 200R/BK
3	G6 20GY
4	—
5	G107 20BK/GY
6	K4 18BK/LB
7	G7 20WT/OR
8	K52 18PK/WT
9	C20 18BR
10	C90 18LG/BK
11	F20 18WT
12	L1 18VT/BK
13	T41 18BR/YL
14	T18 18LG/OR
15	—
16	—



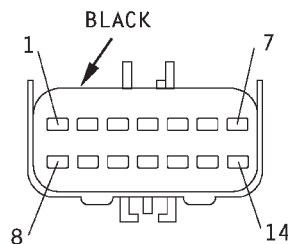
CAV	CIRCUIT
1	G60 20GY/YL
2	K54 180R/BK
3	G6 20GY
4	—
5	— *
5	G107 20BK/RD●
6	K4 18BK/LB
7	G7 20WT/OR
8	K52 20PK/BK
9	C20 18BR
10	C90 18LG
11	F20 18WT*
11	F20 20WT●
12	L1 18VT/BK*
12	L1 20VT/BK●
13	T41 18BR/YL
14	T18 20LG/OR
15	—
16	—

* 2.5L ENG
● 3.9L 5.2L ENGS
J968W-1

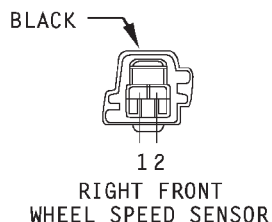
C106



CAV	CIRCUIT
1	A14 14RD/WT
2	A21 14DB
3	C27 18DB/PK*
4	C27 18DB/PK*
4	T30 18VT/LB**
5	C3 14DB/BK
6	C25 14LG*
6	T20 18LB**
7	—
8	D21 20PK
9	D20 20LG
10	A142 16DG/OR
11	—
12	—
13	D1 20VT/BR
14	D2 20WT/BK

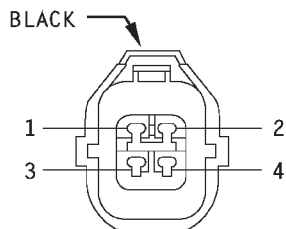


CAV	CIRCUIT
1	A14 14RD/WT
2	A21 14DB
3	C27 18DB/WT
4	C27 18DB/PK
5	C3 14DB/BK
6	C25 14LG
7	—
8	D21 18PK
9	D20 18LG
10	A142 14DG/OR
11	—
12	—
13	D1 18VT/BR
14	D2 18WT/BK

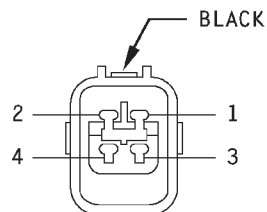


C107

CAV	CIRCUIT	FUNCTION
1	B6 20WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (—)
2	B7 20WT	RIGHT FRONT WHEEL SPEED SENSOR (+)

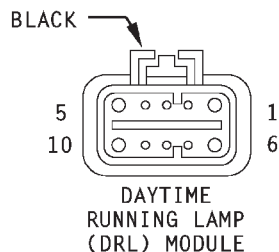


CAV	CIRCUIT
1	R46 18BR/LB
2	R47 18DB/LB
3	R48 18TN
4	R49 18LB



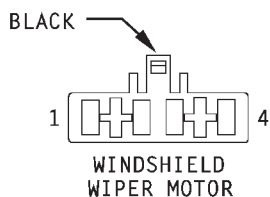
CAV	CIRCUIT
1	R46 18BR/LB
2	R47 18DB/LB
3	R48 18TN
4	R49 18LB

C109

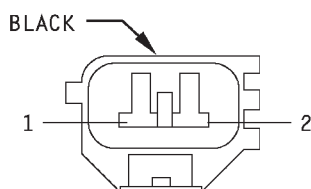


CAV	CIRCUIT	FUNCTION
1	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
2	—	—
3	—	—
4	G34 16RD/GY	HIGH BEAM INDICATOR DRIVER
5	A21 14DB	IGNITION SWITCH OUTPUT (RUN/START)
6	L20 14LG/WT	FUSED B(+) TO DIMMER SWITCH
7	G7 20WT/OR	VEHICLE SPEED SENSOR SIGNAL
8	Z1 18BK	GROUND
9	—	—
10	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT

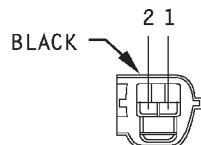
* 2.5L ENG
 ** 3.9L/5.2L ENGS

**C110**

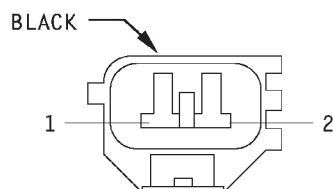
CAV	CIRCUIT	FUNCTION
1	V4 18RD/YL	WIPER SWITCH HIGH SPEED OUTPUT
2	V5 18DG/YL	WIPER SWITCH MODE SENSE
3	V6 18DB/WT	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
4	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT

**C111**

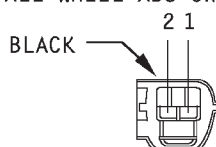
CAV	CIRCUIT
1	Z1 18BK
2	M1 20PK/LB



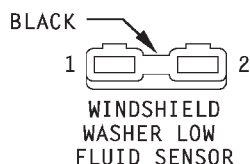
CAV	CIRCUIT
1	Z1 18BK
2	M1 18PK

**C112** (ALL WHEEL ABS ONLY)

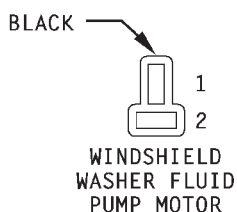
CAV	CIRCUIT
1	B113 20RD/VT
2	B114 20WT/VT



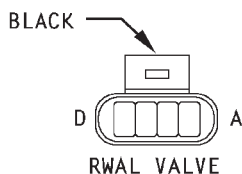
CAV	CIRCUIT
1	B113 20RD/VT
2	B114 20WT/VT

**C113**

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	G29 20BK/TN	LOW WASHER FLUID SWITCH SENSE

**C114**

CAV	CIRCUIT	FUNCTION
1	V10 20BR/RD	WASHER PUMP CONTROL SWITCH OUTPUT
2	Z1 20BK	GROUND
	Z1 20BK	GROUND

**C115**

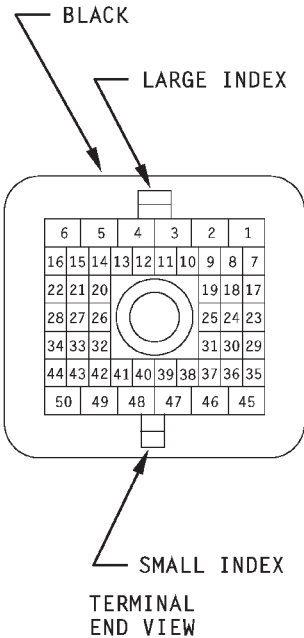
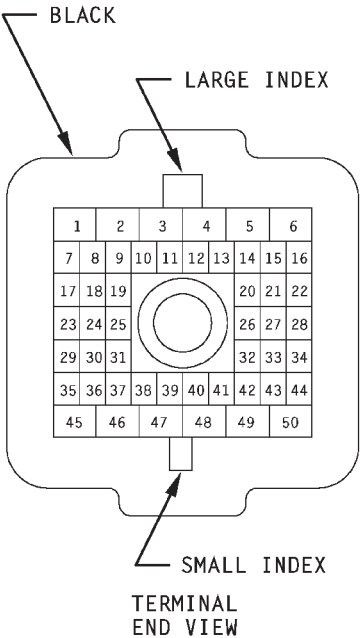
CAV	CIRCUIT	FUNCTION
A	B252 18BR/TN*	REAR ISOLATION VALVE CONTROL
A	B101 18LG/BK**	RWAL ISOLATION VALVE CONTROL
B	B120 16BR/WT*	ABS POWER RELAY OUTPUT
B	Z9 18GY/BK**	GROUND
C	B19 20LB*	REAR VALVE RESET SWITCH SENSE
C	B111 20LB**	RWAL RESET SWITCH
D	B254 16DG/OR*	REAR DUMP VALVE CONTROL
D	B108 18WT/BR**	RWAL DUMP SOLENOID

* ABS ALL WHEEL ANTI-LOCK
 ** RWAL

C116

CAV	CIRCUIT
1	A3 10RD/BK
2	B101 18LG/BK*
3	A141 16DG/BK
4	B111 20LB*
5	L4 16VT/WT
6	L3 16RD/OR
7	V33 18WT/LG
8	V30 20DB/RD
9	G8 18LB/BK
10	G14 18PK/BK
11	V32 18YL/RD
12	G34 16RD/GY** G34 16RD/GY
13	L20 14LG/WT
14	D11 20WT/LB
15	G3 18BK/PK
16	D12 20OR
17	G21 18GY/LB
18	G6 20GY
19	G60 20GY/YL
20	K54 20OR/BK
21	L61 18LG L61 18LG
22	L60 18TN
23	L9 18BK/WT
24	B108 18WT/BR*
25	L1 18VT/BK
26	L7 18BK/YL
27	F20 18WT
28	B47 20RD/LB
29	V10 20BR/RD
30	G29 20BK/TN
31	A41 14YL
32	X2 18DG/RD
33	T6 18OR/WT
34	G19 20LG/RD
35	V5 18DG/YL
36	V6 18DB/WT
37	C90 18LG/BK C90 18LG/BK
38	G12 18DG/YL
39	A20 18RD/DB

CAV	CIRCUIT
1	A3 10RD/WT
2	B101 18LG/BK*
3	A141 16DG/BK
4	B111 20LB*
5	L4 16VT/WT
6	L3 16RD/OR
7	V33 20WT/LG
8	V30 20DB/RD
9	G8 18LB/BK
10	G14 20PK/BK
11	V32 20YL/RD
12	G34 16RD/GY
13	L20 18LG/WT
14	D11 18WT/VT
15	G3 20BK/PK
16	D12 18OR
17	G21 20GY/LB
18	G6 22GY
19	G60 22GY/YL
20	K54 20OR/BK
21	L61 18LG L61 18LG
22	L60 18TN L60 18TN
23	L9 18BK/WT
24	B108 18WT/BR*
25	L1 18VT/BK L1 18VT/BK
26	L7 18BK/YL
27	F20 18WT F20 18WT
28	B47 20RD/LB
29	V10 18BR
29	V10 18BR
30	G29 22BK/TN
31	A41 14YL
32	X2 18DG/RD
33	T6 20OR/WT
34	G19 20LG/RD
35	V5 18DG
36	V6 18DB
37	C90 18LG
38	G12 20DG/YL
39	A20 18RD/DB



CONTINUED ON NEXT PAGE

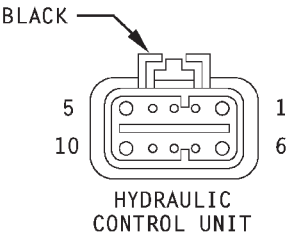
* RWAL ONLY
** DOUBLE CRIMP WITH DRL
J968W-1

C116 (CONTINUED)

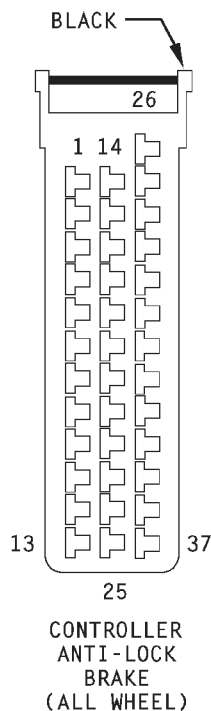
CAV	CIRCUIT	CAV	CIRCUIT
40	G107 20BK/GY	40	G107 20BK/GY
	G107 20BK/GY**		
41	K29 18WT/PK	41	K29 18WT/PK
	K29 18WT/PK●		
42	G7 20WT/OR	42	G7 20WT/OR
43	G9 20GY/BK	43	G9 20GY/BK
43	G9 18GY/BK*		
44	K4 18BK/LB	44	K4 18BK/LB
45	V3 18BR/WT	45	V3 18BR/WT
46	V4 18RD/YL	46	V4 18RD/YL
47	A21 14DB	47	A21 14DB
48	M1 20PK/LB	48	M1 20PK
	M1 20PK/LB		
49	A1 12RD	49	A1 12RD
50	A2 10PK/BK	50	A2 12PK/BK

C117

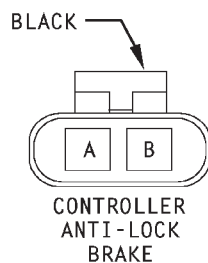
CAV	CIRCUIT	FUNCTION
1	B60 12LB/BK	PUMP MOTOR CONTROL
2	B249 18WT/TN	RIGHT FRONT ISOLATION VALVE CONTROL
3	B248 16DG/WT	RIGHT FRONT DUMP VALVE CONTROL
4	B18 20VT/LG	RIGHT FRONT RESET SWITCH SENSE
5	B120 12BR/WT	ABS POWER RELAY OUTPUT
6	B120 12BR/WT	ABS POWER RELAY OUTPUT
7	B245 18WT/LG	LEFT FRONT ISOLATION VALVE CONTROL
8	B243 16DG/BK	LEFT FRONT DUMP VALVE CONTROL
9	B5 20VT/RD	LEFT FRONT RESET SWITCH SENSE
10	B120 12BR/WT	ABS POWER RELAY OUTPUT



* RWAL ONLY
** ALL WHEEL ABS ONLY
● DOUBLE CRIMP WITH ABS ONLY

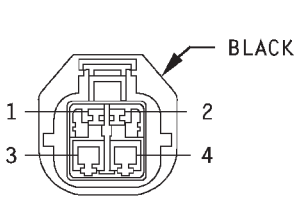
C118

CAV	CIRCUIT	FUNCTION
1	B113 20RD/VT	REAR WHEEL SPEED SENSOR (+)
2	B7 20WT	RIGHT FRONT WHEEL SPEED SENSOR (+)
3	B9 20RD	LEFT FRONT WHEEL SPEED SENSOR (+)
4	B116 20GY	ABS POWER RELAY CONTROL
5	B5 20VT/RD	LEFT FRONT RESET SWITCH SENSE
6	—	—
7	A20 18RD/DB	FUSED IGNITION SWITCH OUTPUT (RUN)
8	G107 20BK/GY	4WD SENSE
9	K29 18WT/PK	STOP LAMP SWITCH SENSE
10	D12 200R	SCI TRANSMIT
11	D11 20WT/LB	SCI RECEIVE
12	A20 18RD/DB	FUSED IGNITION SWITCH OUTPUT (RUN)
13	B47 20RD/LB	ABS WARNING LAMP RELAY CONTROL
14	B114 20WT/VT	REAR WHEEL SPEED SENSOR (—)
15	B6 20WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (—)
16	B8 20RD/GY	LEFT FRONT WHEEL SPEED SENSOR (—)
17	—	—
18	B18 20VT/LG	RIGHT FRONT RESET SWITCH SENSE
19	B19 20LB	REAR VALVE RESET SWITCH SENSE
20	Z7 18BK/RD	GROUND
21	—	—
22	—	—
23	—	—
24	G19 20LG/RD	ABS WARNING LAMP DRIVER
25	G9 20GY/BK	RED BRAKE WARNING LAMP DRIVER
26	B254 16DG/OR	REAR DUMP VALVE CONTROL
27	—	—
28	B252 18BR/TN	REAR ISOLATION VALVE CONTROL
29	—	—
30	B248 16DG/WT	RIGHT FRONT DUMP VALVE CONTROL
31	—	—
32	—	—
33	B249 18WT/TN	RIGHT FRONT ISOLATION VALVE CONTROL
34	B120 14BR/WT	ABS POWER RELAY OUTPUT
35	B243 16DG/BK	LEFT FRONT DUMP VALVE CONTROL
36	—	—
37	B245 18WT/LG	LEFT FRONT ISOLATION VALVE CONTROL

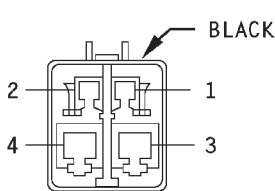
**C119**

CAV	CIRCUIT	FUNCTION
A	Z8 12BK/PK	GROUND
B	B60 12LB/BK	PUMP MOTOR CONTROL

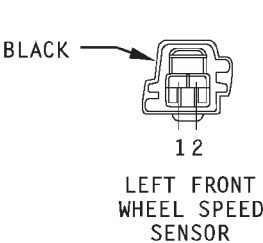
C120
POWER DISTRIBUTION CENTER
(8W-11-1)



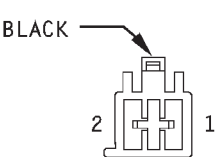
CAV	CIRCUIT
1	—
2	—
3	A15 14PK
4	T40 14BR



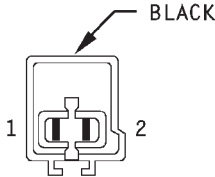
CAV	CIRCUIT
1	—
2	—
3	A15 14PK
4	T40 14BR



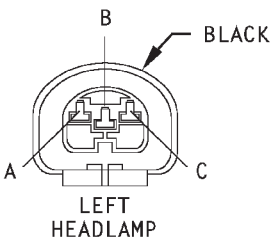
CAV	CIRCUIT	FUNCTION
1	B8 20RD/GY	LEFT FRONT WHEEL SPEED SENSOR (—)
2	B9 20RD	LEFT FRONT WHEEL SPEED SENSOR (+)



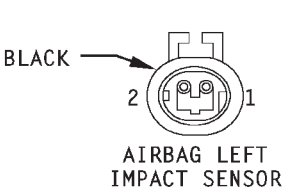
CAV	CIRCUIT
1	—
2	T2 18BK



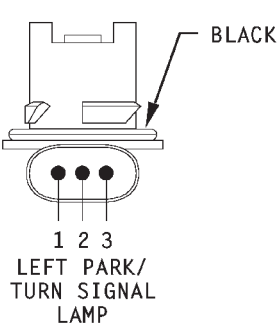
CAV	CIRCUIT
1	—
2	T2 20BK



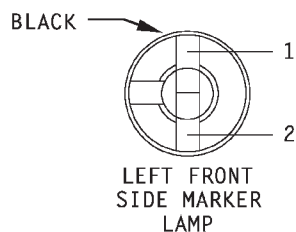
CAV	CIRCUIT	FUNCTION
A	Z1 18BK	GROUND
B	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
C	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT



CAV	CIRCUIT	FUNCTION
1	R49 18LB	LEFT IMPACT SENSOR LINE 2
2	R47 18DB/LB	LEFT IMPACT SENSOR LINE 1



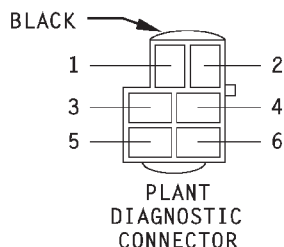
CAV	CIRCUIT	FUNCTION
1	L61 18LG	LEFT TURN SIGNAL
2	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
3	Z1 18BK	GROUND



C127

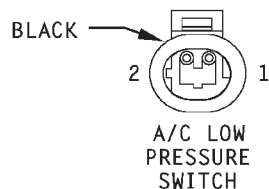
CAV	CIRCUIT	FUNCTION
1	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
2	L61 18LG	LEFT TURN SIGNAL

C131 (PLANT USE ONLY)



CAV	CIRCUIT	FUNCTION
1	Z12 20BK/TN	GROUND
2	—	—
3	D21 20PK	SCI TRANSMIT
	D21 20PK	SCI TRANSMIT
4	D20 20LG	SCI RECEIVE
	D20 20LG	SCI RECEIVE
5	A21 14DB	IGNITION SWITCH OUTPUT (RUN/START)

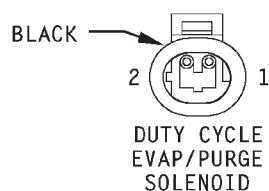
C132 (2.5L ENGINE)



CAV	CIRCUIT	FUNCTION
1	C22 18DB/WT	A/C LOW PRESSURE SWITCH OUTPUT
2	C20 18BR	A/C REQUEST

C132 (3.9L/5.2L ENGINES)

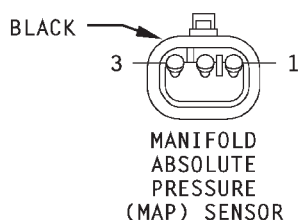
CAV	CIRCUIT	FUNCTION
1	C90 18LG	A/C SELECT INPUT
2	C22 18DB/WT	A/C LOW PRESSURE SWITCH OUTPUT



C133

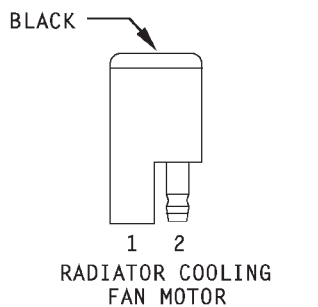
CAV	CIRCUIT	FUNCTION
1	K52 20PK/BK	DUTY CYCLE EVAP/PURGE SOLENOID CONTROL
2	A21 14DB	IGNITION SWITCH OUTPUT (RUN/START)

C135

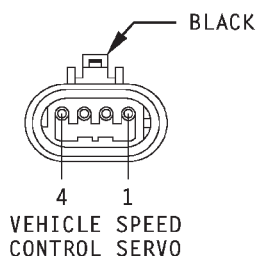


CAV	CIRCUIT	FUNCTION
1	K6 18VT/WT●	5 VOLT SUPPLY
1	K6 20VT/WT●●	5 VOLT SUPPLY
2	K1 18DG/RD	MAP SENSOR SIGNAL
3	K4 18BK/LB	SENSOR GROUND

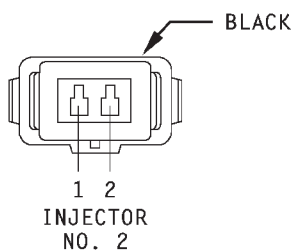
● 2.5L ENG
●● 3.9L, 5.2L ENGS

**C138** (2.5L ENGINE)

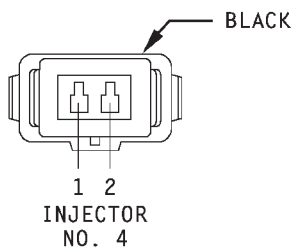
CAV	CIRCUIT	FUNCTION
1	C25 14LG	RADIATOR FAN RELAY OUTPUT
2	Z1 14BK	GROUND

**C139**

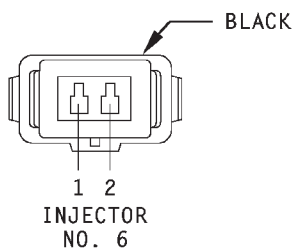
CAV	CIRCUIT	FUNCTION
1	V36 18TN/RD	SPEED CONTROL VACUUM SOLENOID CONTROL
2	V35 18LG/RD	SPEED CONTROL VENT SOLENOID CONTROL
3	V30 20DB/RD	STOP LAMP SWITCH OUTPUT
4	Z1 18BK	GROUND

**C140**

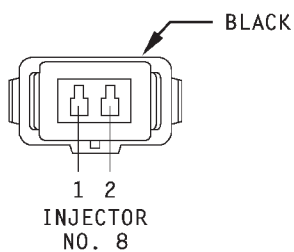
CAV	CIRCUIT	FUNCTION
1	K12 18TN	INJECTOR NO. 2 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT

**C141**

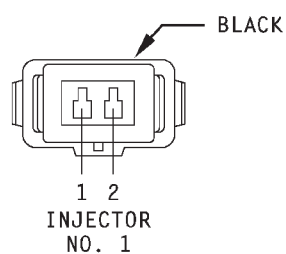
CAV	CIRCUIT	FUNCTION
1	K14 18LB/BR	INJECTOR NO. 4 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT

**C142**

CAV	CIRCUIT	FUNCTION
1	K58 18BR/DB	INJECTOR NO. 6 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT

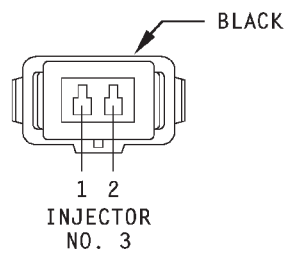
**C143**

CAV	CIRCUIT	FUNCTION
1	K28 18GY/LB	INJECTOR NO. 8 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



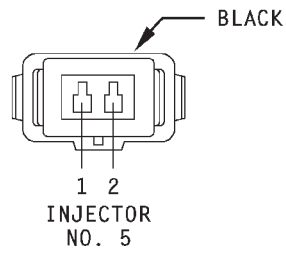
C144

CAV	CIRCUIT	FUNCTION
1	K11 18WT/DB	INJECTOR NO. 1 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



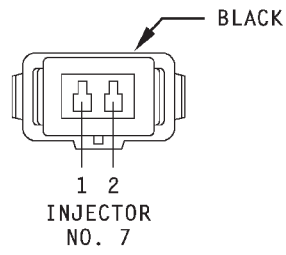
C145

CAV	CIRCUIT	FUNCTION
1	K13 18YL/WT	INJECTOR NO. 3 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



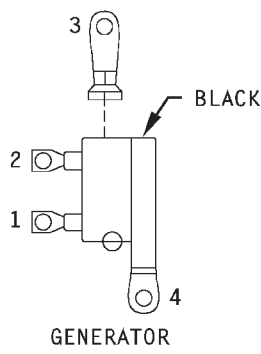
C146

CAV	CIRCUIT	FUNCTION
1	K38 18GY	INJECTOR NO. 5 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



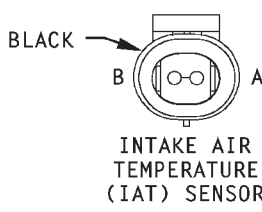
C147

CAV	CIRCUIT	FUNCTION
1	K26 18DB	INJECTOR NO. 7 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



C148

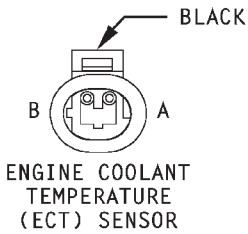
CAV	CIRCUIT	FUNCTION
1	K20 18DG	GENERATOR FIELD DRIVER
2	A142 16DG/OR●	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	A142 16DB*	AUTOMATIC SHUT DOWN RELAY OUTPUT
3	Z0 6BK●	GROUND
3	Z1 6BK/WT*	GROUND
4	—	—



C149

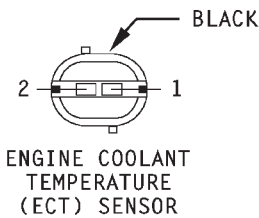
CAV	CIRCUIT	FUNCTION
A	K4 16BK/LB●	SENSOR GROUND
A	K4 18BK/LB*	SENSOR GROUND
B	K21 16BK/RD●	INTAKE AIR TEMPERATURE SENSOR SIGNAL
B	K21 18BK/RD*	INTAKE AIR TEMPERATURE SENSOR SIGNAL

● 2.5L ENG
* 3.9L, 5.2L ENG



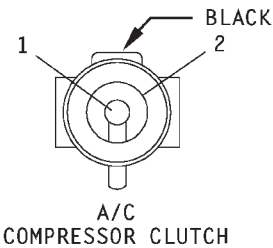
C150 (2.5L ENGINE)

CAV	CIRCUIT	FUNCTION
A	K4 16BK/LB	SENSOR GROUND
B	K2 16TN/BK	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL



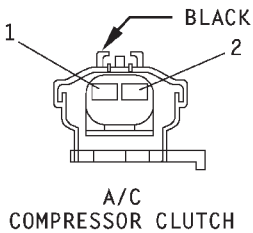
C150 (3.9L/5.2L ENGINES)

CAV	CIRCUIT	FUNCTION
1	K4 18BK/LB	SENSOR GROUND
2	K2 18TN/BK	ENGINE COOLANT TEMPERATURE SENSOR SIGNAL



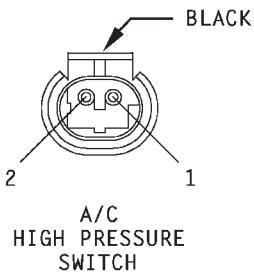
C151 (2.5L ENGINE)

CAV	CIRCUIT	FUNCTION
1	C3 14DB/BK	A/C COMPRESSOR CLUTCH RELAY OUTPUT
2	—	—



C151 (3.9L/5.2L ENGINES)

CAV	CIRCUIT	FUNCTION
1	C3 14DB/BK	A/C COMPRESSOR CLUTCH RELAY OUTPUT
2	Z1 14BK	GROUND



C152 (2.5L ENGINE)

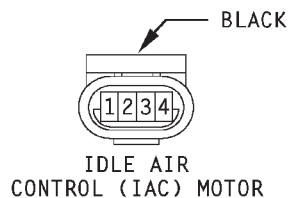
CAV	CIRCUIT	FUNCTION
1	C90 18LG	A/C SELECT INPUT
2	C22 18DB/WT	A/C LOW PRESSURE SWITCH OUTPUT

C152 (3.9L/5.2L ENGINES)

CAV	CIRCUIT	FUNCTION
1	C20 18BR	A/C REQUEST
2	C22 18DB/WT	A/C LOW PRESSURE SWITCH OUTPUT

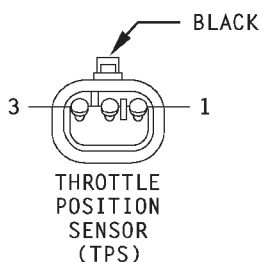
C153 (2.5L ENGINE)

CAV	CIRCUIT	FUNCTION
1	K59 16VT/BK	IDLE AIR CONTROL MOTOR NO. 4 DRIVER
2	K40 16BR/WT	IDLE AIR CONTROL MOTOR NO. 3 DRIVER
3	K60 16YL/BK	IDLE AIR CONTROL MOTOR NO. 2 DRIVER
4	K39 16GY/RD	IDLE AIR CONTROL MOTOR NO. 1 DRIVER



C153 (3.9L/5.2L ENGINES)

CAV	CIRCUIT	FUNCTION
1	K39 18GY/RD	IDLE AIR CONTROL MOTOR NO. 1 DRIVER
2	K60 18YL/BK	IDLE AIR CONTROL MOTOR NO. 2 DRIVER
3	K40 18BR/WT	IDLE AIR CONTROL MOTOR NO. 3 DRIVER
4	K59 18VT/BK	IDLE AIR CONTROL MOTOR NO. 4 DRIVER

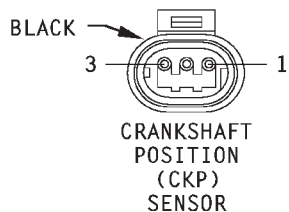


C154

CAV	CIRCUIT	FUNCTION
1	K6 18VT/WT●	5 VOLT SUPPLY
1	K6 20VT/WT*	5 VOLT SUPPLY
2	K22 180R/DB	THROTTLE POSITION SENSOR SIGNAL
3	K4 18BK/LB	SENSOR GROUND

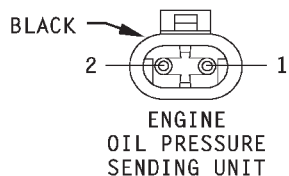
C155

CAV	CIRCUIT	FUNCTION
1	K6 18VT/WT	8 VOLT SUPPLY
2	K4 18BK/LB	SENSOR GROUND
3	K24 18GY/BK	CRANKSHAFT POSITION SENSOR SIGNAL



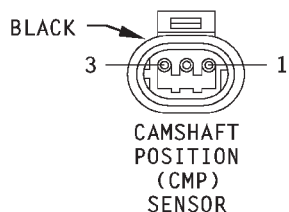
C156

CAV	CIRCUIT	FUNCTION
1	G6 20GY	ENGINE OIL PRESSURE SWITCH SENSE
2	G60 20GY/YL	ENGINE OIL PRESSURE SENSOR SIGNAL

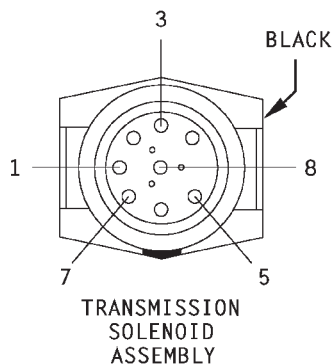


C157

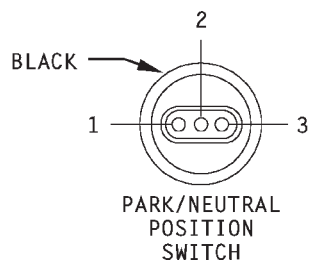
CAV	CIRCUIT	FUNCTION
1	K6 18VT/WT	5 VOLT SUPPLY
2	K4 18BK/LB	SENSOR GROUND
3	K44 18TN/YL	CAMSHAFT POSITION SENSOR SIGNAL



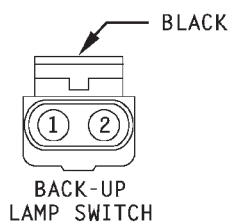
● 2.5L ENGS
* 3.9L, 5.2L ENGS

**C158**

CAV	CIRCUIT	FUNCTION
1	T20 18LB	ELECTRONIC TRANSMISSION RELAY OUTPUT
2	T33 18RD/YL	5 VOLT SUPPLY
3	T35 18TN/OR	SENSOR GROUND
4	T25 18LG/RD	GOVERNOR PRESSURE SIGNAL
5	T59 18PK	VARIABLE FORCE SOLENOID CONTROL
6	T60 18BR	OVERDRIVE SOLENOID CONTROL
7	K54 18OR/BK	TORQUE CONVERTOR CLUTCH SOLENOID CONTROL
8	T54 18VT	TRANSMISSION TEMPERATURE SENSOR SIGNAL

**C159** (AUTO TRANS)

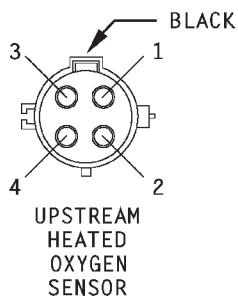
CAV	CIRCUIT	FUNCTION
1	F20 20WT	FUSED IGNITION SWITCH OUTPUT (RUN)
2	T41 18BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE
3	L1 20VT/BK	BACK-UP LAMPS FEED

**C160** (MANUAL TRANS - 2.5L ENGINE)

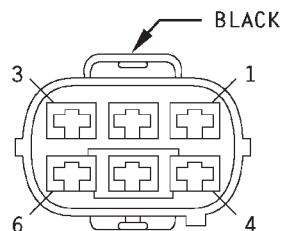
CAV	CIRCUIT	FUNCTION
1	F20 18WT	FUSED IGNITION SWITCH OUTPUT (RUN)
2	L1 18VT/BK	BACK-UP LAMP SWITCH OUTPUT

C160 (MANUAL TRANS - 3.9L/5.2L ENGINES)

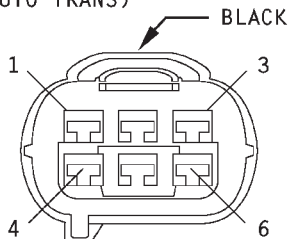
CAV	CIRCUIT	FUNCTION
1	F20 20WT	FUSED IGNITION SWITCH OUTPUT (RUN)
2	L1 20VT/BK	BACK-UP LAMP SWITCH OUTPUT

**C161** (2.5L ENGINE)

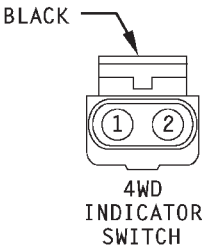
CAV	CIRCUIT	FUNCTION
1	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	Z1 16BK	GROUND
3	K4 18BK/LB	SENSOR GROUND
4	K141 18TN/WT	UPSTREAM HEATED OXYGEN SENSOR SIGNAL



CAV	CIRCUIT
1	K4 16BK/LB
2	G7 16WT/OR
3	G1 20DG/YL
4	Z1 18BK
5	K7 16OR
6	-

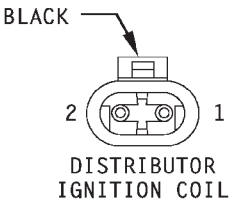


CAV	CIRCUIT
1	K4 18BK/LB
2	G7 18WT/OR
3	G107 20BK/RD
4	Z1 18BK
5	T33 18RD/YL
6	-



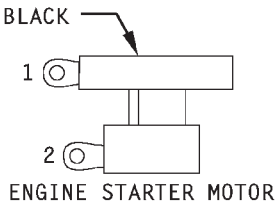
C163 (3.9L./5.2L ENGINES)

CAV	CIRCUIT	FUNCTION
1	G1 20DG/YL*	4WD SENSE
1	G107 20BK/RD**	4WD SENSE
2	Z1 18BK	GROUND



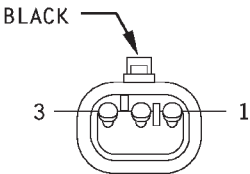
C164

CAV	CIRCUIT	FUNCTION
1	K19 18GY	IGNITION COIL DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



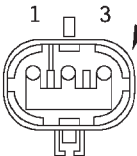
C165

CAV	CIRCUIT	FUNCTION
1	T40 14BR	ENGINE STARTER MOTOR RELAY OUTPUT
2	A0 6BK	B(+)



C169 (MANUAL TRANS) BLACK

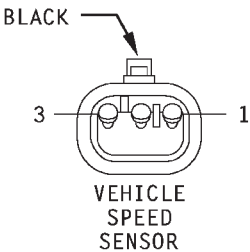
CAV	CIRCUIT
1	T33 18RD/YL
2	K4 18BK/LB
3	G7 18WT/OR



CAV	CIRCUIT
1	K7 180R
2	K4 18BK/LB
3	G7 18WT/OR

C170 (MANUAL TRANS)

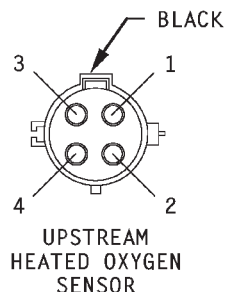
CAV	CIRCUIT	FUNCTION
1	K7 180R	5 VOLT SUPPLY
2	K4 18BK/LB	SENSOR GROUND
3	G7 18WT/OR	VEHICLE SPEED SENSOR SIGNAL



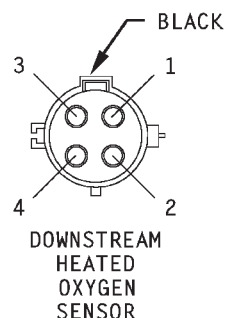
C170 (AUTO TRANS)

CAV	CIRCUIT	FUNCTION
1	K7 160R	5 VOLT SUPPLY
2	K4 16BK/LB	SENSOR GROUND
3	G7 16WT/OR	VEHICLE SPEED SENSOR SIGNAL

* AUTO TRANS
** MANUAL TRANS

**C171** (3.9L/5.2 ENGINES)

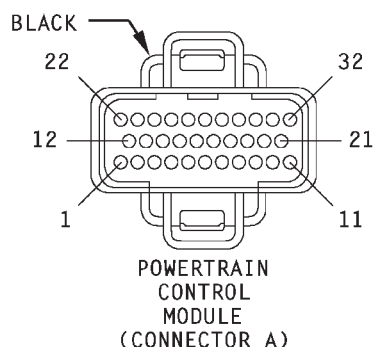
CAV	CIRCUIT	FUNCTION
1	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	Z1 18BK	GROUND
3	K4 18BK/LB	SENSOR GROUND
4	K141 18TN/WT	UPSTREAM HEATED OXYGEN SENSOR SIGNAL

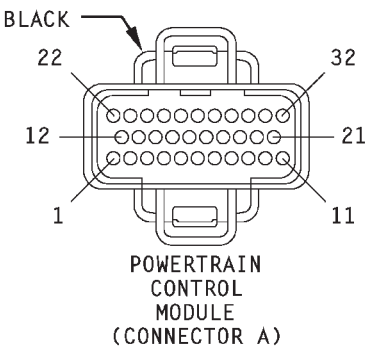
**C172**

CAV	CIRCUIT	FUNCTION
1	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	Z1 18BK	GROUND
3	K4 18BK/LB	SENSOR GROUND
4	K341 18TN/BK	DOWNSTREAM HEATED OXYGEN SENSOR SIGNAL

C173 (2.5L ENGINE)

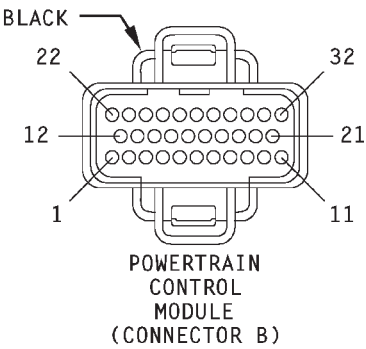
CAV	CIRCUIT	FUNCTION
A1	—	—
A2	A21A 14DB	IGNITION SWITCH OUTPUT (RUN/START)
A3	—	—
A4	K4 18BK/LB	SENSOR GROUND
A5	—	—
A6	—	—
A7	K19 18GY	IGNITION COIL DRIVER
A8	K24 18GY/BK	CRANKSHAFT POSITION (CKP) SENSOR SIGNAL
A9	—	—
A10	K60 16YL/BK	IDLE AIR CONTROL (IAC) MOTOR NO. 2 DRIVER
A11	K40 16BR/WT	IDLE AIR CONTROL (IAC) MOTOR NO. 3 DRIVER
A12	K10 18DB/OR	POWER STEERING PRESSURE SWITCH SENSE
A13	—	—
A14	—	—
A15	K21 16BK/RD	INTAKE AIR TEMPERATURE (IAT) SENSOR SIGNAL
A16	K2 16TN/BK	ENGINE COOLANT TEMPERATURE (ECT) SENSOR SIGNAL
A17	K6 18VT/WT	5 VOLT SUPPLY
A18	K44 18TN/YL	CAMSHAFT POSITION (CMP) SENSOR SIGNAL
A19	K39 16GY/RD	IDLE AIR CONTROL (IAC) MOTOR NO. 1 DRIVER
A20	K59 16VT/BK	IDLE AIR CONTROL (IAC) MOTOR NO. 4 DRIVER
A21	—	—
A22	A14 14RD/WT	FUSED B(+)
A23	K22 18OR/DB	THROTTLE POSITION SENSOR (TPS) SIGNAL
A24	K141 18TN/WT	UPSTREAM HEATED OXYGEN SENSOR SIGNAL
A25	K341 18TN/PK	DOWNSTREAM HEATED OXYGEN SENSOR SIGNAL
A26	—	—
A27	K1 18DG/RD	MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR SIGNAL
A28	—	—
A29	—	—
A30	—	—
A31	Z12 14BK/TN	GROUND
A32	Z12 14BK/TN	GROUND





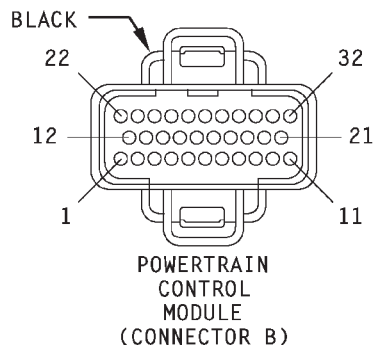
C173 (3.9L, 5.2L ENGINES)

CAV	CIRCUIT	FUNCTION
A1	—	—
A2	A21 14DB	IGNITION SWITCH OUTPUT (RUN/START)
A3	—	—
A4	K4 18BK/LB	SENSOR GROUND
A5	—	—
A6	T41 18BR/YL	PARK/NEUTRAL POSTION SWITCH SENSE
A7	K19 18GY	IGNITION COIL DRIVER
A8	K24 18GY/BK	CRANKSHAFT POSITION (CKP) SENSOR SIGNAL
A9	—	—
A10	K60 18YL/BK	IDLE AIR CONTROL (IAC) MOTOR NO. 2 DRIVER
A11	K40 18BR/WT	IDLE AIR CONTROL (IAC) MOTOR NO. 3 DRIVER
A12	—	—
A13	—	—
A14	—	—
A15	K21 18BK/RD	INTAKE AIR TEMPERATURE (IAT) SENSOR SIGNAL
A16	K2 18TN/BK	ENGINE COOLANT TEMPERATURE (ECT) SENSOR SIGNAL
A17	K6 18VT/WT	5 VOLT SUPPLY
A18	K44 18TN/YL	CAMSHAFT POSTION (CMP) SENSOR SIGNAL
A19	K39 18GY/RD	IDLE AIR CONTROL (IAC) MOTOR NO. 1 DRIVER
A20	K59 18VT/BK	IDLE AIR CONTROL (IAC) MOTOR NO. 4 DRIVER
A21	—	—
A22	A14 14RD/WT	FUSED B(+)
A23	K22 18OR/DB	THROTTLE POSTION SENSOR (TPS) SIGNAL
A24	K141 18TN/WT	UPSTREAM HEATED OXYGEN SENSOR SIGNAL
A25	K341 18TN/PK	DOWNSTREAM HEATED OXYGEN SENSOR SIGNAL
A26	—	—
A27	K1 18DG/RD	MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR SIGNAL
A28	—	—
A29	—	—
A30	—	—
A31	Z12 14BK/TN	GROUND
A32	Z12 14BK/TN	GROUND



C174 (2.5L ENGINE)

CAV	CIRCUIT	FUNCTION
B1	—	—
B2	—	—
B3	—	—
B4	K11 18WT/DB	INJECTOR NO. 1 DRIVER
B5	K13 18YL/WT	INJECTOR NO. 3 DRIVER
B6	—	—
B7	—	—
B8	—	—
B9	—	—
B10	K20 18DG	GENERATOR FIELD DRIVER
B11	K54 180R/BK	UPSHIFT LAMP DRIVER
B12	—	—
B13	—	—
B14	—	—
B15	K12 18TN	INJECTOR NO. 2 DRIVER
B16	K14 18LB/BR	INJECTOR NO. 4 DRIVER
B17	—	—
B18	—	—
B19	—	—
B20	—	—
B21	—	—
B22	—	—
B23	—	—
B24	—	—
B25	—	—
B26	—	—
B27	G7 18WT/OR	VEHICLE SPEED SENSOR (VSS) SIGNAL
B28	—	—
B29	—	—
B30	—	—
B31	T33 18RD/YL	5 VOLT SUPPLY
B32	—	—

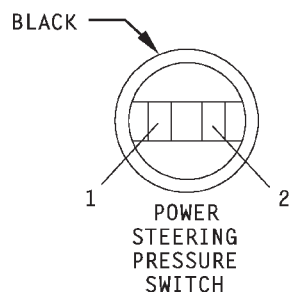
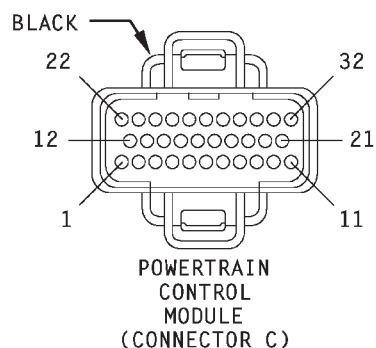
C174 (3.9L, 5.2L ENGINE)


CAV	CIRCUIT	FUNCTION
B1	T54 18VT	TRANSMISSION TEMPERATURE SENSOR SIGNAL
B2	K26 18DB*	INJECTOR NO. 7 DRIVER
B3	—	—
B4	K11 18WT/DB	INJECTOR NO. 1 DRIVER
B5	K13 18YL/WT	INJECTOR NO. 3 DRIVER
B6	K38 18GY	INJECTOR NO. 5 DRIVER
B7	—	—
B8	T59 18PK	VARIABLE FORCE SOLENOID CONTROL
B9	—	—
B10	K20 18DG	GENERATOR FIELD DRIVER
B11	K54 18OR/BK●	TORQUE CONVERTOR CLUTCH SOLENOID CONTROL
B11	K54 18OR/BK●●	UPSHIFT LAMP DRIVER
B12	K58 18BR/DB	INJECTOR NO. 6 DRIVER
B13	K28 18GY/LB*	INJECTOR NO. 8 DRIVER
B14	—	—
B15	K12 18TN	INJECTOR NO. 2 DRIVER
B16	K14 18LB/BR	INJECTOR NO. 4 DRIVER
B17	—	—
B18	—	—
B19	—	—
B20	—	—
B21	T60 18BR	OVERDRIVE SOLENOID CONTROL
B22	—	—
B23	—	—
B24	—	—
B25	T13 18DB/BK	OUTPUT SHAFT SPEED SENSOR GROUND
B26	—	—
B27	G7 18WT/OR	VEHICLE SPEED SENSOR (VSS) SIGNAL
B28	T14 18LG/WT	OUTPUT SHAFT SPEED SENSOR SIGNAL
B29	T25 18LG/RD	GOVERNOR PRESSURE SIGNAL
B30	T30 18VT/LB	ELECTRONIC TRANSMISSION RELAY CONTROL
B31	T33 18RD/YL	5 VOLT SUPPLY
B32	—	—

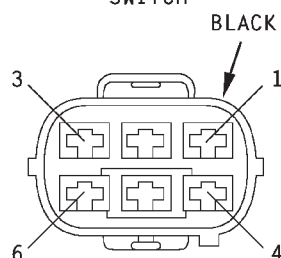
* 5.2L ENG
● AUTO TRANS
●● MANUAL TRANS

C175 (ALL ENGINES)

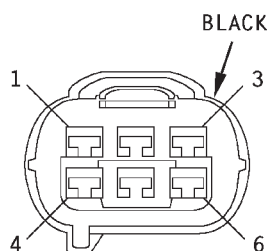
CAV	CIRCUIT	FUNCTION
C1	C13 18DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
C2	C27 18DB/PK●	RADIATOR FAN RELAY CONTROL
C3	K51 18DB/YL	AUTOMATIC SHUT DOWN RELAY CONTROL
C4	V36 18TN/RD	SPEED CONTROL VACUUM SOLENOID CONTROL
C5	V35 18LG/RD	SPEED CONTROL VENT SOLENOID CONTROL
C6	T18 18LG/OR	OVERDRIVE OFF LAMP DRIVER
C7	G14 18PK/BK	TRANSMISSION TEMPERATURE LAMP DRIVER
C8	—	—
C9	—	—
C10	—	—
C11	V32 18YL/RD	SPEED CONTROL 12 VOLT SUPPLY
C12	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
C13	T6 18OR/WT	OVERDRIVE OFF SWITCH SENSE
C14	—	—
C15	K118 18PK/YL	BATTERY TEMPERATURE SENSOR SEGNA
C16	G12 18DG/YL	GENERATOR LAMP DRIVER
C17	G3 18BK/PK	MALFUNCTION INDICATOR LAMP DRIVER
C18	—	—
C19	K31 18BR/YL	FUEL PUMP RELAY CONTROL
C20	K52 18PK/WT	DUTY CYCLE EVAP/PURGE SOLENOID CONTROL
C21	—	—
C22	C20 18BR	A/C REQUEST
C23	C90 18LG/BK	A/C SELECT INPUT
C24	K29 18WT/PK	STOP LAMP SWITCH SENSE
C25	—	—
C26	G8 18LB/BK	FUEL MONITOR OUTPUT SIGNAL
C27	D21 18PK	SCI TRANSMIT
C28	D2 18WT/BK	CCD BUS(—)
C29	D20 18LG	SCI RECEIVE
C30	D1 18VT/BR	CCD BUS(+)
C31	G21 18GY/LB	TACHOMETER SIGNAL
C32	V33 18WT/LG	SPEED CONTROL SWITCH SIGNAL

**C177** (2.5L ENGINE)

CAV	CIRCUIT	FUNCTION
1	K10 18DB/OR	POWER STEERING PRESSURE SWITCH SENSE
2	Z1 18BK	GROUND

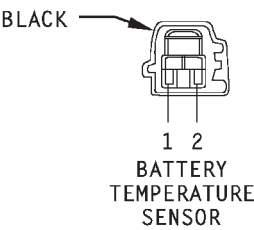
**C178**

CAV	CIRCUIT
1	K141 18TN/WT
2	K341 18TN/PK
3	Z1 18BK
4	K4 18BK/LB
5	A142 16DG/OR
6	—



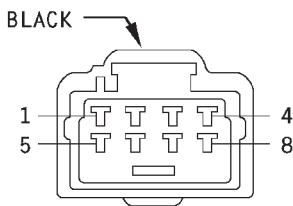
CAV	CIRCUIT
1	— ●
1	K141 18TN/WT●●
2	K341 18TN/PK
3	Z1 16BK
4	K4 18BK/LB
5	A142 16DG/OR
6	—

● 2.5L ENG
 ●● 3.9L/5.2L ENGS



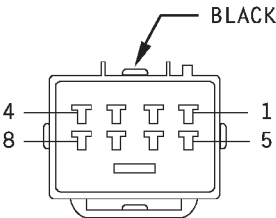
C179

CAV	CIRCUIT	FUNCTION
1	K118 18PK/YL	BATTERY TEMPERATURE SENSOR SIGNAL
2	K4 18BK/LB	SENSOR GROUND

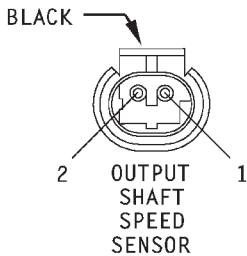


C180

CAV	CIRCUIT
1	T18 20LG/OR
2	G20 20VT/YL
3	D20 20LG
4	D21 20PK
5	Z12 20BK/TN
6	Z12 20BK/TN
7	D1 20VT/BR
8	D2 20WT/BK

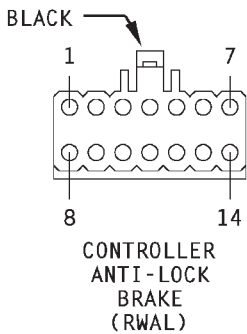


CAV	CIRCUIT
1	T18 20LG/OR
2	G20 18VT/YL
3	D20 20LG
4	D21 20PK
5	Z12 20BK/TN
6	Z12 20BK/TN
7	D1 20VT/BR
8	D2 20WT/BK



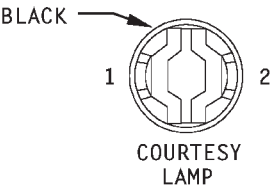
C181

CAV	CIRCUIT	FUNCTION
1	T14 18LG/WT	OUTPUT SHAFT SPEED SENSOR SIGNAL
2	T13 18DB/BK	OUTPUT SHAFT SPEED SENSOR GROUND



C202

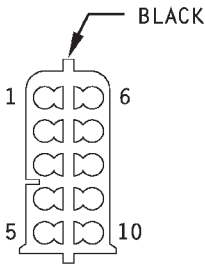
CAV	CIRCUIT	FUNCTION
1	B101 18LG/BK	RWAL ISOLATION SOLENOID
2	B102 18OR	ABS WARNING LAMP DRIVER
3	L5 18BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
4	G107 20BK/GY	4WD SENSE
5	G11 20WT/BK	PARK BRAKE SWITCH SENSE
6	G9 20GY/BK	BRAKE WARNING LAMP DRIVER
7	G9 20GY/BK	BRAKE WARNING LAMP DRIVER
8	K29 18WT/PK	STOP LAMP SWITCH SENSE
9	B108 18WT/BR	RWAL DUMP SOLENOID
10	F32 20PK/DB	FUSED B(+)
11	Z2 18BK/LG	GROUND
12	B111 20LB	RWAL RESET SWITCH SENSE
13	B112 20BK/WT	RWAL DATA LINK SIGNAL
14	B114 20WT/VT	REAR WHEEL SPEED SENSOR (-)
	B113 20RD/VT	REAR WHEEL SPEED SENSOR (+)
	B113 20RD/VT	REAR WHEEL SPEED SENSOR (+)



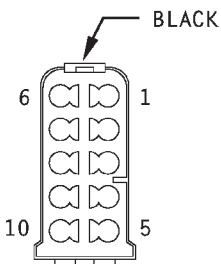
C203

CAV	CIRCUIT	FUNCTION
1	M50 20YL/RD	TIME DELAY RELAY OUTPUT
2	Z1 20BK	GROUND

C204

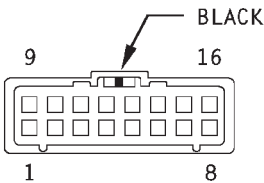


CAV	CIRCUIT
1	—
2	F20 18WT
3	M1 18PK
4	M2 18YL
5	G31 20VT/LG
6	G32 20BK/LB
7	L7 18BK/YL
8	E2 18OR
9	L1 18VT/BK
10	—

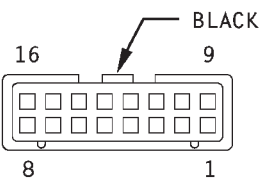


CAV	CIRCUIT
1	—
2	F20 18WT
3	M1 20PK
4	M2 18YL
5	G31 18VT/LG
6	G32 18BK/LB
7	L7 18BK/YL
8	E2 20OR
9	L1 18VT/BK
10	—

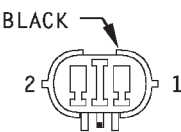
C205



CAV	CIRCUIT
1	P70 20WT
2	P72 20YL/BK
3	P74 20DB
4	X54 20VT
5	X56 20DB/RD
6	F35 16RD
7	P33 16OR/BK
8	P34 16PK/BK
9	P35 16OR/VT
10	P36 16PK/VT
11	X15 16BK/DG
12	X13 16BK/RD
13	Q26 14VT/WT
14	Q16 14BR/WT
15	F21 14TN/BK
16	—

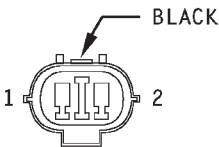


CAV	CIRCUIT
1	P70 20WT
2	P72 20YL/BK
3	P74 20DB
4	X54 20VT*
4	X54 18VT•
5	X56 20DB/RD*
5	X56 18DB/RD•
6	F35 16RD
7	P33 16OR/BK
8	P34 16PK/BK
9	P35 16OR/VT
10	P36 16PK/VT
11	X15 18BK/DG
12	X13 18BK/RD
13	Q26 14VT/WT
14	Q16 14BR/WT
15	F21 14TN/BK
16	—



C206

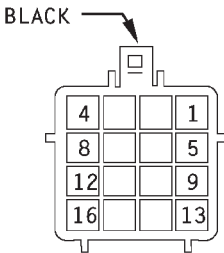
CAV	CIRCUIT
1	G32 18BK/LB
2	G31 18VT/LG



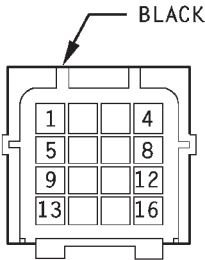
CAV	CIRCUIT
1	G32 18BK/LB
2	G31 18VT/LG

* STANDARD SPEAKERS
• PREMIUM SPEAKERS

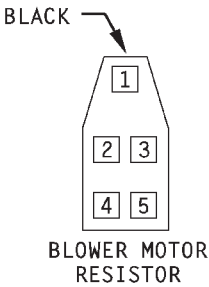
C207



CAV	CIRCUIT
1	B113 20RD/VT
2	L50 18WT/TN
3	G8 18LB/BK
4	L7 18BK/YL
5	G40 18LB/BK
6	G4 20DB
7	K4 18BK/LB
8	B114 20WT/VT
9	Z1 16BK
10	—
11	L62 18BR/RD
12	L63 18DG/RD
13	L1 18VT/BK
14	—
15	A141 16DG/BK
16	—

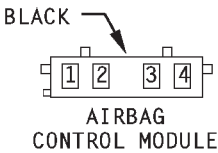


CAV	CIRCUIT
1	B113 20RD/VT
2	L50 18WT/TN
3	G8 18LB/BK
4	L7 18BK/YL
5	G40 18DG/WT
6	G4 18DB/YL
7	K4 18BK/LB
8	B114 20WT/VT
9	Z1 16BK/WT
10	—
11	L62 18BR/YL
12	L63 18DG/YL
13	L1 18VT/BK
14	—
15	A61 16DG/BK
16	—



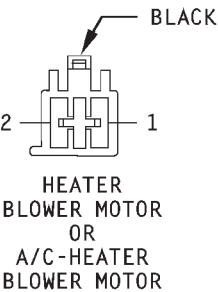
C208

CAV	CIRCUIT	FUNCTION
1	C5 16LG	M1 BLOWER MOTOR DRIVER
2	C6 14LB	M2 BLOWER MOTOR DRIVER
3	H6 12BK/TN	BLOWER MOTOR GROUND
4	C7 12GY	HIGH BLOWER MOTOR DRIVER
5	C4 16TN	LOW BLOWER MOTOR DRIVER



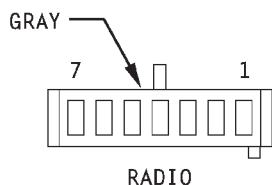
C209

CAV	CIRCUIT	FUNCTION
1	—	—
2	—	—
3	R43 18BK/LB	AIRBAG LINE NO. 1
4	R45 18DG/LB	AIRBAG LINE NO. 2

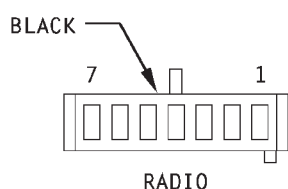


C210

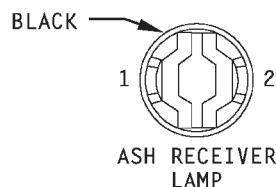
CAV	CIRCUIT	FUNCTION
1	C1 12DG	FUSED IGNITION SWITCH OUTPUT (RUN)
2	H6 12BK/TN	BLOWER MOTOR GROUND

**C211**

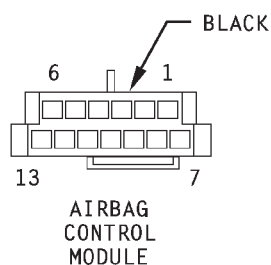
CAV	CIRCUIT	FUNCTION
1	—	—
2	X55 20BR/RD	LEFT DOOR SPEAKER (-)
3	X56 20DB/RD	RIGHT DOOR SPEAKER (-)
4	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
5	E2 20OR	FUSED PANEL LAMPS DIMMER SWITCH SIGNAL
6	X12 20RD/WT	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
7	M1 20PK	FUSED B(+)

C212

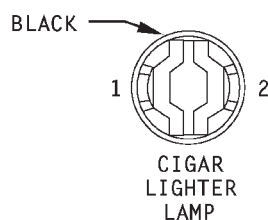
CAV	CIRCUIT	FUNCTION
1	X60 20DG/RD	12 VOLT OUTPUT
2	X51 20BR/YL	LEFT REAR SPEAKER (+)
3	X52 20DB/WT	RIGHT REAR SPEAKER (+)
4	X53 20DG	LEFT DOOR SPEAKER (+)
5	X54 20VT	RIGHT DOOR SPEAKER (+)
6	X57 20BR/LB	LEFT REAR SPEAKER (-)
7	X58 20DB/OR	RIGHT REAR SPEAKER (-)

C213

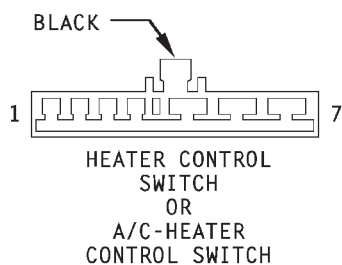
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	E2 20OR	FUSED PANEL LAMPS DIMMER SWITCH SIGNAL

C214

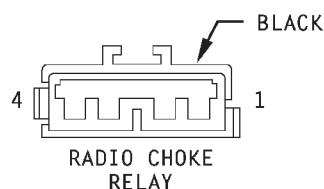
CAV	CIRCUIT	FUNCTION
1	F14 18LG/YL	FUSED IGNITION SWITCH OUTPUT (RUN/START)
2	F20 18WT	FUSED IGNITION SWITCH OUTPUT (RUN)
3	D1 20VT/BR	CCD BUS(+)
4	D2 20WT/BK	CCD BUS(-)
5	R49 18LB	LEFT IMPACT SENSOR LINE NO. 2
6	R47 18DB/LB	LEFT IMPACT SENSOR LINE NO. 1
7	R41 18BK/TN	AIRBAG WARNING LAMP DRIVER
8	—	—
9	—	—
10	—	—
11	Z6 18BK/PK	GROUND
12	R48 18TN	RIGHT IMPACT SENSOR LINE NO. 2
13	R46 18BR/LB	RIGHT IMPACT SENSOR LINE NO. 1

C215

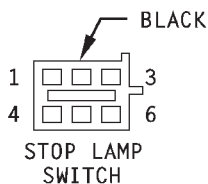
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	E2 20OR	FUSED PANEL LAMPS DIMMER SWITCH SIGNAL

C216

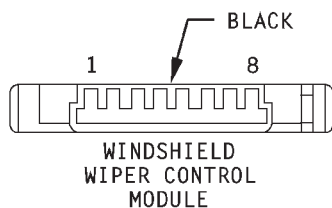
CAV	CIRCUIT	FUNCTION
1	E2 200R	PANEL LAMPS DRIVER
2	C90 18LG*	A/C SELECT INPUT
3	C4 16TN	LOW BLOWER MOTOR DRIVER
4	C5 16LG	M1 BLOWER MOTOR DRIVER
5	C6 14LB	M2 BLOWER MOTOR DRIVER
6	C7 12GY	HIGH BLOWER MOTOR DRIVER
7	Z1 12BK	GROUND

C217

CAV	CIRCUIT	FUNCTION
1	X1 16RD/LG	FUSED B(+)
2	X13 16BK/RD	AMPLIFIED SPEAKER (+)
3	X60 20DG/RD	RADIO 12 VOLT OUTPUT
4	Z1 20BK	GROUND

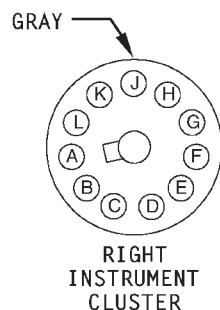
C218

CAV	CIRCUIT	FUNCTION
1	V32 20YL/RD	SPEED CONTROL 12 VOLT SUPPLY
	V32 20YL/RD	SPEED CONTROL 12 VOLT SUPPLY
2	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
	L50 18WT/TN+	STOP LAMP SWITCH OUTPUT
3	K29 18WT/PK	STOP LAMP SWITCH SENSE
	K29 18WT/PK	STOP LAMP SWITCH SENSE
4	V30 20DB/RD	SPEED CONTROL ON/OFF SWITCH OUTPUT
5	F32 18PK/DB	FUSED B(+)
	F32 20PK/DB●	FUSED B(+)
6	Z1 20BK	GROUND

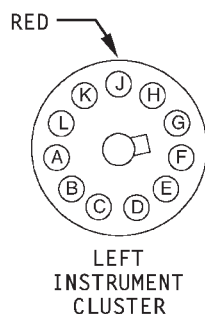
C219

CAV	CIRCUIT	FUNCTION
1	V9 18WT/BK	WIPER SWITCH MODE SIGNAL
2	V10 18BR	WASHER PUMP CONTROL SWITCH OUTPUT
3	V6 18DB	FUSED IGNITION SWITCH OUTPUT (RUN)
4	V5 18DG	WIPER PARK SWITCH SENSE
5	Z2 18BK/LG	GROUND
	Z2 18BK/LG●	GROUND
6	V7 18DG/WT	WIPER SWITCH PARK SIGNAL
7	V17 18DG/YL	WIPER SWITCH INTERMITTENT SIGNAL
8	V8 18VT	WIPER SWITCH DELAY SIGNAL

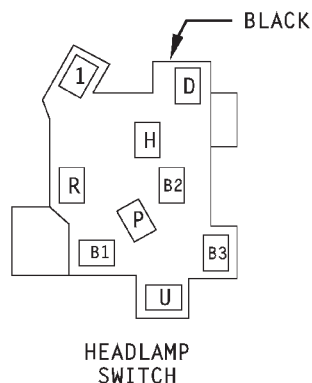
- DOUBLE CRIMP WITH RWAL
- * WITH A/C
- + DOUBLE CRIMP WITH TRAILER TOW

**C220**

CAV	CIRCUIT	FUNCTION
A	G29 22BK/TN	LOW WASHER FLUID SWITCH SENSE
B	G20 20VT/YL	ECT GAUGE SENSOR SIGNAL
C	G12 20DG/YL	GENERATOR LAMP DRIVER
D	G4 20DB	FUEL LEVEL SENSOR SIGNAL
E	G40 18LB/BK	LOW FUEL SENSE
F	G7 20WT/OR	VEHICLE SPEED SENSOR SIGNAL
G	G34 16RD/GY	HIGH BEAM INDICATOR DRIVER
	G34 16RD/GY*	HIGH BEAM INDICATOR DRIVER
H	L61 18LG	LEFT TURN SIGNAL
J	L60 18TN	RIGHT TURN SIGNAL
K	G60 22GY/YL	ENGINE OIL PRESSURE SENSOR SIGNAL
L	G6 22GY	ENGINE OIL PRESSURE SWITCH SENSE

**C221**

CAV	CIRCUIT	FUNCTION
A	G3 20BK/PK	MALFUNCTION INDICATOR LAMP DRIVER
B	R41 18BK/TN	AIRBAG WARNING LAMP DRIVER
C	G13 22DB/RD	SEAT BELT LAMP DRIVER
D	F14 18LG/YL	FUSED IGNITION SWITCH OUTPUT (RUN/START)
E	E2 200R	FUSED PANEL LAMPS DIMMER SWITCH OUTPUT
F	Z1 16BK	GROUND
G	G21 20GY/LB	TACHOMETER SIGNAL
H	X1 20RD	FUSED B(+)
J	B102 180R●	ABS WARNING LAMP DRIVER
J	G19 20LG/RD**	ABS WARNING LAMP DRIVER
K	K54 200R/BK+	UPSHIFT LAMP DRIVER
L	G11 20WT/BK	PARK BRAKE SWITCH SENSE
	G11 20WT/BK●●	PARK BRAKE SWITCH SENSE

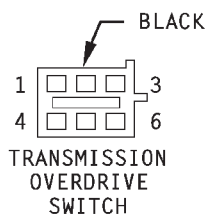
**C222**

CAV	CIRCUIT	FUNCTION
1	E1 20TN	PANEL LAMPS DIMMER SWITCH SIGNAL
B1	A3 12RD/WT	FUSED B(+)
B2	F33 18PK/RD	FUSED B(+)
B3	G26 22LB	KEY-IN IGNITION SWITCH SENSE
D	M2 18YL	DOOR JAMB SWITCH SENSE
H	L2 14LG	HEADLAMP SWITCH OUTPUT
P	L20 14LG/WT	FUSED B(+) (TO DIMMER SWITCH)
R	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
U	G16 20BK/LB	LEFT FRONT DOOR JAMB SWITCH SENSE

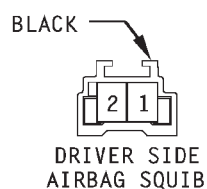
+ MANUAL TRANS
● RWAL
●● DOUBLE CRIMP WITH RWAL

* DOUBLE CRIMP WITH FOG LAMPS
** ALL-WHEEL ABS

C223



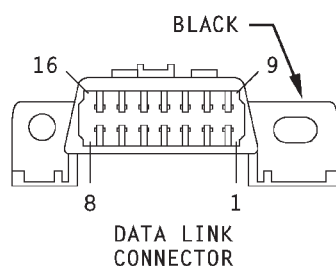
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	T18 20LG/OR	OVERDRIVE OFF LAMP DRIVER
3	T6 200R/WT	OVERDRIVE OFF SWITCH SENSE
4	E2 200R	FUSED PANEL LAMPS DIMMER SWITCH SIGNAL
5	—	—
6	G5 18DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN/START)
	G5 22DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN/START)



C224

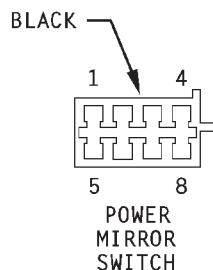
CAV	CIRCUIT	FUNCTION
1	R43 18BK/LB	AIRBAG LINE NO. 1
2	R45 18DG/LB	AIRBAG LINE NO. 2

C225



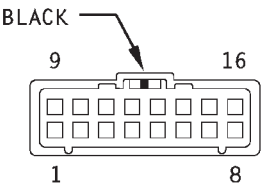
CAV	CIRCUIT	FUNCTION
1	—	—
2	—	—
3	D1 20VT/BR	CCD BUS(+)
4	Z12 20BK/TN	GROUND
5	Z12 20BK/TN	GROUND
6	D20 20LG	SCI RECEIVE
7	D21 20PK	SCI TRANSMIT
8	—	—
9	B113 20RD/VT	REAR WHEEL SPEED SENSOR (+)
10	—	—
11	D2 20WT/BK	CCD BUS(-)
12	D11 18WT/VT	SCI RECEIVE
13	B112 20BK/WT	RWAL DATA LINK SIGNAL
14	—	—
15	D12 180R	SCI TRANSMIT
16	M1 18PK	FUSED B(+)

C226

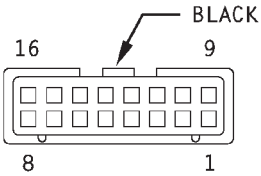


CAV	CIRCUIT	FUNCTION
1	P74 20DB	RIGHT MIRROR MOTOR LEFT/RIGHT CONTROL
2	P72 20YL/BK	RIGHT MIRROR MOTOR UP/DOWN CONTROL
3	P70 20WT	RIGHT MIRROR MOTOR GROUND
4	M1 18PK	FUSED B(+)
5	P75 20DB/WT	LEFT MIRROR MOTOR UP/DOWN CONTROL
6	P71 20YL	LEFT MIRROR MOTOR LEFT/RIGHT CONTROL
7	P73 20YL/PK	LEFT MIRROR MOTOR GROUND
8	Z1 20BK	GROUND

C228

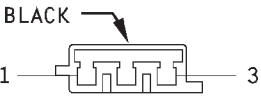


CAV	CIRCUIT
1	P73 20YL/PK
2	P71 20YL
3	P75 20DB/WT
4	X53 20DG
5	X55 20BR/RD
6	F35 16RD
7	P33 16OR/BK
8	P34 16PK/BK
9	P35 16OR/VT
10	P36 16PK/VT
11	X15 16BK/DG
12	X13 16BK/RD
13	Q26 14VT/WT
14	Q16 14BR/WT
15	Z1 14BK
16	F21 14TN/BK

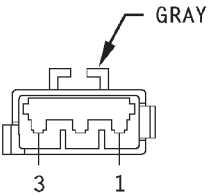


CAV	CIRCUIT
1	P73 20YL/PK
2	P71 20YL
3	P75 20DB/WT
4	X53 20DG●
4	X53 18DG*
5	X55 20BR/RD●
5	X55 18BR/RD*
6	F35 16RD
7	P33 16OR/BK
8	P34 16PK/BK
9	P35 16OR/VT
10	P36 16PK/VT
11	X15 18BK/DG
12	X13 18BK/RD
13	Q26 14VT/WT
14	Q16 14BR/WT
15	Z1 14BK
16	F21 14TN/BK

C229



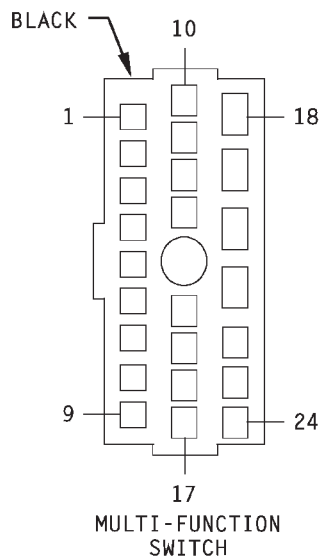
CAV	CIRCUIT
1	F39 14PK/LG
2	L7 18BK/YL
3	G34 16RD/GY



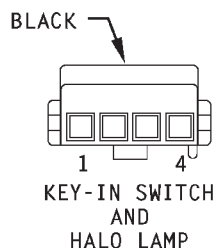
CAV	CIRCUIT
1	F39 14PK/LG
2	L7 18BK/YL
3	L3 16RD/OR

* PREMIUM SPEAKERS
● STANDARD SPEAKERS

C230



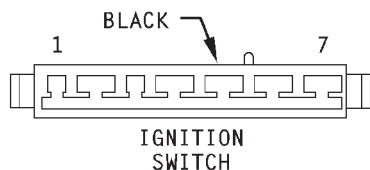
CAV	CIRCUIT	FUNCTION
1	V9 18WT/BK	WIPER SWITCH MODE SIGNAL
2	V8 18VT	WIPER SWITCH DELAY SIGNAL
3	V10 18BR	WASHER PUMP CONTROL SWITCH OUTPUT
4	V6 18DB	FUSED IGNITION SWITCH OUTPUT (RUN)
5	V4 18RD/YL	WIPER SWITCH HIGH SPEED OUTPUT
6	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
6	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
7	V7 18DG/WT	WIPER SWITCH PARK SIGNAL
8	V17 18DG/YL	WIPER SWITCH INTERMITTENT SIGNAL
9	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
10	—	—
11	L60 18TN	RIGHT TURN SIGNAL
12	L62 18BR/RD	RIGHT REAR STOP/TURN SIGNAL
13	L19 18PK	HAZARD FLASHER SIGNAL
14	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
14	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
15	L63 18DG/RD	LEFT REAR STOP/TURN SIGNAL
16	L61 18LG	LEFT TURN SIGNAL
17	L6 18RD/WT	TURN SIGNAL FLASHER SIGNAL
18	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
19	L2 14LG	HEADLAMP SWITCH OUTPUT
20	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
21	L20 14LG/WT	FUSED B(+) TO DIMMER SWITCH
21	L20 18LG/WT	FUSED B(+) TO DIMMER SWITCH
22	—	—
23	—	—
24	—	—



C231

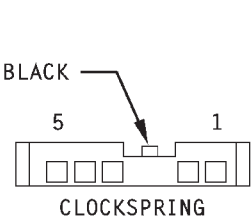
CAV	CIRCUIT	FUNCTION
1	G16 20BK/LB	LEFT FRONT DOOR JAMB SWITCH SENSE
2	G26 20LB	KEY-IN IGNITION SWITCH SENSE
3	Z1 20BK	GROUND
4	M50 20YL/RD	KEY-IN LAMP DRIVER

C232



CAV	CIRCUIT	FUNCTION
1	A41 14YL	IGNITION SWITCH OUTPUT (START)
2	A21 14DB	IGNITION SWITCH OUTPUT (RUN/START)
3	G9 20GY/BK	BRAKE WARNING LAMP DRIVER
3	G9 20GY/BK**	BRAKE WARNING LAMP DRIVER
4	A2 12PK/BK	FUSED B(+)
5	A22 12BK/OR	IGNITION SWITCH OUTPUT (RUN)
6	A31 14BK	IGNITION SWITCH OUTPUT (ACC/RUN)
7	A1 12RD	FUSED B(+)

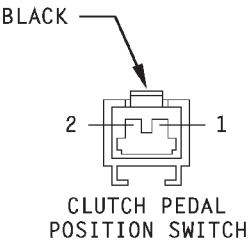
- * PREMIUM SPEAKERS
- ** DOUBLE CRIMP WITH RWAL
- BASE SPEAKERS



C233

CAV	CIRCUIT	FUNCTION
1	V32 20YL/RD	SPEED CONTROL 12 VOLT SUPPLY
2	—	—
3	K4 18BK/LB	SENSOR GROUND
4	V33 20WT/LG	SPEED CONTROL SWITCH SIGNAL
5	X3 20BK/RD	HORN RELAY CONTROL

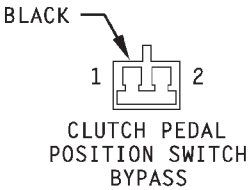
C234
FUSE BLOCK
(8W-10-2)



C235

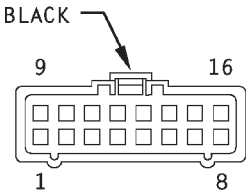
CAV	CIRCUIT	FUNCTION
1	A41 14YL	IGNITION SWITCH OUTPUT (START)
2	A41 14YL	IGNITION SWITCH OUTPUT (START)

C235 (BYPASS USED WITH AUTO TRANS)

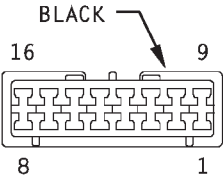


CAV	CIRCUIT	FUNCTION
1	A41 14YL	IGNITION SWITCH OUTPUT (START)
2	A41 14YL	IGNITION SWITCH OUTPUT (START)

C236



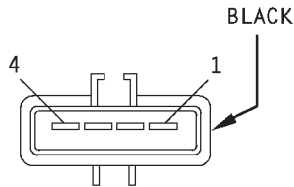
CAV	CIRCUIT
1	X51 18BR/YL**
1	X51 20BR/YL*
2	X57 18BR/LB**
2	X57 20BR/LB*
3	G10 20LG/RD
4	Z1 20BK
5	G5 20DB/WT
6	G1 20DG/GY
7	M2 18YL
8	M1 18PK
9	X58 18DB/OR**
9	X58 20DB/OR*
10	X52 18DB/WT**
10	X52 20DB/WT*
11	X15 18BK/DG
12	X13 18BK/RD
13	—
14	—
15	—
16	—



CAV	CIRCUIT
1	X51 20BR/YL
2	X57 20BR/LB
3	G10 20LG/RD
4	Z1 20BK
5	G5 18DB/WT
5	G5 18DB/WT
6	G107 20BK/GY
6	G107 20BK/GY●
7	M2 18YL
8	M1 18PK
9	X58 20DB/OR
10	X52 20DB/WT
11	X15 16BK/DG
12	X13 16BK/RD
13	—
14	—
15	—
16	—

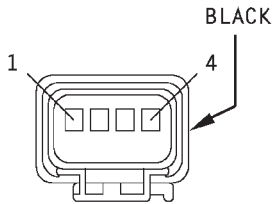
* STANDARD SPEAKERS
** PREMIUM SPEAKERS
● DOUBLE CRIMP WITH RWAL ONLY

J968W-1

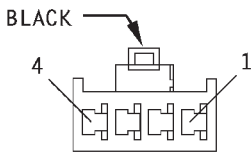


C237

CAV	CIRCUIT
1	B40 12LB
2	—
3	A6 12RD/BK
4	Z1 12BK

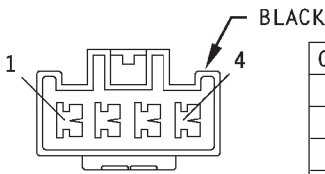


CAV	CIRCUIT
1	B40 12LB
2	—
3	A6 12RD/TN
4	Z1 12BK

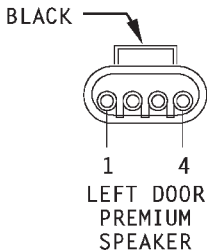


C238

CAV	CIRCUIT
1	A6 12RD/BK
2	B40 12LB
3	L50 18WT/TN
4	Z1 12BK

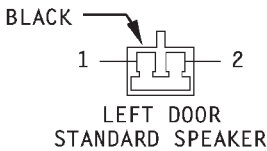


CAV	CIRCUIT
1	A6 12RD/BK
2	B40 12LB
3	L50 18WT/TN
4	Z1 12BK



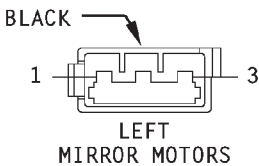
C301

CAV	CIRCUIT	FUNCTION
1	X15 18BK/DG	AMPLIFIED SPEAKER (+)
2	X55 18BR/RD	LEFT DOOR SPEAKER (—)
3	X53 18DG	LEFT DOOR SPEAKER (+)
4	X13 18BK/RD	AMPLIFIED SPEAKER (—)



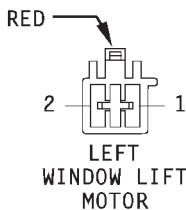
C302

CAV	CIRCUIT	FUNCTION
1	X53 20DG	LEFT DOOR SPEAKER (+)
2	X55 20BR/RD	LEFT DOOR SPEAKER (—)



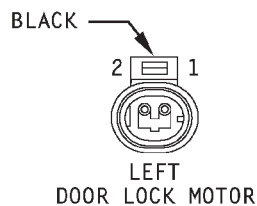
C303

CAV	CIRCUIT	FUNCTION
1	P75 20DB/WT	LEFT MIRROR MOTOR UP/DOWN CONTROL
2	P73 20YL/PK	LEFT MIRROR MOTOR GROUND
3	P71 20YL	LEFT MIRROR MOTOR LEFT/RIGHT CONTROL

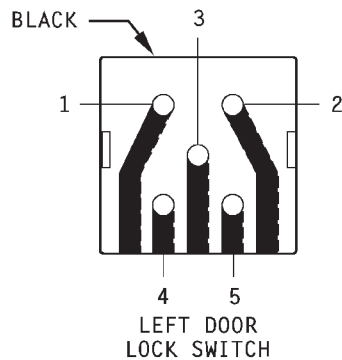


C304

CAV	CIRCUIT	FUNCTION
1	Q11 16LB	MASTER WINDOW SW LEFT WINDOW UP/DOWN CONTROL
2	Q21 16WT	MASTER WINDOW SW LEFT WINDOW UP/DOWN CONTROL

**C305**

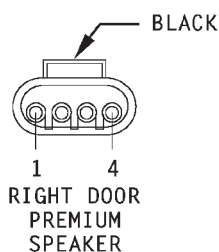
CAV	CIRCUIT	FUNCTION
1	P34 16PK/BK	DOOR UNLOCK DRIVER
2	P33 160R/BK	DOOR LOCK DRIVER

**C306**

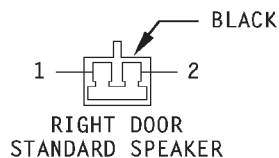
CAV	CIRCUIT	FUNCTION
1	P35 160R/VT	DOOR LOCK SWITCH OUTPUT (LOCK)
2	Z1 16BK	GROUND
3	F35 16RD	FUSED B(+)
4	Z1 16BK	GROUND
5	P36 16PK/VT	DOOR LOCK SWITCH OUTPUT (UNLOCK)

**C307**

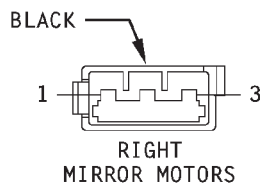
CAV	CIRCUIT	FUNCTION
1	Q11 16LB	MASTER WINDOW SWITCH LEFT UP/DOWN CONTROL
2	Z1 14BK	GROUND
3	Q16 14BR/WT	MASTER WINDOW SWITCH RIGHT UP/DOWN CONTROL
4	Q21 16WT	MASTER WINDOW SWITCH LEFT UP/DOWN CONTROL
5	Q26 14VT/WT	MASTER WINDOW SWITCH RIGHT UP/DOWN CONTROL
6	F21 14TN/BK	FUSED IGNITION SWITCH OUTPUT (RUN)

**C308**

CAV	CIRCUIT	FUNCTION
1	X15 18BK/DG	AMPLIFIED SPEAKER (+)
2	X56 18DB/RD	RIGHT DOOR SPEAKER (-)
3	X54 18VT	RIGHT DOOR SPEAKER (+)
4	X13 18BK/RD	AMPLIFIED SPEAKER (-)

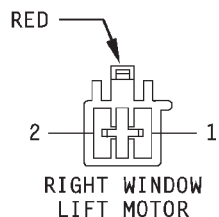
**C309**

CAV	CIRCUIT	FUNCTION
1	X54 20VT	RIGHT DOOR SPEAKER (+)
2	X56 20DB/RD	RIGHT DOOR SPEAKER (-)



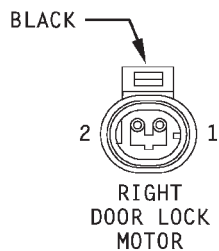
C310

CAV	CIRCUIT	FUNCTION
1	P74 20DB	RIGHT MIRROR MOTOR LEFT/RIGHT CONTROL
2	P70 20WT	RIGHT MIRROR MOTOR GROUND
3	P72 20YL/BK	RIGHT MIRROR MOTOR UP/DOWN CONTROL



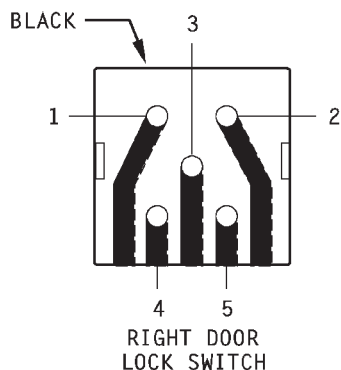
C311

CAV	CIRCUIT	FUNCTION
1	Q12 14BR	RIGHT WINDOW SWITCH RIGHT UP/DOWN CONTROL
2	Q22 14VT	RIGHT WINDOW SWITCH RIGHT UP/DOWN CONTROL



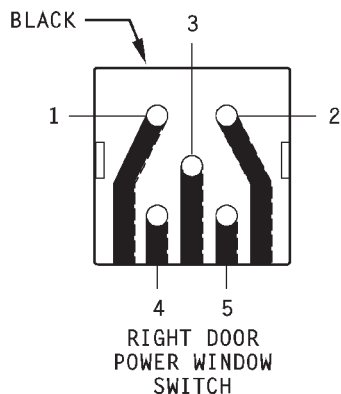
C312

CAV	CIRCUIT	FUNCTION
1	P34 16PK/BK	DOOR UNLOCK DRIVER
2	P33 16OR/BK	DOOR LOCK DRIVER



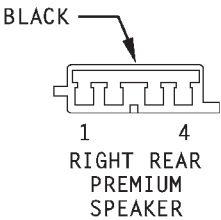
C313

CAV	CIRCUIT	FUNCTION
1	P33 16OR/BK	DOOR LOCK DRIVER
2	P36 16PK/VT	DOOR LOCK SWITCH OUTPUT (UNLOCK)
3	F35 16RD	FUSED B(+)
4	P35 16OR/VT	DOOR LOCK SWITCH OUTPUT (LOCK)
5	P34 16PK/BK	DOOR UNLOCK DRIVER

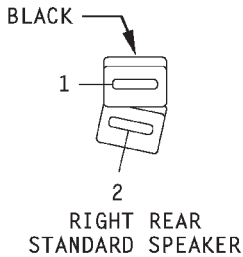


C314

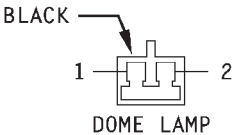
CAV	CIRCUIT	FUNCTION
1	Q22 14VT	RIGHT WINDOW SWITCH RIGHT UP/DOWN CONTROL
2	Q16 14BR/WT	MASTER WINDOW SWITCH RIGHT UP/DOWN CONTROL
3	F21 14TN/BK	FUSED IGNITION SWITCH OUTPUT (RUN)
4	Q26 14VT/WT	MASTER WINDOW SWITCH RIGHT UP/DOWN CONTROL
5	Q12 14BR	RIGHT WINDOW SWITCH RIGHT UP/DOWN CONTROL



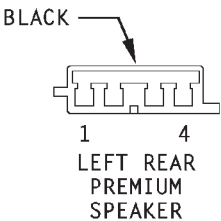
C315		
CAV	CIRCUIT	FUNCTION
1	X15 18BK/DG	AMPLIFIED SPEAKER (+)
2	X58 18DB/OR	RIGHT REAR SPEAKER (-)
3	X52 18DB/WT	RIGHT REAR SPEAKER (+)
4	X13 18BK/RD	AMPLIFIED SPEAKER (-)



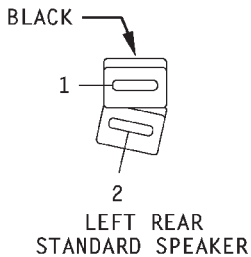
C316		
CAV	CIRCUIT	FUNCTION
1	X58 20DB/OR	RIGHT REAR SPEAKER (-)
2	X52 20DB/WT	RIGHT REAR SPEAKER (+)



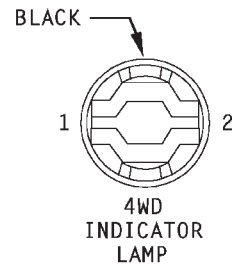
C317		
CAV	CIRCUIT	FUNCTION
1	M1 18PK	FUSED B(+)
2	M2 18YL	DOOR JAMB SWITCH SENSE



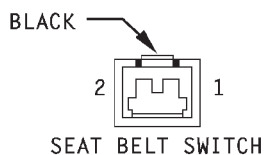
C318		
CAV	CIRCUIT	FUNCTION
1	X15 18BK/DG	AMPLIFIED SPEAKER (+)
	X15 18BK/DG	AMPLIFIED SPEAKER (+)
2	X57 18BR/LB	LEFT REAR SPEAKER (-)
3	X51 18BR/YL	LEFT REAR SPEAKER (+)
4	X13 18BK/RD	AMPLIFIED SPEAKER (-)
	X13 18BK/RD	AMPLIFIED SPEAKER (-)



C319		
CAV	CIRCUIT	FUNCTION
1	X57 20BR/LB	LEFT REAR SPEAKER (-)
2	X51 20BR/YL	LEFT REAR SPEAKER (+)

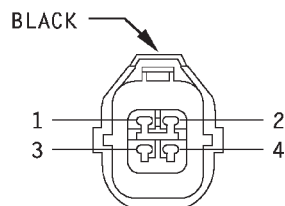


C320		
CAV	CIRCUIT	FUNCTION
1	G1 20DG/GY	4WD SENSE
2	G5 20DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN/START)



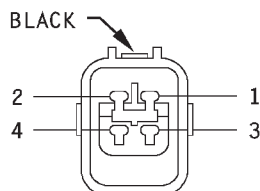
C321

CAV	CIRCUIT	FUNCTION
1	G10 20LG/RD	SEAT BELT SWITCH SENSE
2	Z1 20BK	GROUND

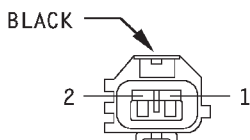


C322

CAV	CIRCUIT
1	L7 18BK/YL
2	Z1 18BK
3	L62 18BR/RD
4	L1 18VT/BK

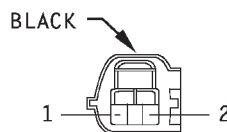


CAV	CIRCUIT
1	L7 18BK/YL
2	Z1 18BK
3	L62 18BR/YL
4	L1 18VT/BK

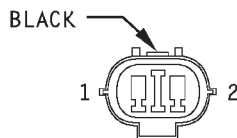


C323

CAV	CIRCUIT
1	Z1 18BK
2	L7 18BK/YL

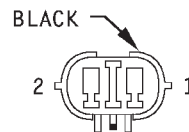


CAV	CIRCUIT
1	Z1 20BK*
1	Z1 18BK**
2	L50 18BK/YL

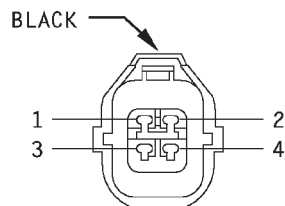


C324

CAV	CIRCUIT
1	Z1 18BK
2	L50 18WT/TN

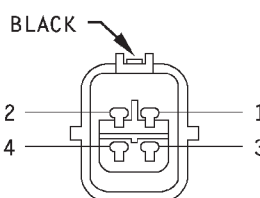


CAV	CIRCUIT
1	Z1 20BK
2	L7 18WT/TN

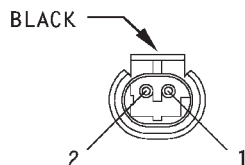


C325

CAV	CIRCUIT
1	L7 18BK/YL
2	Z1 18BK
3	L63 18BR/RD
4	L1 18VT/BK

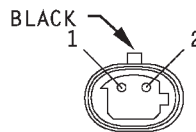


CAV	CIRCUIT
1	L7 18BK/YL
2	Z1 18BK
3	L63 18DG/YL
4	L1 18VT/BK



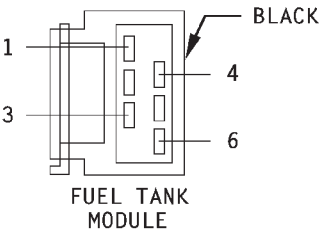
C326

CAV	CIRCUIT
1	B113 20RD/VT
2	B114 20WT/VT



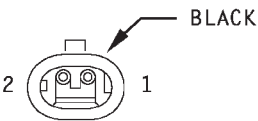
CAV	CIRCUIT
1	B113 20RD/VT
2	B114 20WT/VT

* WITH STEP BUMPER
 ** WITHOUT STEP BUMPER



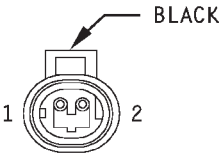
C327

CAV	CIRCUIT	FUNCTION
1	A61 16DG/BK	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	G8 18LB/BK	FUEL MONITOR OUTPUT SIGNAL
3	G4 18DB/YL	FUEL LEVEL SENSOR SIGNAL
4	Z1 16BK/WT	GROUND
5	K4 18BK/LB	SENSOR GROUND
6	Z1 16BK	GROUND

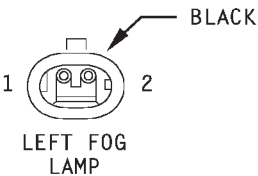


C329

CAV	CIRCUIT
1	Z1 18BK
2	L50 18WT/TN

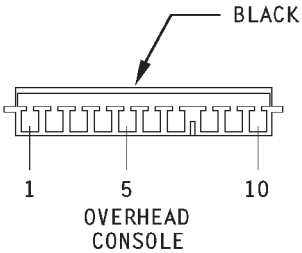


CAV	CIRCUIT
1	Z1 18BK
2	L50 18WT/TN



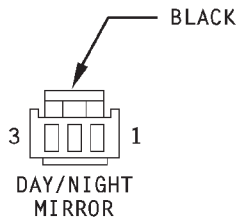
C331

CAV	CIRCUIT	FUNCTION
1	L39 16LB	HIGH BEAM RELAY OUTPUT (TO FOG LAMPS)
2	Z1 16BK	GROUND



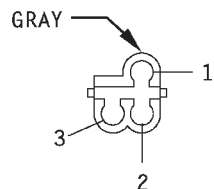
C332

CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	M2 18YL	DOOR JAMB SWITCH SENSE
3	M1 18PK	FUSED B(+)
4	F20 18WT	FUSED IGNITION SWITCH OUTPUT (RUN)
	F20 18WT	FUSED IGNITION SWITCH OUTPUT (RUN)
5	Z2 18BK/LG	GROUND
6	G32 20BK/LB	AMBIENT AIR TEMPERATURE SENSOR RETURN
7	-	-
8	G31 20VT/LG	AMBIENT AIR TEMPERATURE SENSOR SIGNAL
9	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
10	E2 18OR	FUSED PANEL LAMPS DIMMER SWITCH SIGNAL



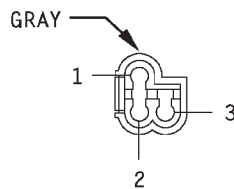
C333

CAV	CIRCUIT	FUNCTION
1	F20 18WT	FUSED IGNITION SWITCH OUTPUT (RUN)
2	Z1 18BK	GROUND
3	L1 18VT/BK	BACK-UP LAMPS FEED

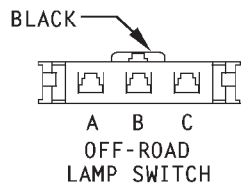


C334

CAV	CIRCUIT
1	L31 16DB/YL
2	L39 16LB
3	Z1 16BK

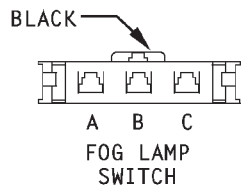


CAV	CIRCUIT
1	L31 16DB/YL
2	L39 16LB
3	Z1 18BK



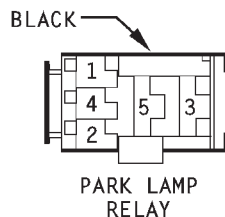
C335

CAV	CIRCUIT	FUNCTION
A	Z1 18BK	GROUND
B	F39 16PK/LG	FUSED B(+)
C	L31 16DB/YL	OFF-ROAD LAMP SWITCH OUTPUT



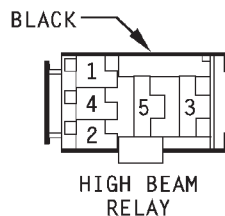
C336

CAV	CIRCUIT	FUNCTION
A	L39 16LB	HIGH BEAM RELAY OUTPUT
B	L35 18BR/WT	PARK LAMP RELAY CONTROL
C	Z1 18BK	GROUND



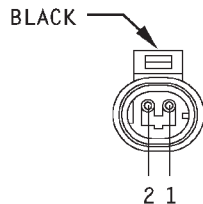
C337

CAV	CIRCUIT	FUNCTION
1	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
2	L35 18BR/WT	PARK LAMP RELAY CONTROL
3	F39 16PK/LG	FUSED B(+)
4	—	—
5	L36 16LG	PARK LAMP RELAY OUTPUT



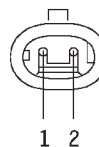
C338

CAV	CIRCUIT	FUNCTION
1	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
2	Z1 18BK	GROUND
3	L36 16LG	PARK LAMP RELAY OUTPUT
4	L39 18LB	HIGH BEAM RELAY OUTPUT
5	—	—

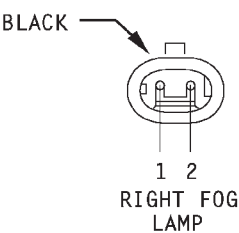


C339

CAV	CIRCUIT
1	Z1 16BK
2	L31 16DB/YL

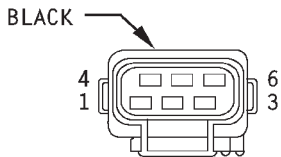


CAV	CIRCUIT
1	Z1 16BK
2	L31 16DB/YL



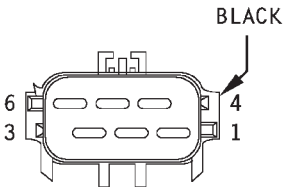
C340

CAV	CIRCUIT	FUNCTION
1	L39 16LB	HIGH BEAM RELAY OUTPUT
2	Z1 16BK	GROUND

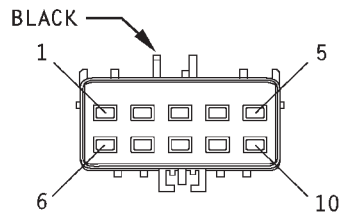


C341

CAV	CIRCUIT
1	B40 12LB
2	A6 12RD/TN
3	Z1 12BK
4	L76 12BK/OR
5	L7 18BK/YL
6	Z1 12BK

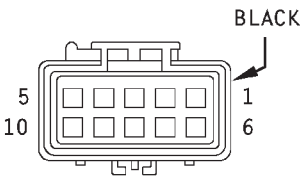


CAV	CIRCUIT
1	B40 12LB
2	A6 12RD/TN
3	Z1 12BK
4	L76 12BK/OR
5	L7 18BK/YL
6	Z1 12BK

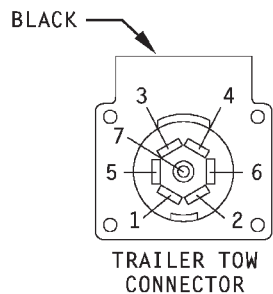


C342

CAV	CIRCUIT
1	B40 12LB
2	A6 12RD/TN
3	Z1 12BK
4	L76 12BK/OR
5	L62 18BR/PK
6	L63 18DG/RD
7	L1 16VT/BK
8	Z1 12BK
9	—
10	—

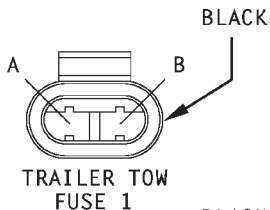


CAV	CIRCUIT
1	B40 12LB
2	A6 12RD/TN
3	Z1 12BK
4	L76 12BK/OR
5	L62 18BR/YL
6	L63 18DG/YL
7	L1 18VT/BK
8	Z1 12BK
9	—
10	—



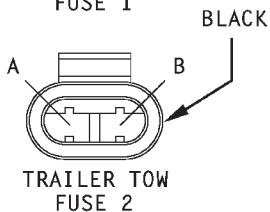
C343

CAV	CIRCUIT	FUNCTION
1	Z1 12BK	GROUND
2	B40 12LB	TRAILER TOW ELECTRIC BRAKE FEED
3	L76 12BK/OR	TRAILER TOW RELAY OUTPUT
4	A6 12RD/TN	FUSED B(+)
5	L63 18DG/RD	LEFT REAR TURN SIGNAL
6	L62 18BR/PK	RIGHT REAR TURN SIGNAL
7	L1 16VT/BK	BACK-UP LAMPS FEED



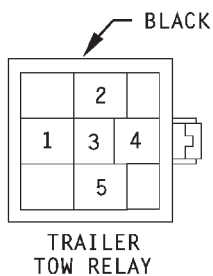
C344

CAV	CIRCUIT	FUNCTION
A	A0 12RD	B(+)
B	A6 12RD/TN	FUSED B(+)



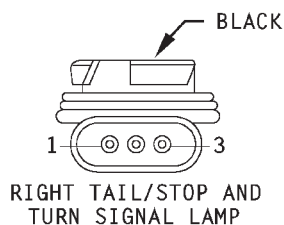
C345

CAV	CIRCUIT	FUNCTION
A	A0 12RD	B(+)
B	A6 12RD/TN	FUSED B(+)



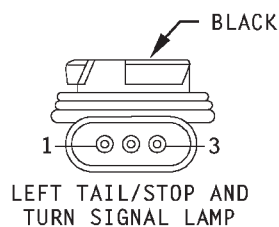
C346

CAV	CIRCUIT	FUNCTION
1	A6 10RD/TN	FUSED B(+)
2	Z1 18BK	GROUND
3	—	—
4	L76 12BK/OR	TRAILER TOW RELAY OUTPUT
5	L7 18BK/YL	PARK LAMP SWITCH OUTPUT



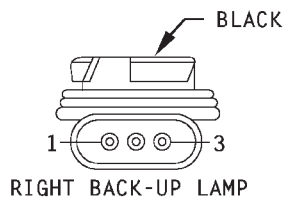
C401

CAV	CIRCUIT	FUNCTION
1	L62 18BR/RD	RIGHT REAR TURN SIGNAL
2	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
3	Z1 18BK	GROUND



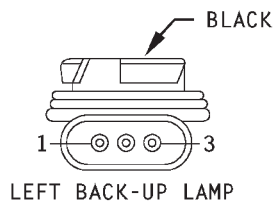
C402

CAV	CIRCUIT	FUNCTION
1	L63 18DG/YL	LEFT REAR TURN SIGNAL
2	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
3	Z1 18BK	GROUND



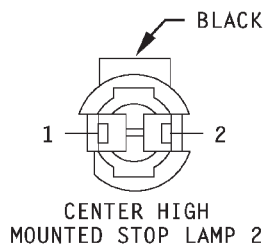
C403

CAV	CIRCUIT	FUNCTION
1	L1 18VT/BK	BACK-UP LAMPS FEED
2	—	—
3	Z1 18BK	GROUND



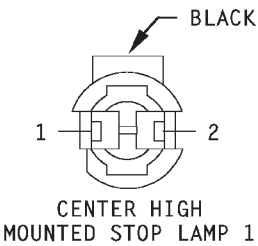
C404

CAV	CIRCUIT	FUNCTION
1	L1 18VT/BK	BACK-UP LAMPS FEED
2	—	—
3	Z1 18BK	GROUND



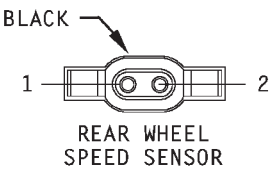
C405

CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND



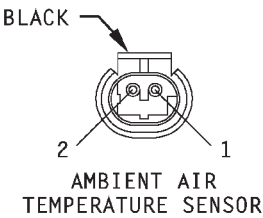
C406

CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND



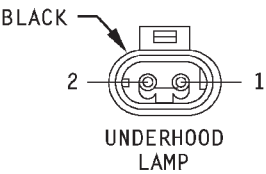
C411

CAV	CIRCUIT	FUNCTION
1	B113 20RD/VT	REAR WHEEL SPEED SENSOR (-)
2	B113 20WT/VT	REAR WHEEL SPEED SENSOR (+)



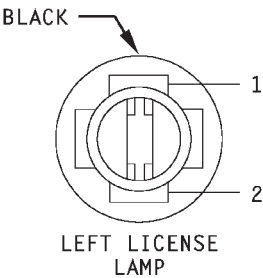
C412

CAV	CIRCUIT	FUNCTION
1	G31 18VT/LG	AMBIENT AIR TEMPERATURE SENSOR SIGNAL
2	G32 18BK/LB	AMBIENT AIR TEMPERATURE SENSOR RETURN



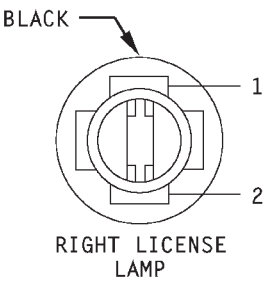
C413

CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	M1 18PK	FUSED B(+)



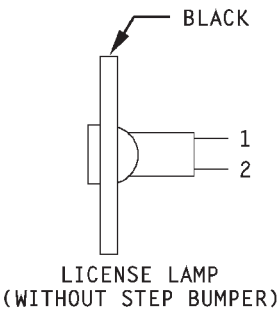
C414

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	L7 18BK/YL	PARK LAMP SWITCH OUTPUT



C415

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	L7 18BK/YL	PARK LAMP SWITCH OUTPUT



C416

CAV	CIRCUIT	FUNCTION
1	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND

8W-90 CONNECTOR LOCATIONS

DESCRIPTION AND OPERATION

INTRODUCTION

This section provides illustrations identifying component and connector locations in the vehicle. A connector index is provided. Use the wiring diagrams in each section for connector number identification. Refer to the index for the proper figure number.

Conn #	Color	Location	Fig.
C102	BK	Right Side Marker Lamp	1
C103	BK	Right Front Turn Signal Lamp	1
C104	BK	Air Bag Right Impact Sensor	1
C105	BK	Right Fender Side Shield	1
C106	BK	Right Fender Side Shield	1
C107	BK	Right Fender Side Shield	2
C108	BK	Right Fender Side Shield	2
C109	BK	Right Fender Side Shield	1,2
C110	BK	Windshield Wiper Motor	1
C111	BK	Left Side of Dash Panel	21
C112	BK	Near Bulkhead Connector	N/S
C113	BK	Washer Fluid Reservoir	1
C114	BK	Washer Fluid Reservoir	1
C115	BK	Below Master Cylinder	1
C116	BK	Left of Vacuum Brake Booster	1, 10
C117	BK	At ABS Hydraulic Control Unit	1
C118	BK	At ABS Hydraulic Control Unit	1
C119	BK	At ABS Hydraulic Control Unit	1
C120	BK	Near Battery	1
C121	BK	Below PDC	N/S
C122	BK	Below ABS Hydraulic Control Unit	2
C125	BK	Airbag Left Impact Sensor	1
C126	BK	Left Front Turn Signal Lamp	1
C127	BK	Left Front Side Marker Lamp	1

SCHEMATICS AND DIAGRAMS

CONNECTOR/GROUND LOCATIONS

For items that are not shown in this section a N/S is placed in the Fig. column.

Conn #	Color	Location	Fig.
C131	BK	Near Blower Motor Resistor Block	1
C132	BK	On Receiver/Drier	2
C133	BK	On Dash Panel (2.5L)	N/S
C133	BK	Rear of Fuel Rail (3.9L)	6
C133	BK	Rear of Fuel Rail (3.9L)	7
C135	BK	On Throttle Body	5, 6, 7
C138	BK	Radiator Fan Motor	2
C139	BK	At Speed Control Servo	1
C140	BK	Injector No. 2	5, 6, 7
C141	BK	Injector No. 4	5, 6, 7
C142	BK	Injector No. 6	5, 6, 7
C143	BK	Injector No. 8	7
C144	BK	Injector No. 1	5, 6, 7
C145	BK	Injector No. 3	5, 6, 7
C146	BK	Injector No. 5	6, 7
C147	BK	Injector No. 7	7
C148	BK	Rear of Generator	5, 6, 7
C149	BK	On Intake Manifold	5, 6, 7
C150	BK	On Thermostat Housing (2.5L)	5
C150	BK	Next to Generator	6, 7
C151	BK	Side of A/C Compressor	6, 7,
C152	BK	On A/C Line, Near Compressor	N/S
C153	BK	On Throttle Body	5, 6, 7
C154	BK	On Throttle Body	5, 6, 7
C155	BK	Rear of Engine	5, 6, 7
C156	BK	Near Distributor	5, 6, 7
C157	BK	Below Distributor	5, 6, 7
C158	BK	Side of Transmission	8
C159	BK	Side of Transmission	8

SCHEMATICS AND DIAGRAMS (Continued)

Conn #	Color	Location	Fig.
C160	BK	On Transmission	8
C161	BK	Top Front of Transmission	8
C162	BK	Top of Transmission	8
C163	BK	On Transfer Case	8
C164	BK	Near Distributor (2.5L)	5
C165	BK	Right Front of Engine	6, 7
C169	BK	Rear of Engine	N/S
C170	BK	Rear of Transmission or Transfer Case	8
C171	BK	In Exhaust Pipe, Before Catalytic Converter	N/S
C172	BK	In Exhaust Pipe, After Catalytic Converter	N/S
C173	BK	At PCM	1
C174	WT	At PCM	1
C175	GY	At PCM	1
C177	BK	At Power Steering Pump	5
C178	BK	Right Fender Side Shield	N/S
C179	BK	Bottom of Battery Tray	4
C180	BK	Near PCM	1
C181	BK	Side of Transmission	N/S
C202	BK	Behind Right Kick Panel	10, 11
C203	BK	Right Middle of I.P.	10
C204	BK	Right End of I.P.	12
C205	BK	Lower Right of I.P.	10, 15
C206	BK	Overhead Console	N/S
C207	BK	Left of Steering Column	10, 11
C208	BK	Right Side of Dash Panel	1
C209	BK	Rear of Airbag Control Module	11
C210	BK	Behind Top of Glove Box	11
C211	GY	Rear of Radio	9
C212	BK	Rear of Radio	9
C213	GY	Ash Receiver	N/S
C214	BK	Rear of Airbag Control Module	11
C215	BK	Rear of Cigar Lighter	9
C216	BK	Rear of A/C Heater Controls	9
C217	BK	Behind Bottom Center of I.P.	9
C218	BK	Stop Lamp Switch	11
C219	BK	Right of Steering Column	10
C220	GY	Rear of Cluster	9

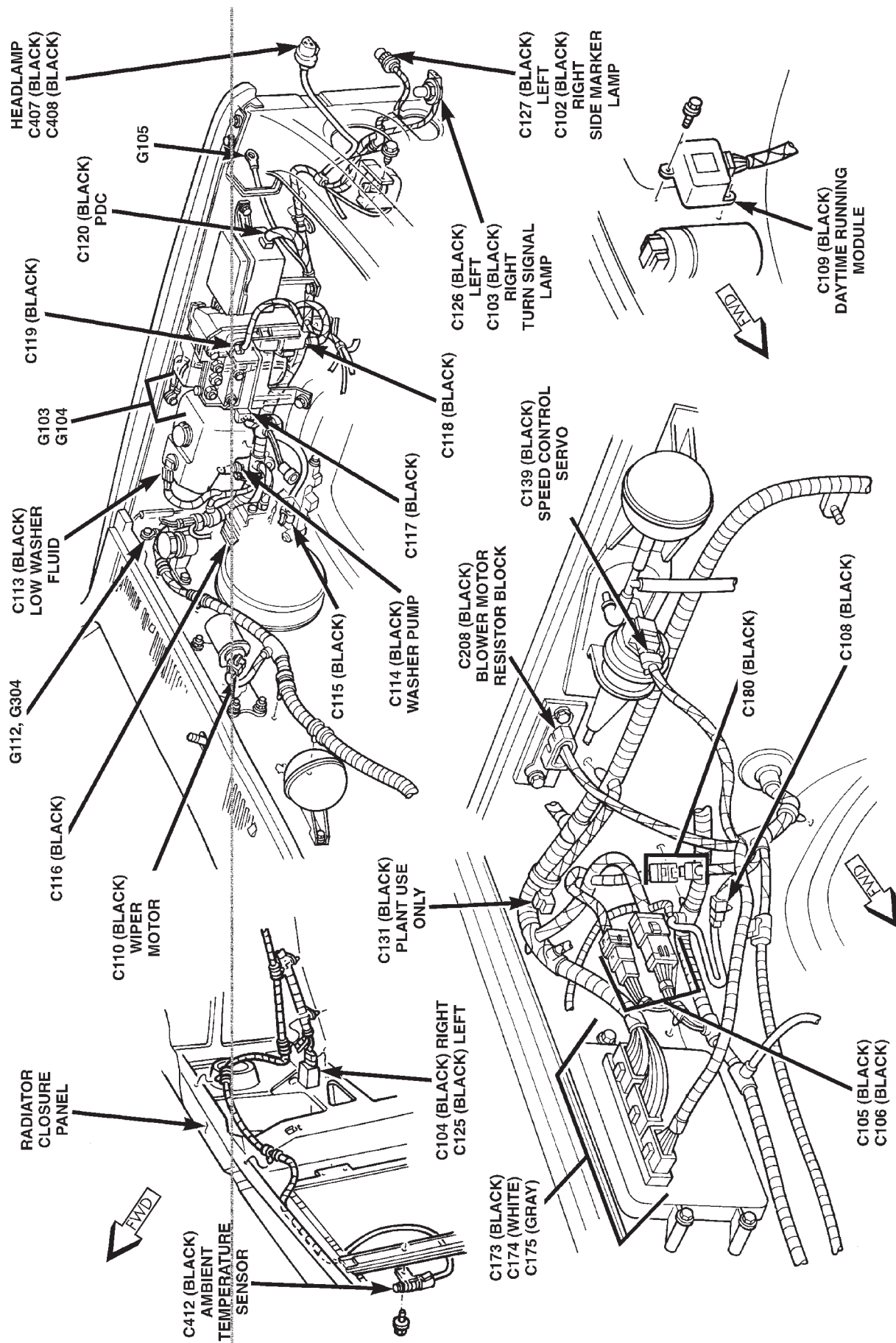
Conn #	Color	Location	Fig.
C221	RD	Rear of Cluster	9
C222	BK	Behind Headlamp Switch	9
C223	BK	Above Headlamp Switch	9, 10
C224	BK	Behind Knee Bolster	9
C225	BK	Bottom Edge of Knee Bolster, Left of Steering Column	N/S
C226	BK	Rear of Headlamp Switch	9
C228	BK	Center Left of I.P.	10, 15
C229	BK	Near Steering Column Center Support	13
C230	BK	Front Left of Steering Column	13
C231	BK	Ignition Switch	13
C232	BK	Ignition Switch	13
C233	BK	Steering Column	13
C234	BK	Lower Left of I.P.	9
C235	BK	Top of Clutch Pedal Arm	N/S
C236	BK	Behind Left Kick Panel	10, 16, 17
C237	BK	Left of Steering Column	10
C238	BK	Near Steering Column	13
C301	BK	Behind Left Door Panel	15
C302	BK	Behind Left Door Panel	15
C303	BK	Behind Left Door Panel	15
C304	BK	Behind Left Door Panel	15
C305	BK	Behind Left Door Panel	15
C306	BK	Behind Left Door Panel	15
C307	BK	Behind Left Door Panel	15
C308	BK	Behind Right Door Panel	15
C309	BK	Behind Right Door Panel	15
C310	BK	Behind Right Door Panel	15
C311	BK	Behind Right Door Panel	15
C312	BK	Behind Right Door Panel	15
C313	BK	Behind Right Door Panel	15
C314	BK	Behind Right Door Panel	15
C315	BK	Right Rear Speaker	16, 17
C316	BK	Right Rear Speaker	16, 17
C317	BK	Center Rear of Headliner	16, 17
C318	BK	Left Rear Speaker	16, 17
C319	BK	Left Rear Speaker	16, 17
C320	BK	Floor Console	16, 17
C321	BK	Below Driver's Seat	16, 17

SCHEMATICS AND DIAGRAMS (Continued)

Conn #	Color	Location	Fig.
C322	BK	Rear of Bed	14, 19
C323	BK	Right Rear of Engine	14, 19
C324	BK	Left End of Bed	19
C325	BK	Rear of Bed	14, 19
C326	BK	On Frame, Near Left Rear Wheel	19
C327	BK	Top of Fuel Tank	19
C329	BK	Tailgate, Behind CHMSL	20
C331	BK	Rear of Left Fog Lamp	18
C332	BK	Above Overhead Console	12
C333	BK	Rear View Mirror	12
C334	GY	Rear of Knee Bolster	18
C335	BK	Rear of Knee Bolster	18
C336	BK	Rear of Knee Bolster	18
C337	BK	Right of Steering Column	18
C338	BK	Right of Steering Column	18
C339	BK	Right of Washer Fluid Reservoir	18
C340	BK	Rear of Right Fog Lamp	18
C341	BK	In Optional Trailer Tow Harness	N/S
C342	BK	Trailer Hitch Harness to Chassis Harness	N/S
C343	BK	In Optional Trailer Tow Harness	N/S
C344	BK	Trailer Tow Fuse	N/S
C345	BK	Trailer Tow Fuse	N/S
C346	BK	Trailer Tow Relay	N/S
C401	BK	Right Rear Turn Signal Lamp	14
C402	BK	Left Rear Turn Signal Lamp	14
C403	BK	Right Back-Up Lamp	14
C404	BK	Left Back-Up Lamp	14
C405	BK	Tailgate, Behind CHMSL	20
C406	BK	Tailgate, Behind CHMSL	20
C407	BK	Rear of Left Headlamp	1

Conn #	Color	Location	Fig.
C408	BK	Rear of Right Headlamp	1
C411	BK	Top of Rear Axle	19
C412	BK	Radiator Center Support	1
C413	BK	Left Side of Dash Panel'	21
C414	BK	Behind Step Bumper	14
C415	BK	Behind Step Bumper	14
C416	BK	Rear of Frame	N/S
D201		Near T/O for Park Brake Switch	N/S
G101		Dash Panel, Near Resistor Block	2
G102		Bracket on Brake Master Cylinder	2
G103		Left Fender Side Shield	1
G104		Above ABS Hydraulic Control Unit	1
G105		Radiator Top Support	1
G106		Side of Engine Block	5
G107		Dash Panel, Near Resistor Block	2
G108		Top of Generator (3.9L/ 5.2L)	6, 7
G109		Top of Generator (3.9L/ 5.2L)	6, 7
G110		Battery Negative Post	N/S
G111		Side of Engine Block	5
G112		Right Rear of Dash Panel	1
G201		Left of Radio	9
G202		Left of Radio	9
G302		Center of Windshield Header	12
G303		Near PDC	18
G304		Dash Panel, Left of Master Cylinder	1
G305		Right Rear of Frame Rail	N/S

SCHEMATICS AND DIAGRAMS (Continued)



80516511

Fig. 1 Engine Compartment Wiring Connectors

805fe512

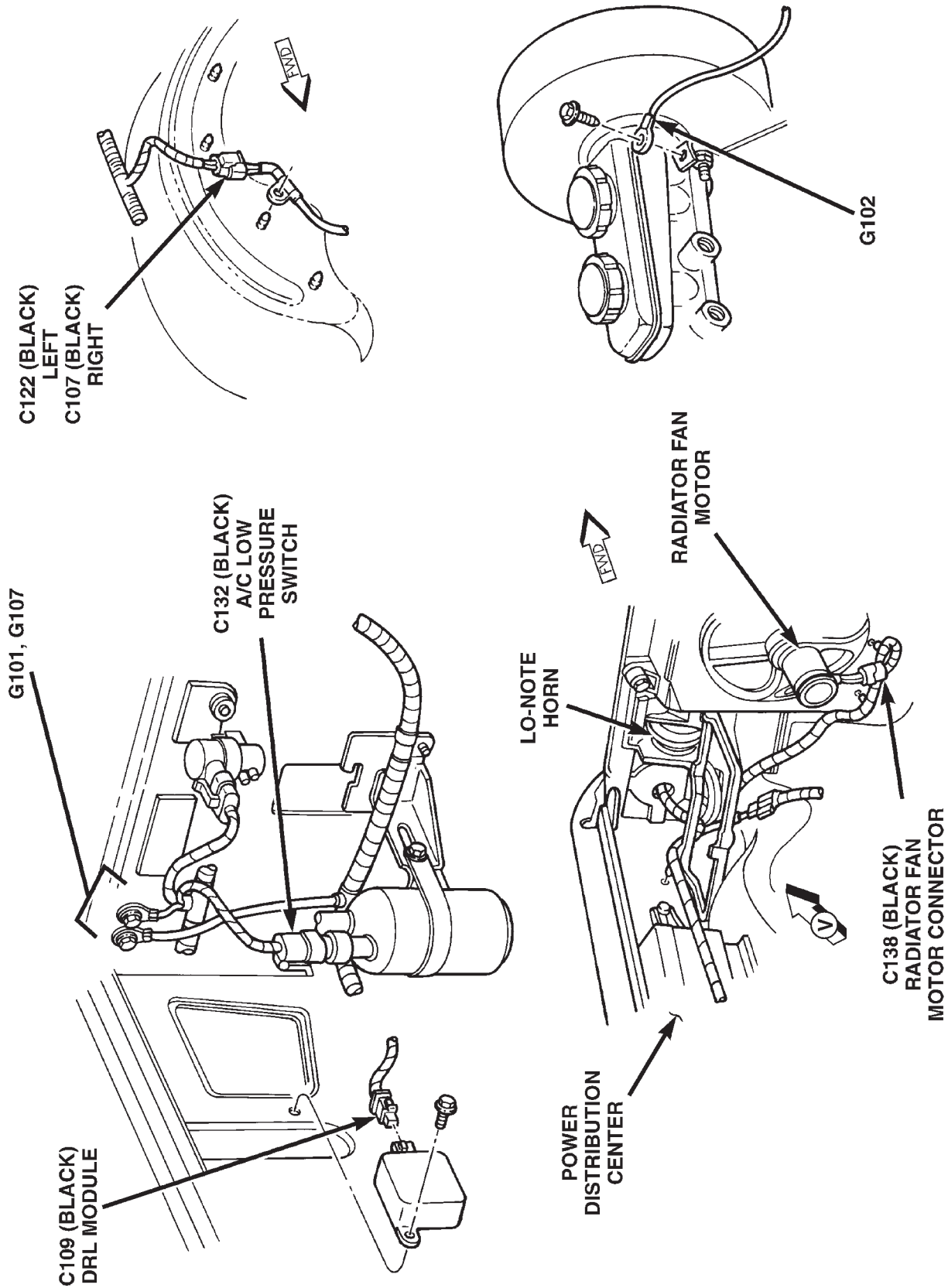


Fig. 2 Engine Compartment Wiring Connectors

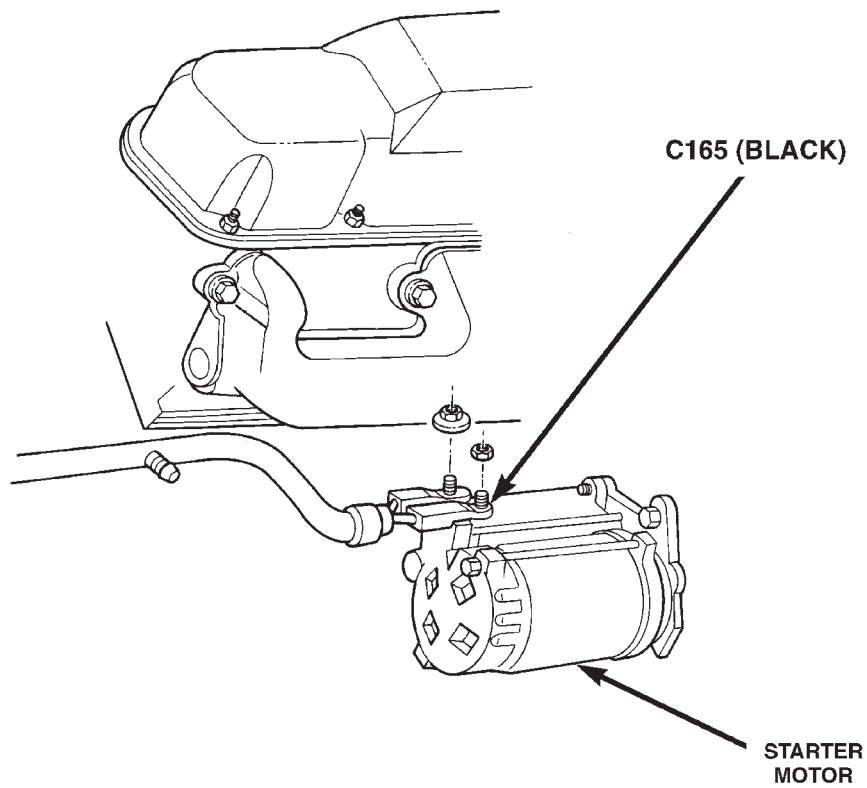


Fig. 3 Engine Starter Motor

80500553

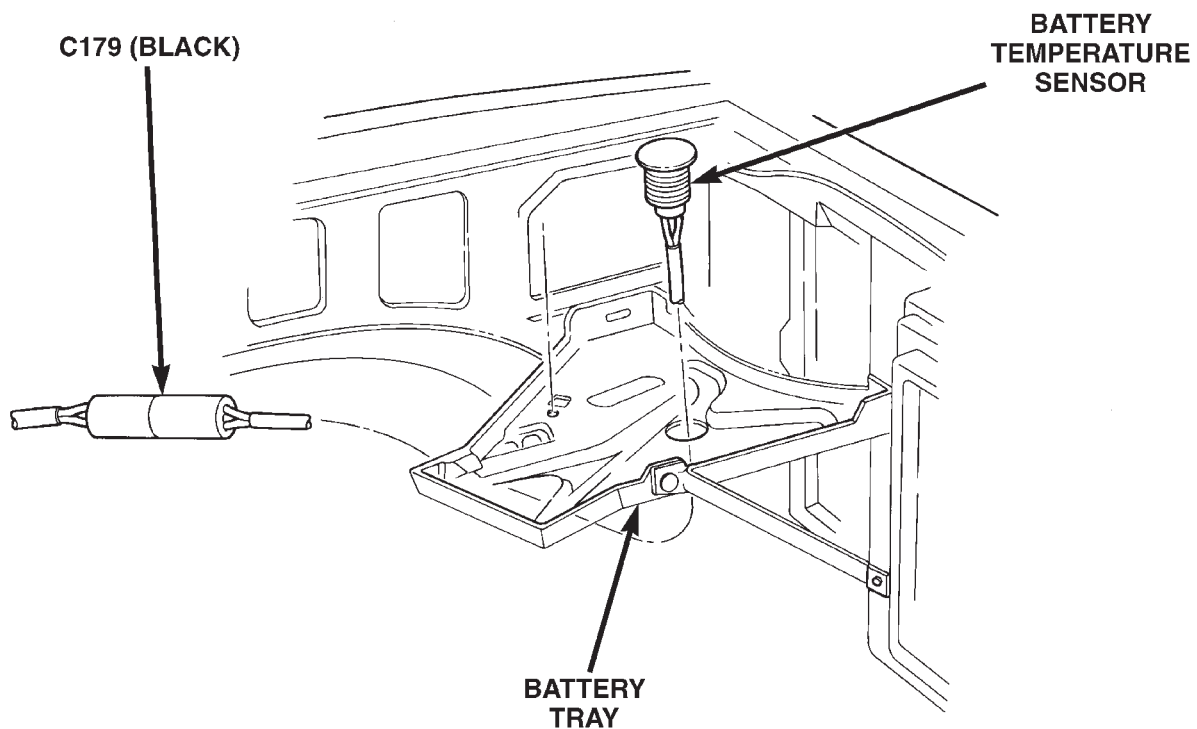
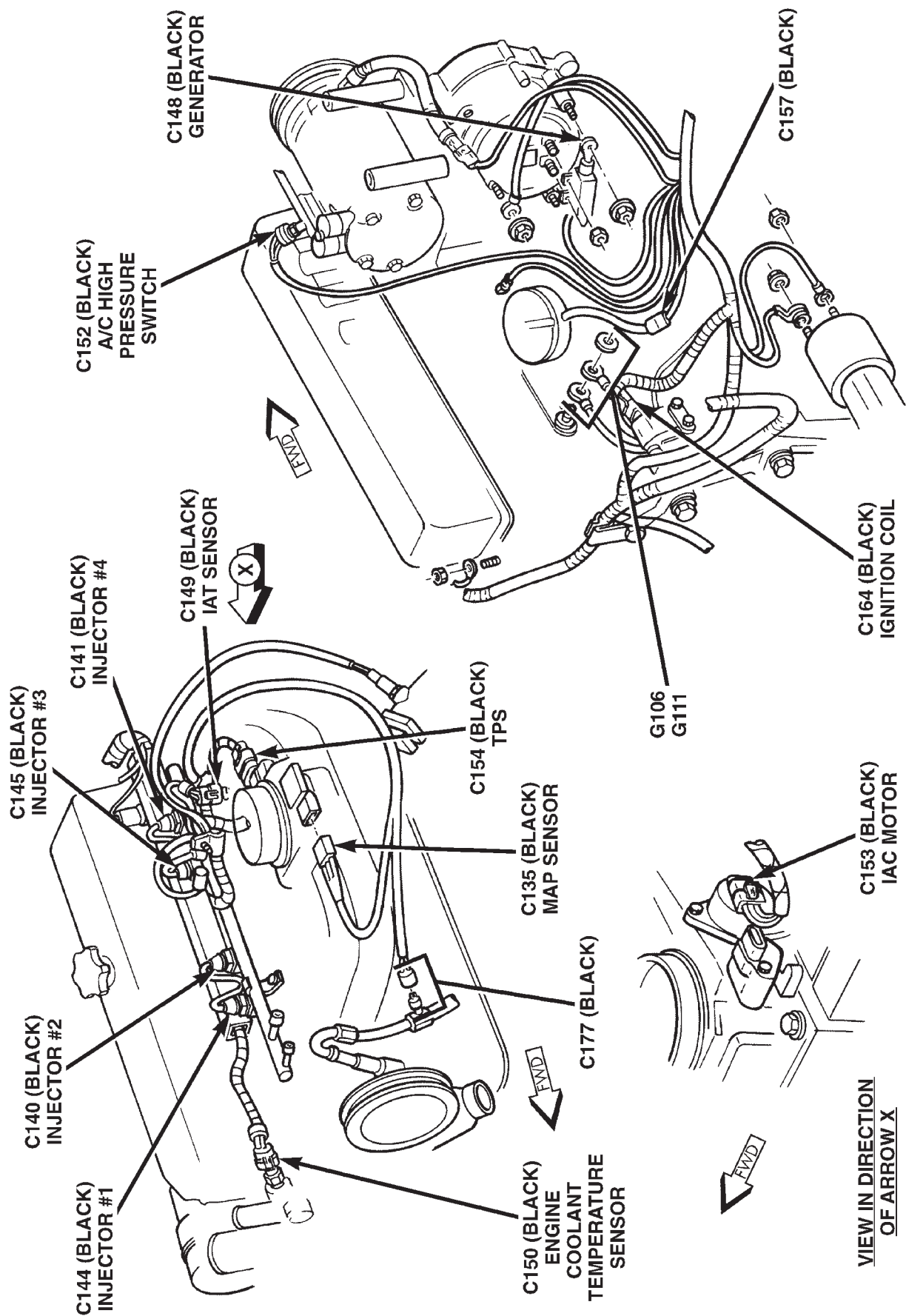


Fig. 4 Battery Temperature Sensor

8050055a

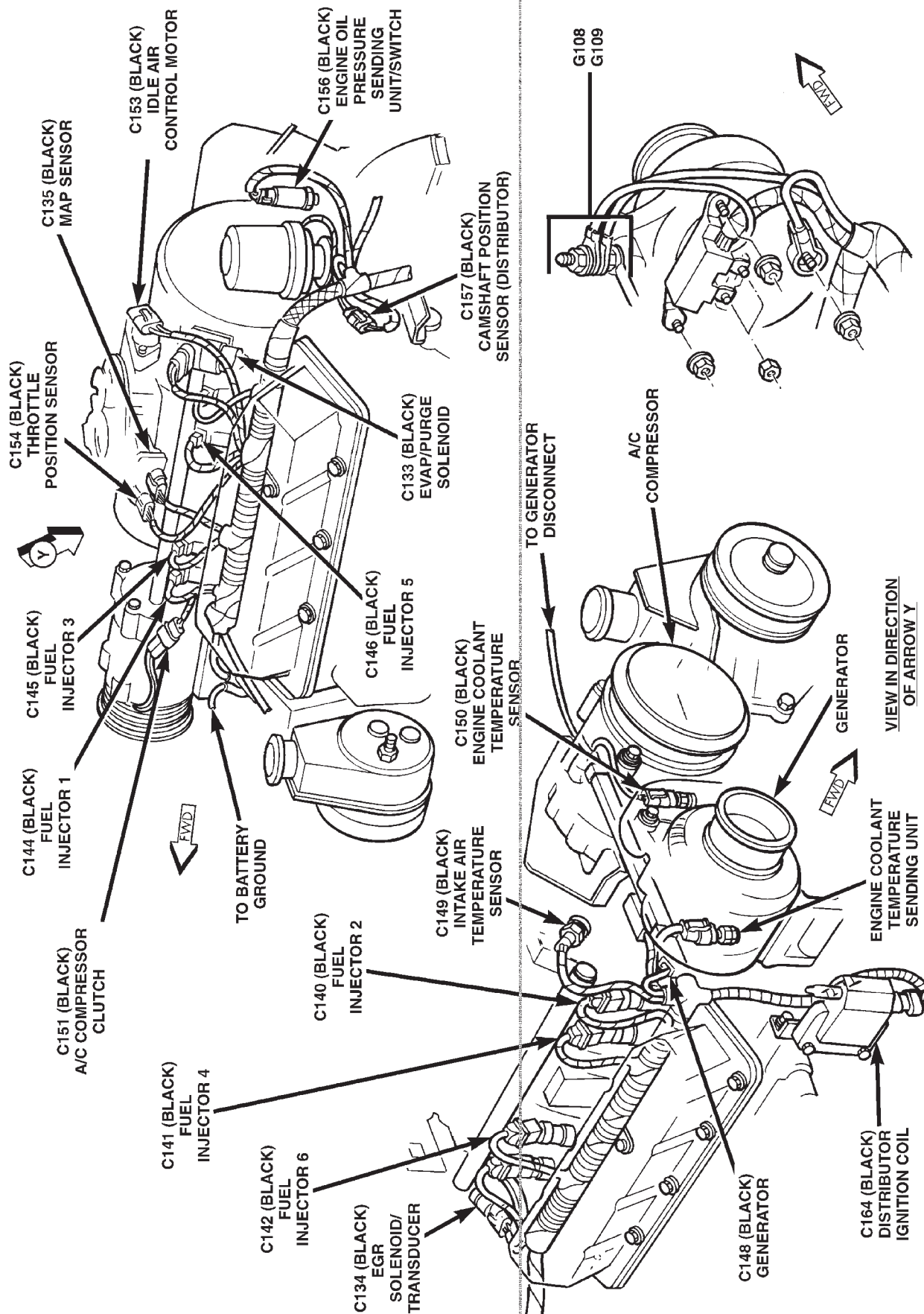
SCHEMATICS AND DIAGRAMS (Continued)



805fe513

Fig. 5 Engine Harness Connectors — 2.5L

SCHEMATICS AND DIAGRAMS (Continued)



8056514

Fig. 6 Engine Harness Connectors — 3.9L

SCHEMATICS AND DIAGRAMS (Continued)

8056515

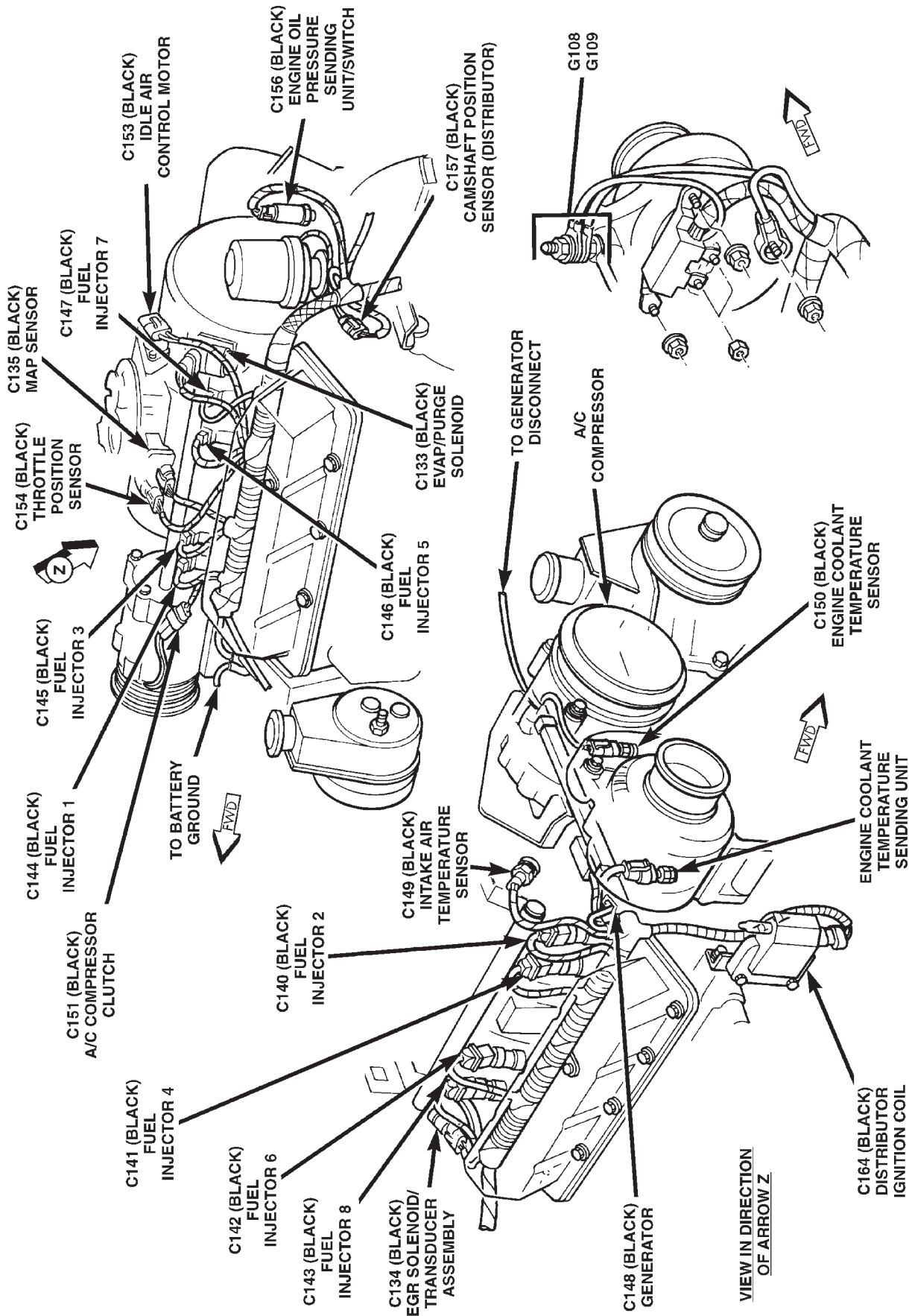


Fig. 7 Engine Harness Connectors — 5.2L

SCHEMATICS AND DIAGRAMS (Continued)

80516516

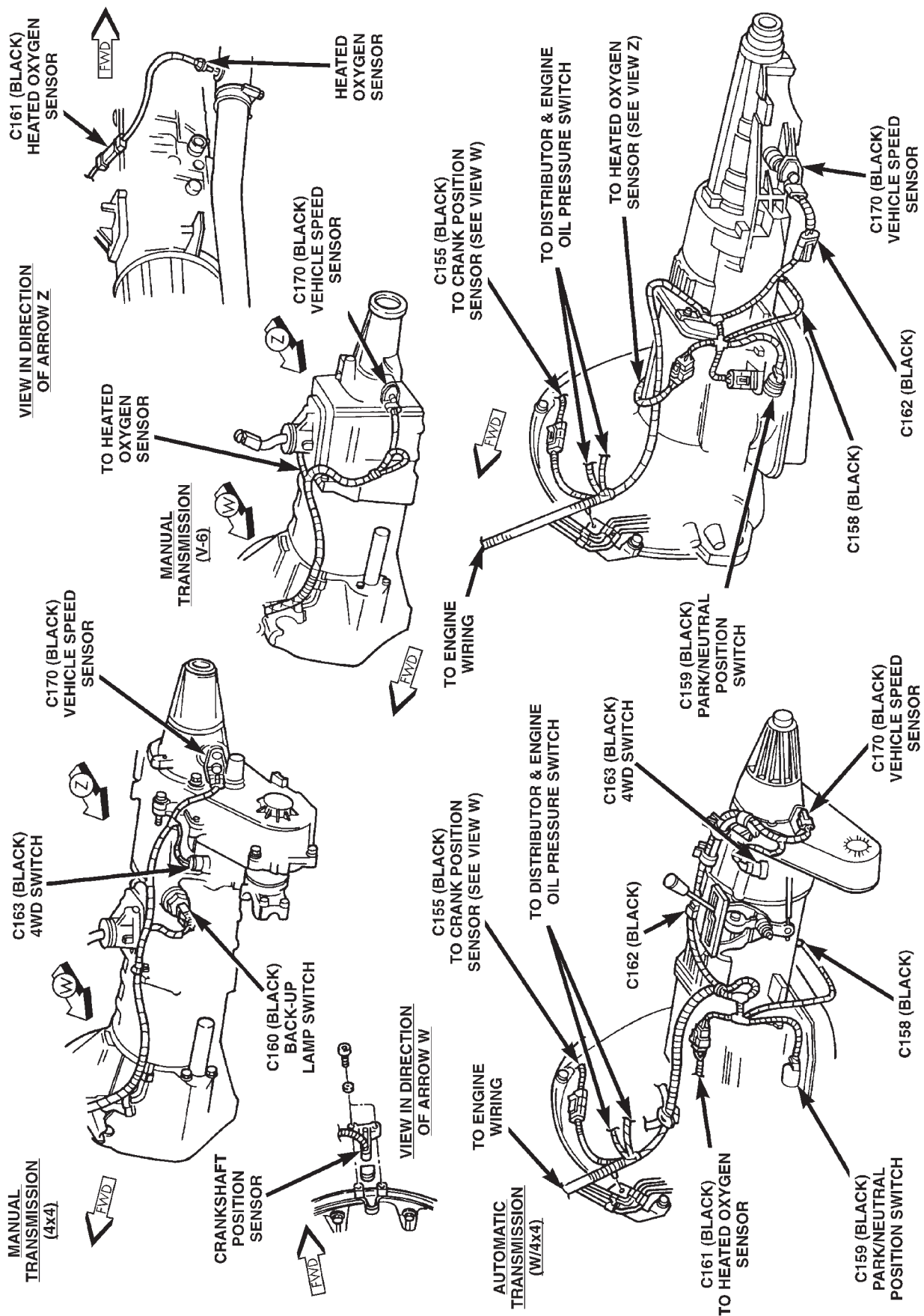


Fig. 8 Transmission Wiring Connectors

SCHEMATICS AND DIAGRAMS (Continued)

805fe517

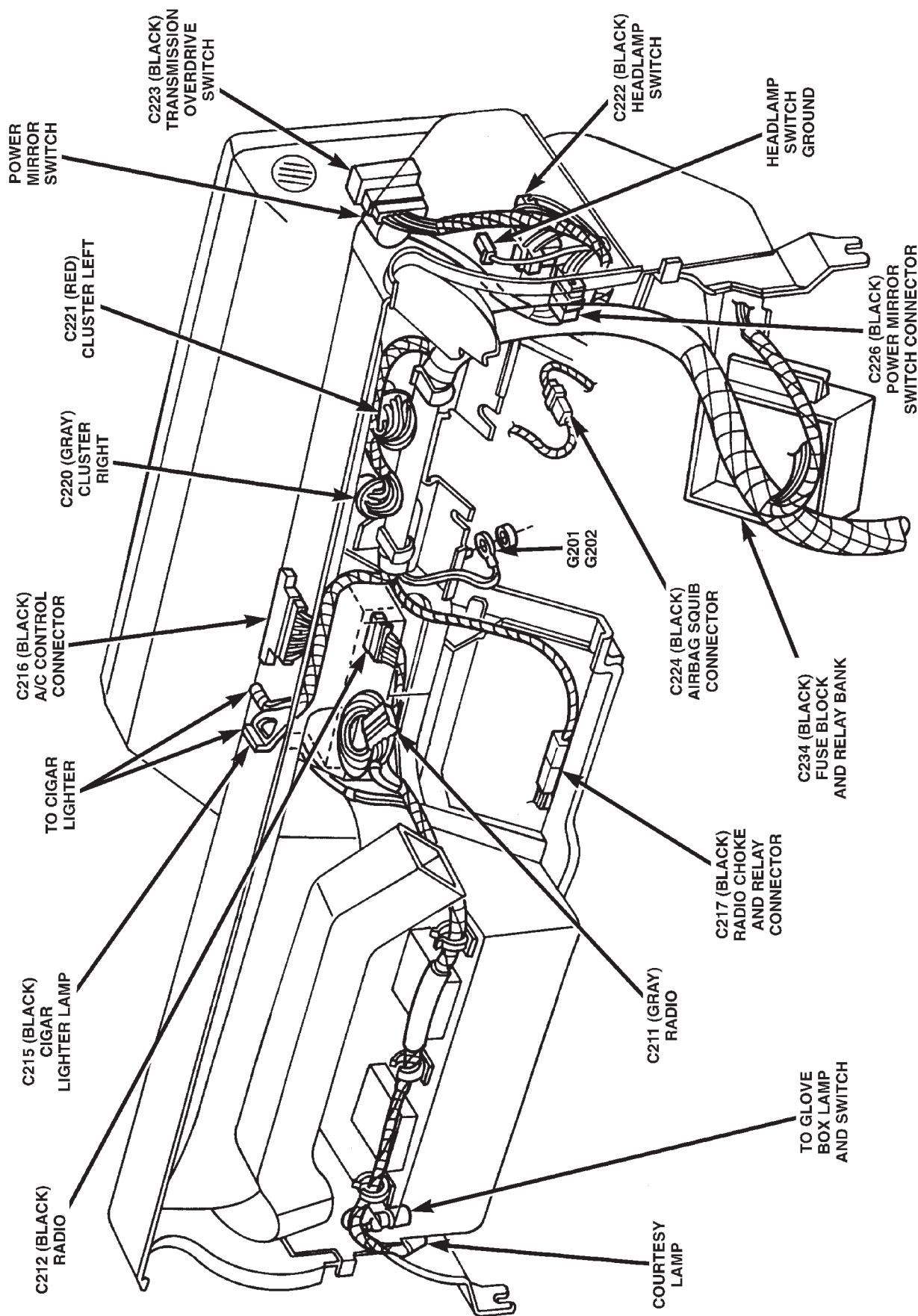


Fig. 9 Instrument Panel Wiring Connectors

SCHEMATICS AND DIAGRAMS (Continued)

805fe518

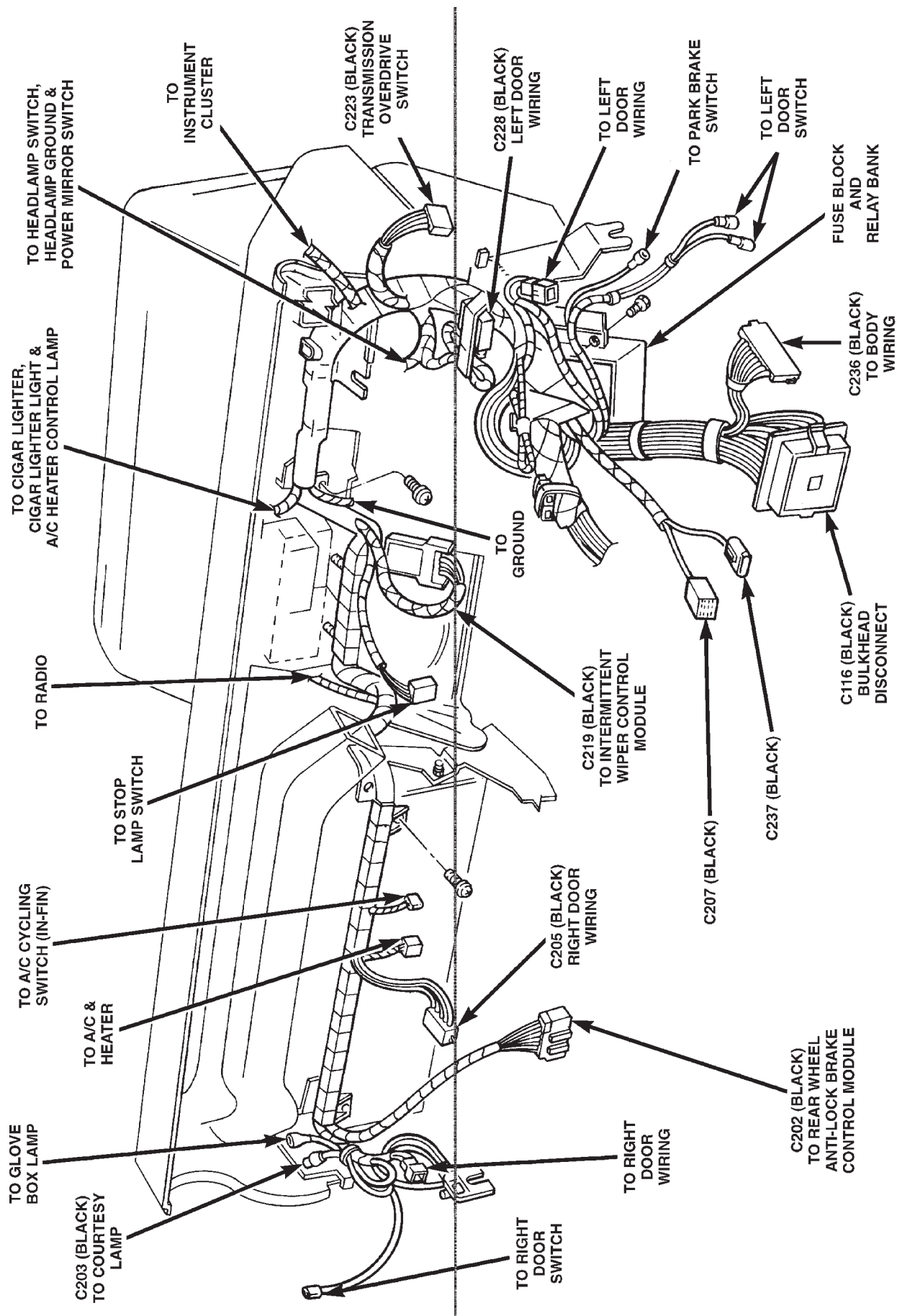
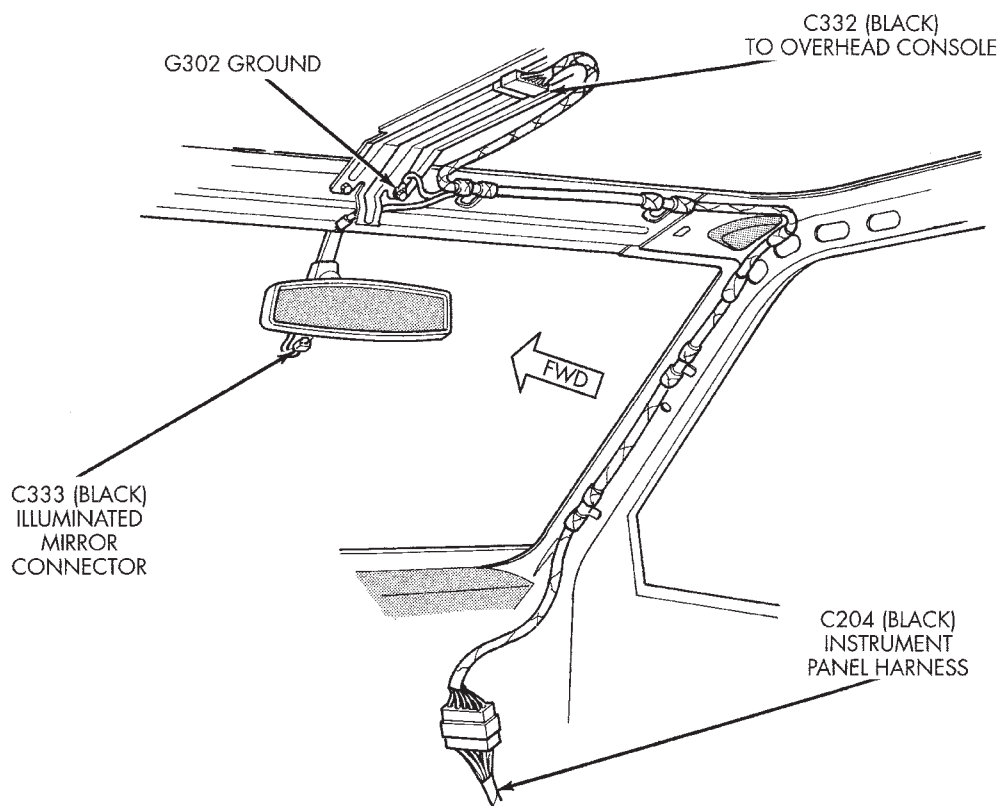


Fig. 10 Instrument Panel Wiring Connectors



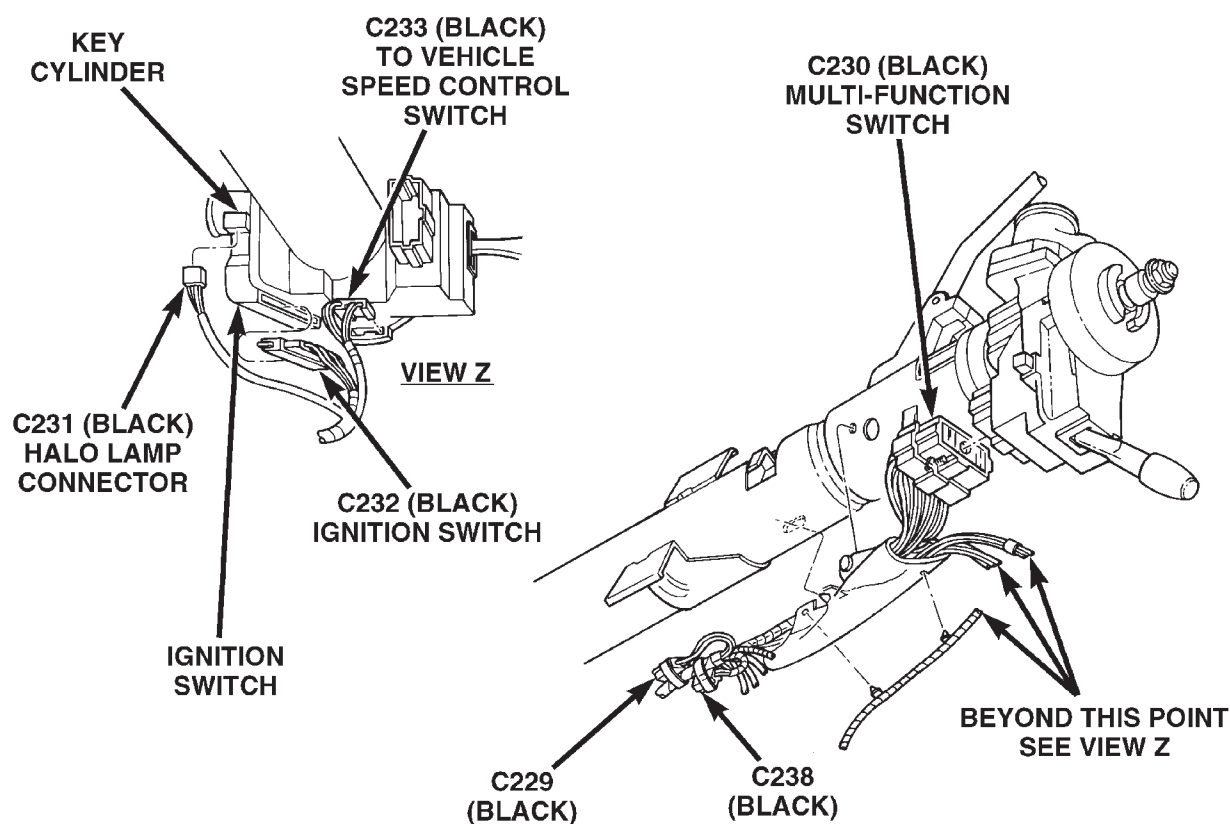
Fig. 11 Instrument Panel to Body Wiring Connectors

SCHEMATICS AND DIAGRAMS (Continued)



J958W-51

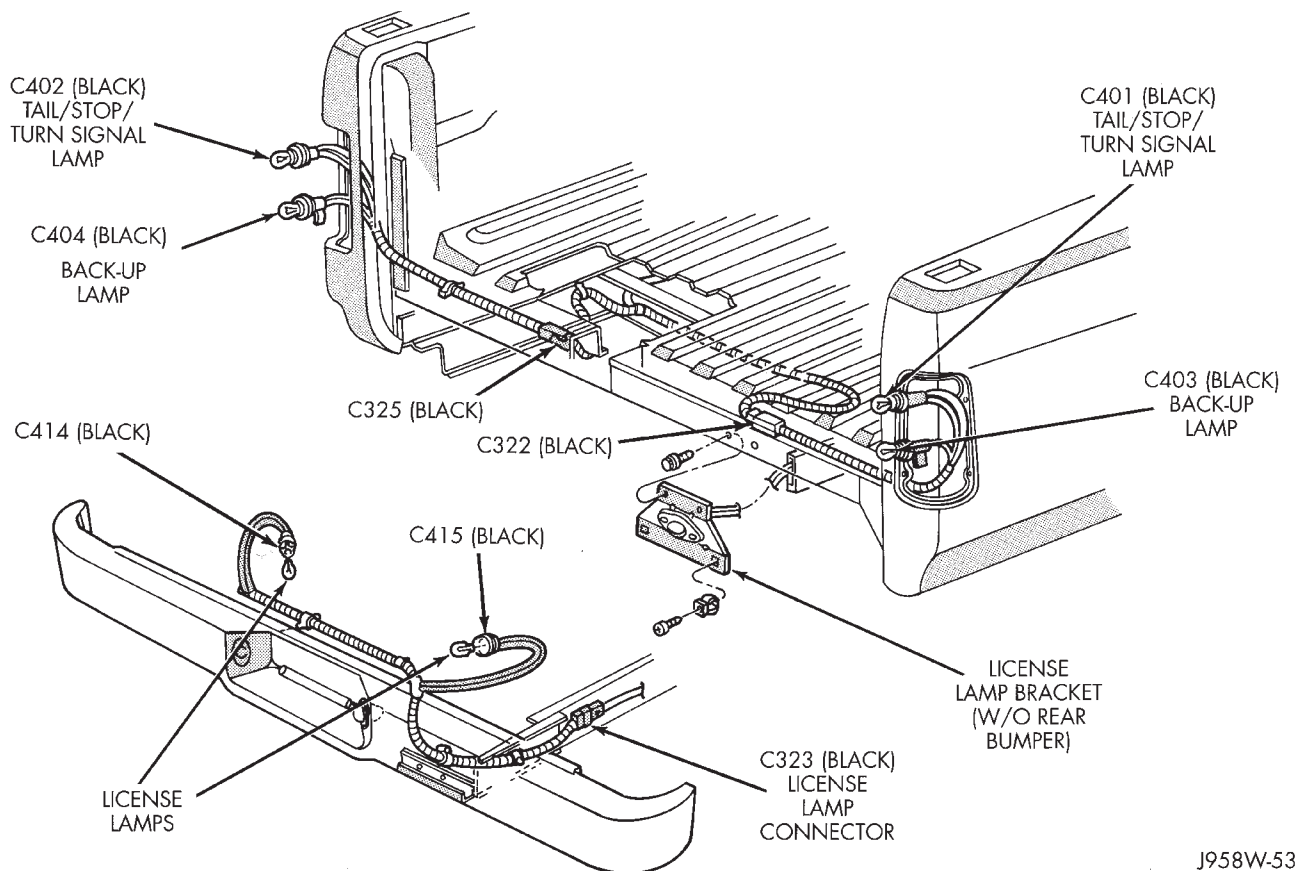
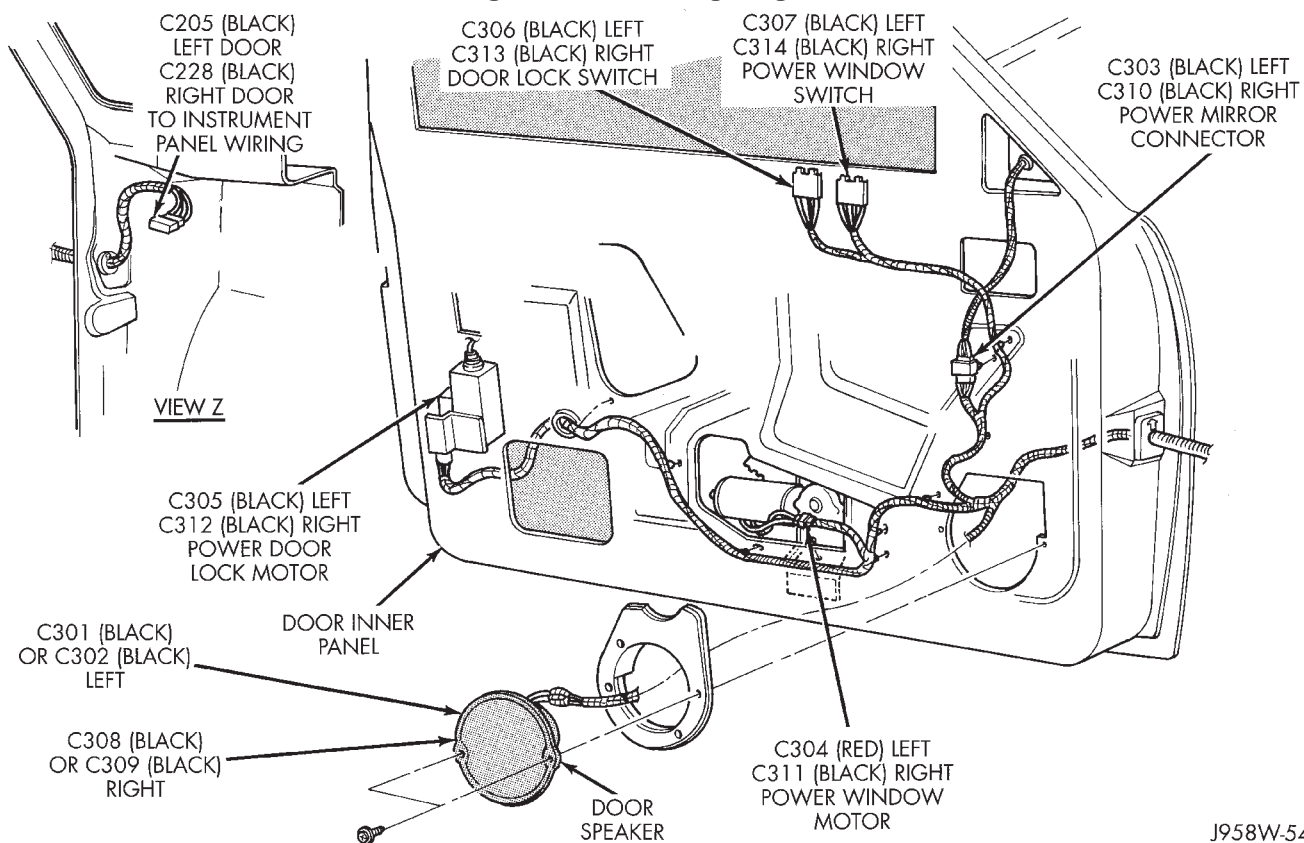
Fig. 12 Overhead Console Wiring Connectors



8050055b

Fig. 13 Steering Column Wiring Connectors

SCHEMATICS AND DIAGRAMS (Continued)

**Fig. 14 Rear End Lighting Connectors****Fig. 15 Door Wiring Connectors**

SCHEMATICS AND DIAGRAMS (Continued)

J958W:38

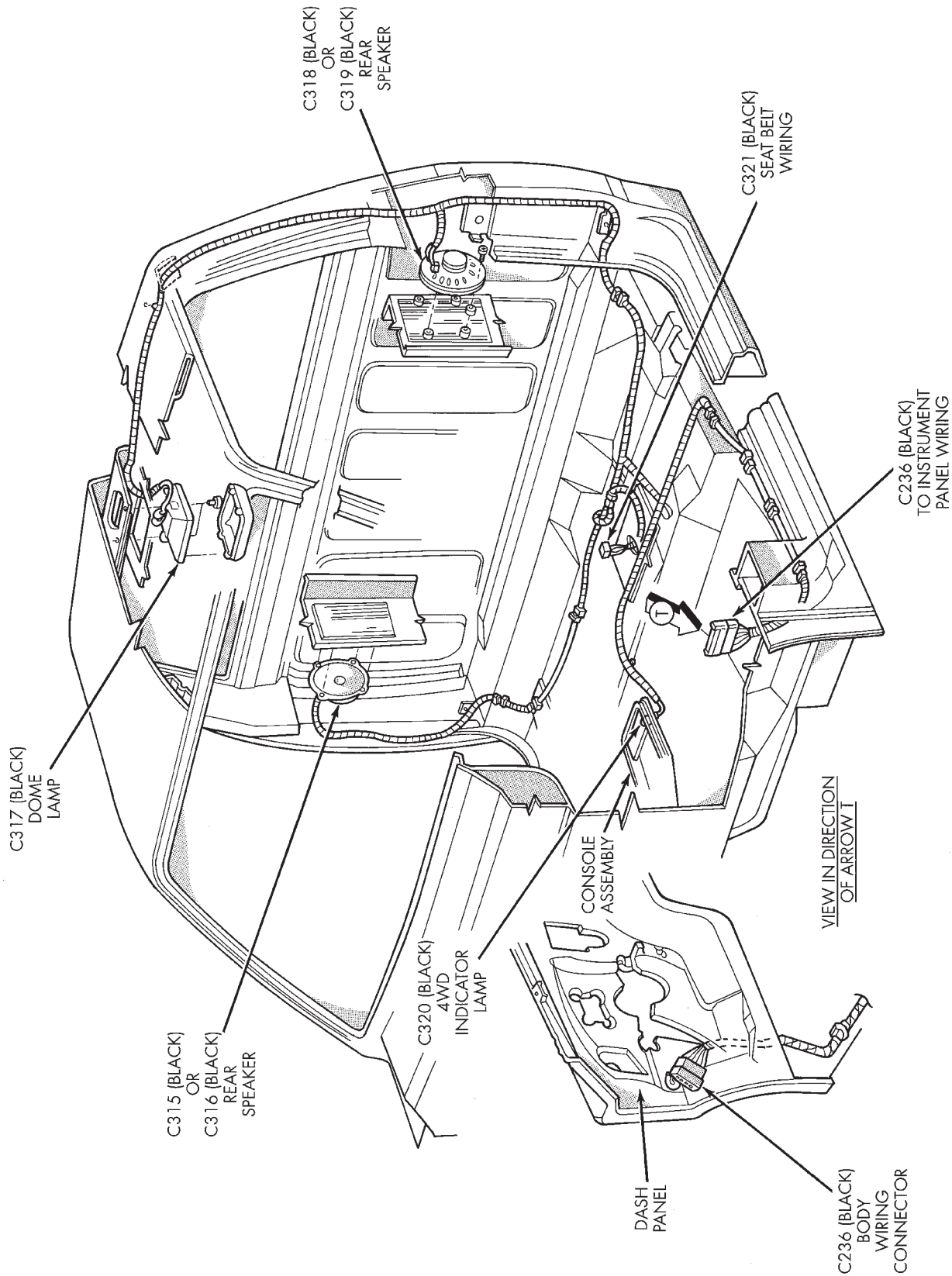
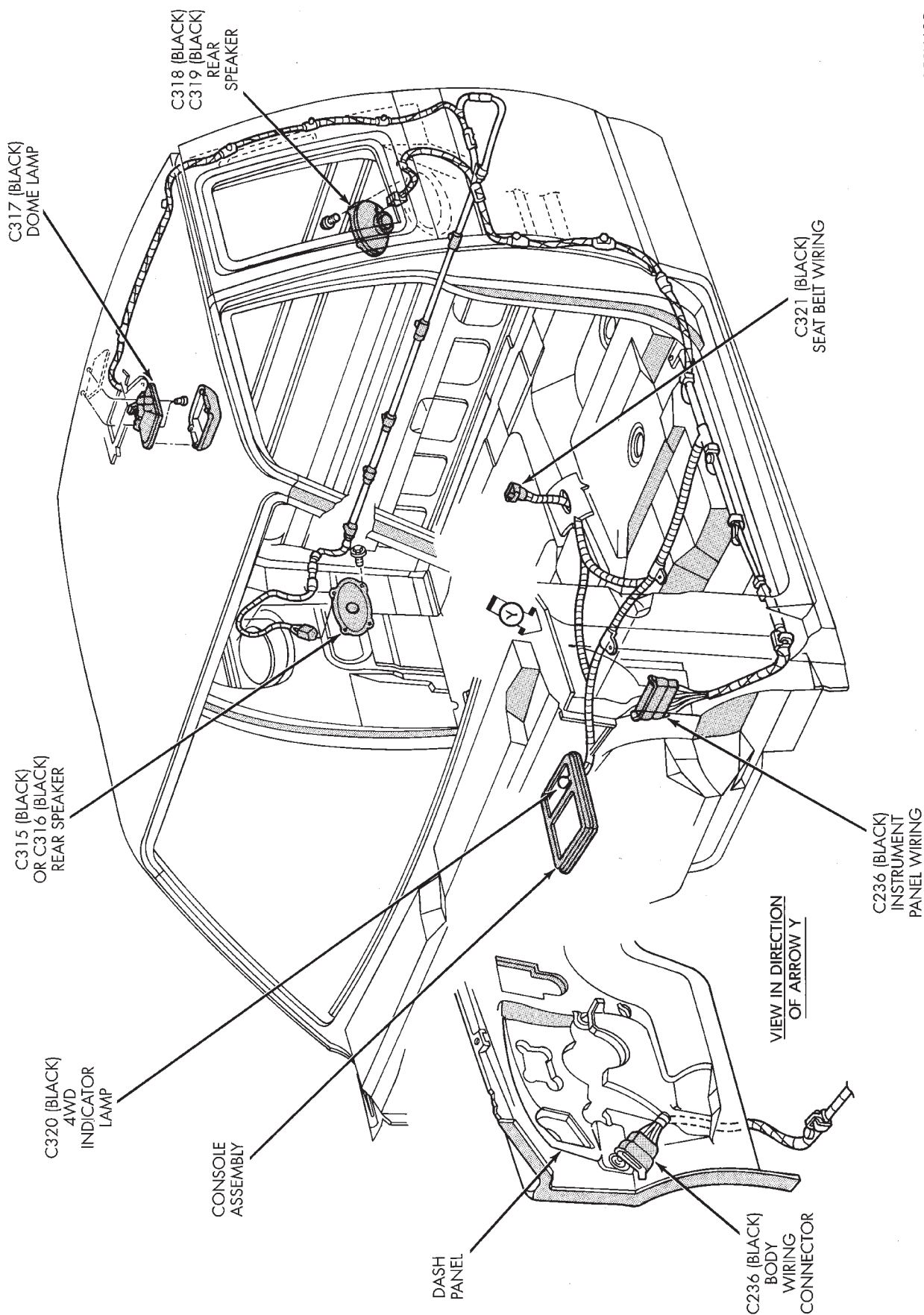


Fig. 16 Cab Wiring Connectors

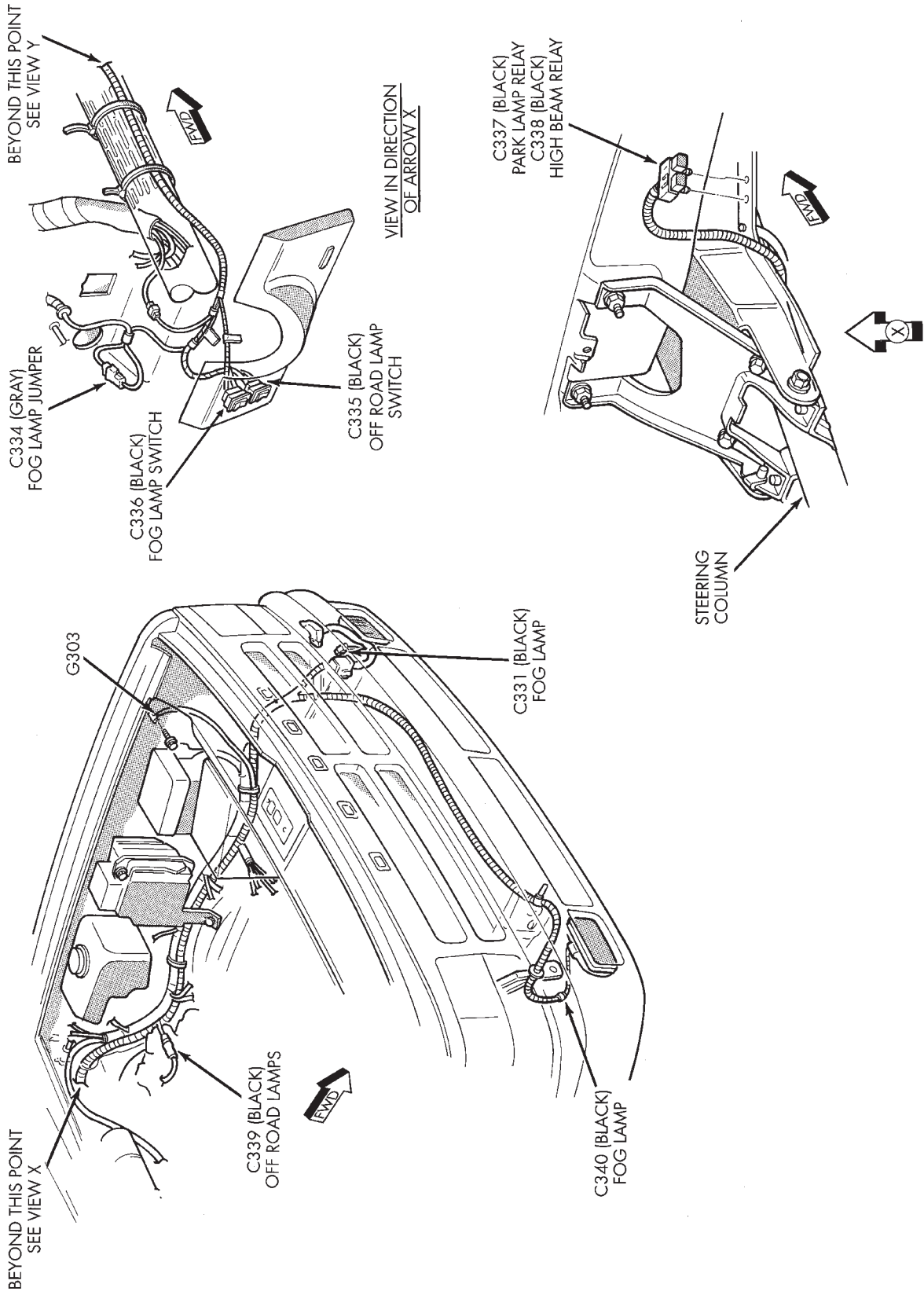
SCHEMATICS AND DIAGRAMS (Continued)



J958W-39

Fig. 17 Extended Cab Wiring Connectors

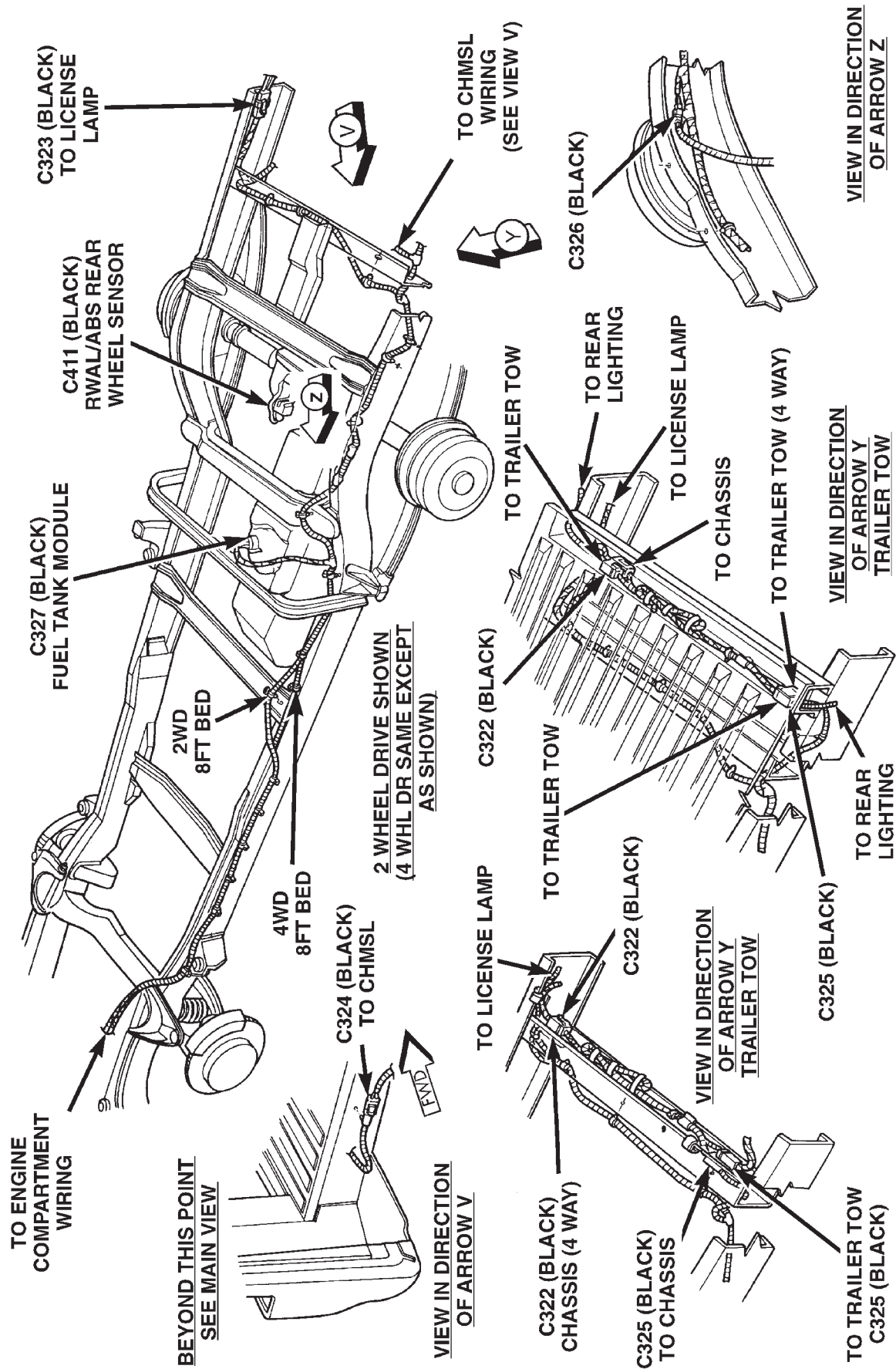
SCHEMATICS AND DIAGRAMS (Continued)



J958W.55

Fig. 18 Fog Lamp Wiring Connectors

SCHEMATICS AND DIAGRAMS (Continued)



805fe51a

Fig. 19 Frame Wiring Connectors

SCHEMATICS AND DIAGRAMS (Continued)

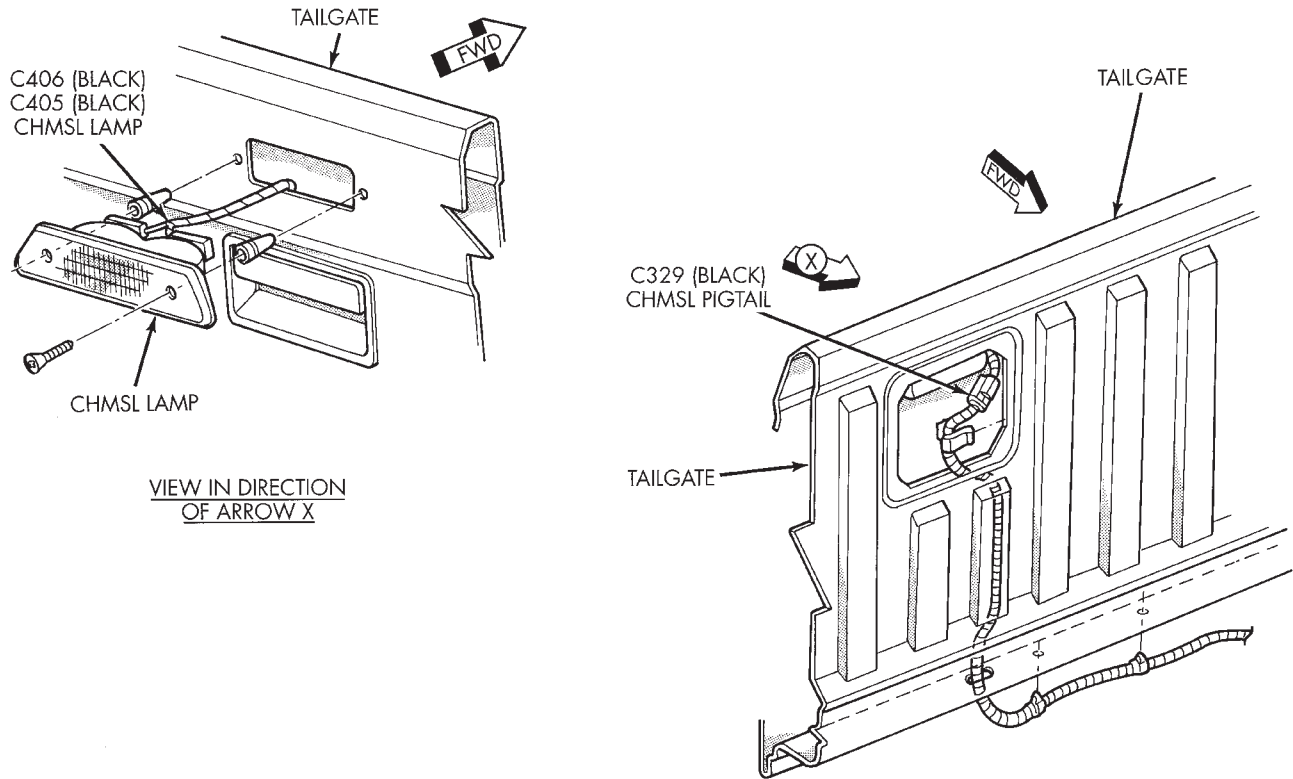


Fig. 20 Center High Mounted Stop Lamps (CHMSL) Wiring Connectors

J958W-57

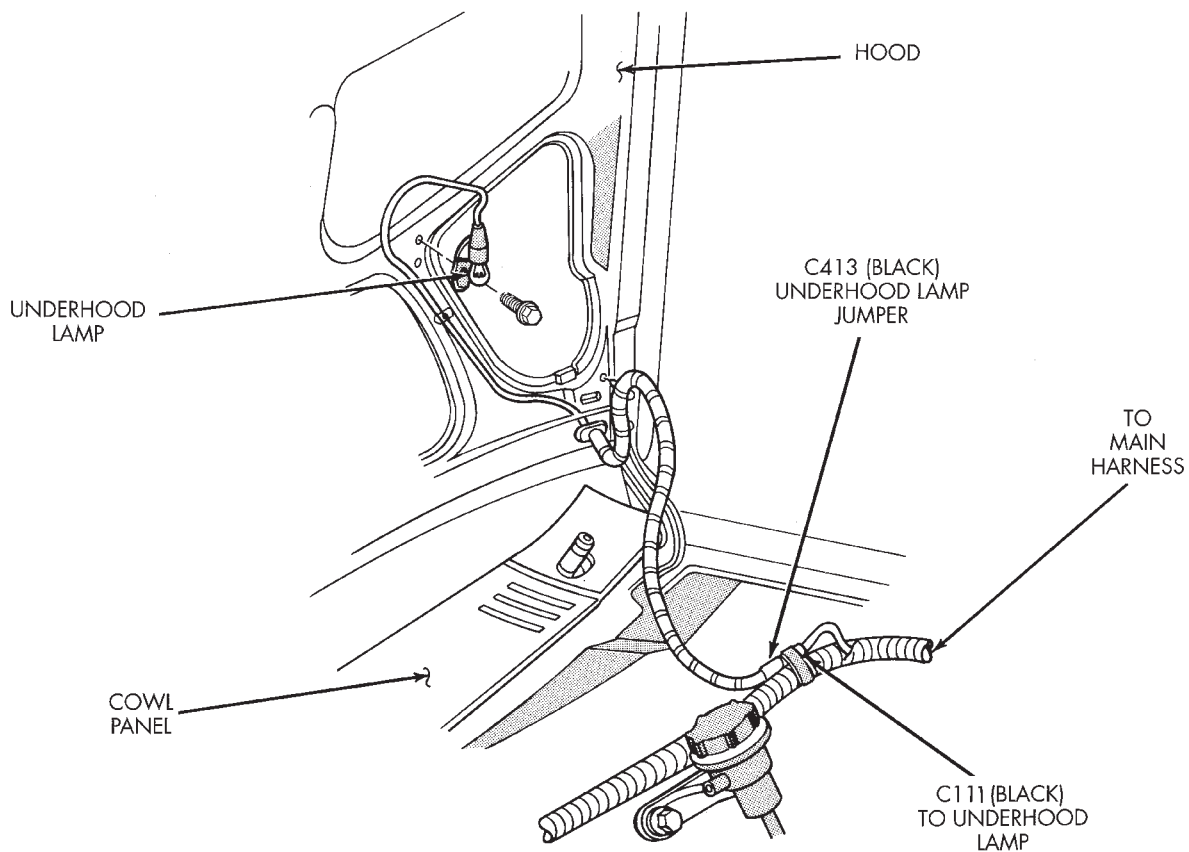


Fig. 21 Underhood Lamp Wiring Connectors

J958W-58

8W-95 SPLICE LOCATIONS

DESCRIPTION AND OPERATION

INTRODUCTION

This section provides illustrations identifying the general location of the splices in this vehicle. A splice index is provided. Use the wiring diagrams in each section for splice number identification. Refer to the index for proper splice number.

SCHEMATICS AND DIAGRAMS

SPLICE LOCATIONS

For splices that are not shown in the figures in this section a N/S is placed in the Fig. column.

Splice Number	Location	Fig.
S101	Near T/O for Right Front Wheel Speed Sensor	1
S102	Near T/O for Right Front Wheel Speed Sensor	1
S103	After T/O's for Engine Harness Connectors	1
S104	After T/O's for Engine Harness Connectors	1
S105	After Wiper Motor T/O	2
S106	Before Bulkhead Connector T/O	2
S108	In T/O to PDC	2
S109	In T/O to PDC	2
S110	In T/O to PDC	2
S111	In T/O to PDC	2
S112	Between Hydraulic Control Unit T/O and Controller Anti-Lock Brakes (CAB) T/O	2
S113	Between Hydraulic Control Unit T/O and Controller Anti-Lock Brakes (CAB) T/O	2
S114	Between Hydraulic Control Unit T/O and Controller Anti-Lock Brakes (CAB) T/O	2
S115	In PDC T/O	2
S116	In PDC T/O	2
S118	In PDC T/O	2
S119	Near Brake Warning Lamp Switch T/O	2
S121	Near Starter Solenoid T/O (2.5L)	3
S121	Near T/O to Injector No. 4 (3.9L/5.2L)	4
S123	Near Starter Solenoid T/O (2.5L)	3

Splice Number	Location	Fig.
S123	After Injector No. 1 T/O (3.9L/5.2L)	4
S124	Near Underhood Lamp T/O	2
S125	Between T/O's to A/C Low Pressure Switch and Connectors C105 and C106 (2.5L)	1
S125	Near Injector No. 6 T/O (3.9L), Near Injector No. 8 T/O (5.2L)	4
S128	Near PCM (3.9L/5.2L)	1
S129	Between T/O's to A/C Low Pressure Switch and Connectors C105 and C106 (2.5L)	1
S129	near A/C Low Pressure Switch T/O (3.9L/5.2L)	1
S130	Near PCM (3.9L/5.2L)	1
S131	Between T/O's to A/C Low Pressure Switch and Connectors C105 and C106 (2.5L)	1
S131	Near PCM (3.9L/5.2L)	1
S132	Near Injector No. 6 T/O (3.9L/5.2L)	4
S133	Near PCM (2.5L)	1
S133	Between Injector No. 2 and Injector No. 4 T/Os (3.9L/5.2L)	4
S134	Before TPS T/O (3.9L/5.2L)	4
S135	Near Engine Temperature Gauge Sending Unit (2.5L)	3
S135	Near Injector No. 7 T/O (3.9L/5.2L)	4
S137	Near PCM (2.5L)	1

SCHEMATICS AND DIAGRAMS (Continued)

Splice Number	Location	Fig.
S145	Near Starter Motor Solenoid T/O (2.5L)	3
S146	Near Bulkhead Connector T/O	2
S147	Near Upstream Heated Oxygen Sensor T/O	7
S148	Near Upstream Heated Oxygen Sensor T/O	7
S149	Near Upstream Heated Oxygen Sensor T/O	7
S150	Near Right Front Wheel Speed Sensor T/O	1
S151	Near Oil Pressure Switch T/O (3.9L/5.2L)	4
S152	Near Oil Pressure Switch T/O (3.9L/5.2L)	4
S153	Near Park/Neutral Position Switch T/O	N/S
S201	Between Radio T/O and Stop Lamp Switch T/O	5
S202	Before Stop Lamp Switch T/O	5
S203	Before A/C-Heater Controls T/O	5
S204	Near Branch to Cluster	5
S205	Near Branch to Cluster	5
S206	Between A/C-Heater Controls T/O and Cluster T/Os	5
S208	Near Branch to Cluster	5
S209	In Overdrive Switch T/O	5
S210	Near Overdrive Switch	5
S211	Near Overdrive Switch	5
S212	Near Fuse Block	5
S213	Near Fuse Block	5
S214	Diode Before Bulkhead Connector	5
S215	Diode Before Bulkhead Connector	5
S216	Before Park Brake Switch T/O	5
S217	After Intermittent Wiper Module T/O	5
S218	In Branch to A/C-Heater Controls	5

Splice Number	Location	Fig.
S219	Near Branch to Airbag Control Module	5
S220	Near Branch to Airbag Control Module	5
S221	Before Park Brake Switch T/O	5
S301	Near Left Door Speaker T/O	6
S302	Before Right Door Speaker T/O	6
S303	After Right Door Speaker T/O	6
S306	Between CHMSL T/O and Fuel Pump Module T/O	7
S308	Before Overhead Console and Ground T/O	9
S309	Before Fog Lamp T/Os	8
S310	After Fog Lamp Ground T/O	8
S311	After Fog Lamp Switch T/O	8
S312	Before Park Lamp Relay and High Beam Relay T/Os	8
S313	In Fog Lamp Switch T/O	8
S314	Between T/Os to Left Tail Lamp and Rear Wheel Speed Sensor	7
S316	Between T/Os to Left Tail Lamp and Rear Wheel Speed Sensor	7
S317	Before Left Tail Lamp T/O	7
S318	Near Left Tail Lamp T/O	7
S319	In Optional Trailer Tow Harness	N/S
S320	In Optional Trailer Tow Harness	N/S
S321	In Optional Trailer Tow Harness	N/S
S322	In Optional Trailer Tow Harness	N/S
S401	Before Right Back-Up Lamp T/O	11
S402	In CHMSL Harness, Before Lamps	10
S403	In CHMSL Harness Before Lamps	10
S404	Before Left Back-Up Lamp T/O	11
S405	Between License Plate Lamps	11
S406	Between License Plate Lamps	11

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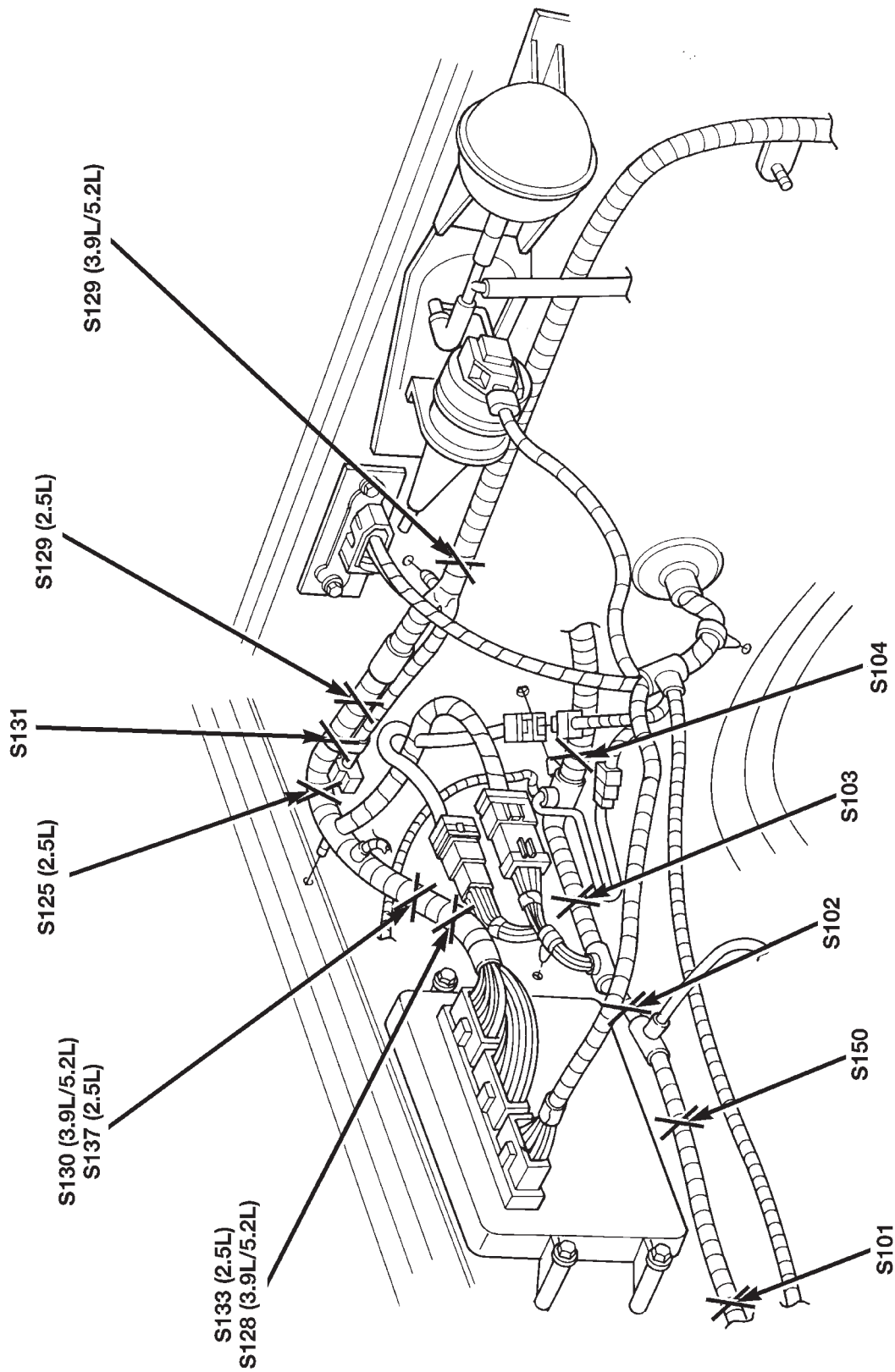


Fig. 1 Engine Compartment Splices — Right Side

SCHEMATICS AND DIAGRAMS (Continued)

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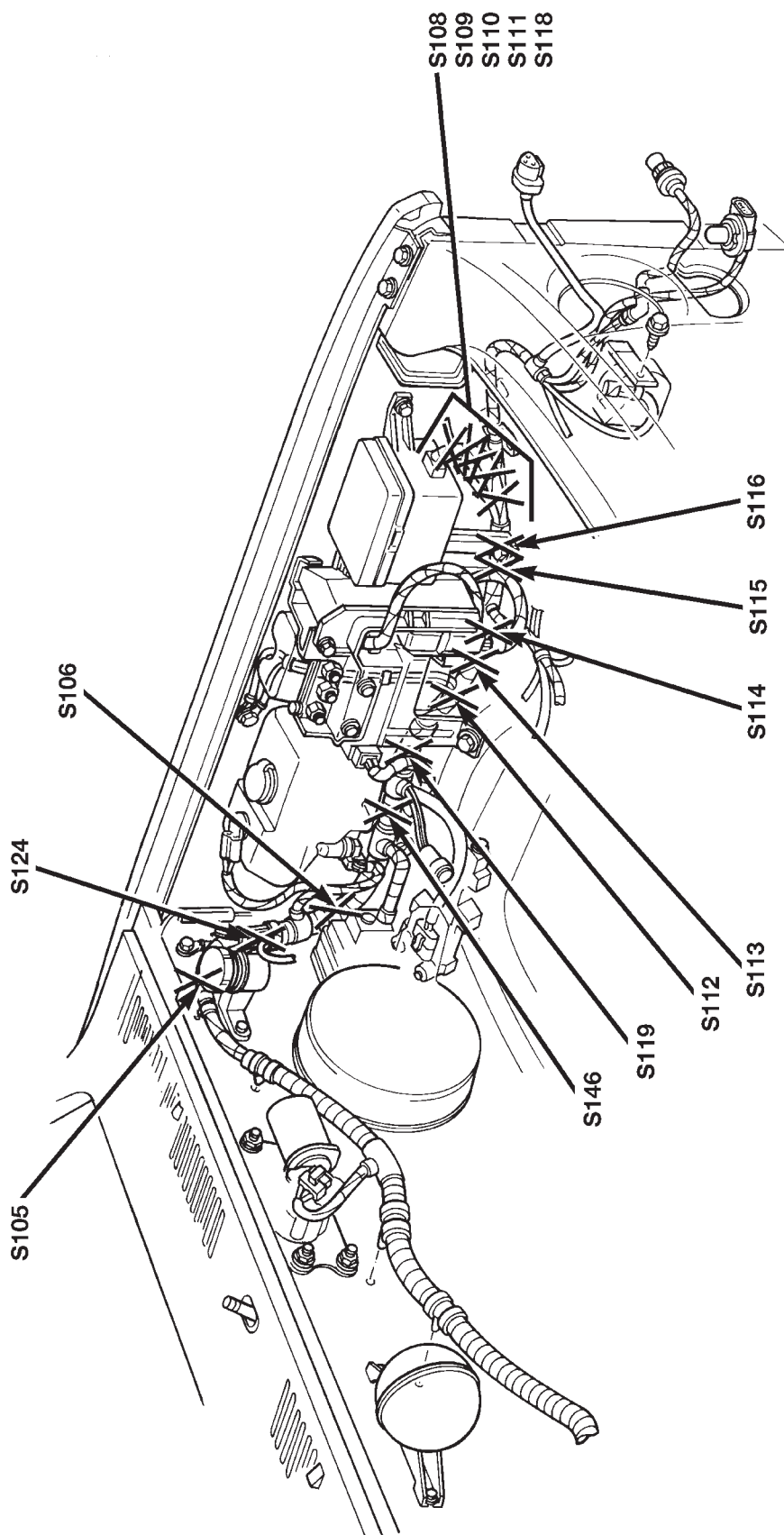
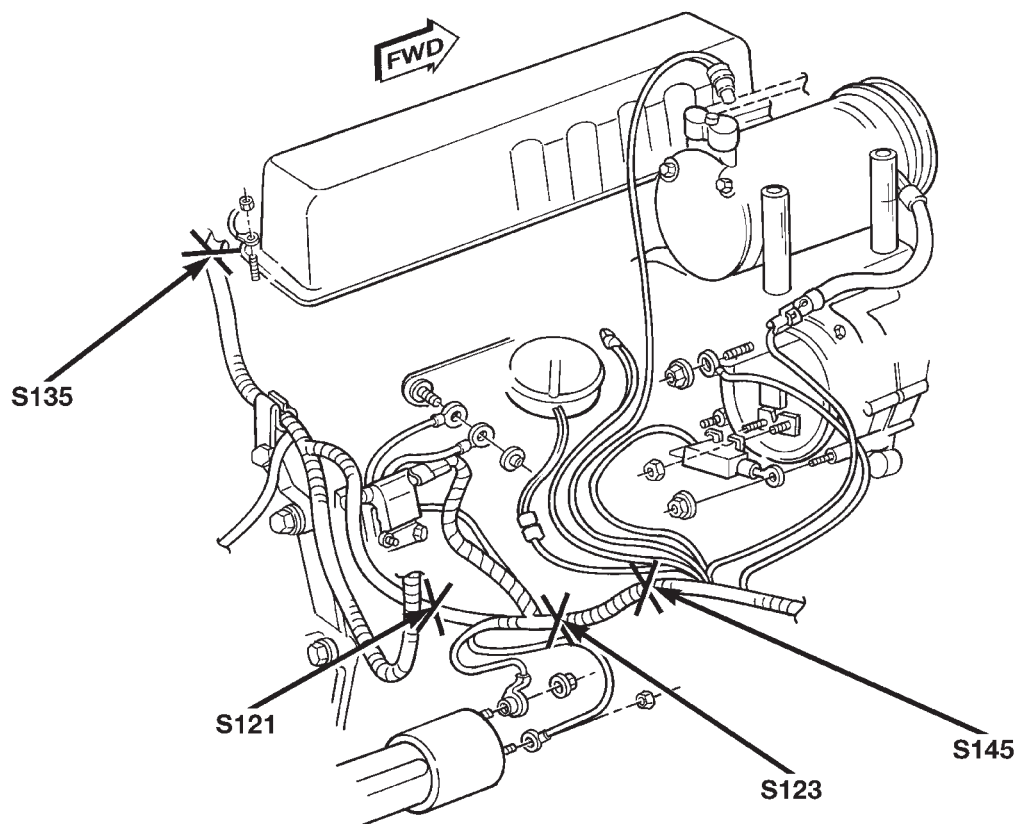


Fig. 2 Engine Compartment Splices — Left Side

SCHEMATICS AND DIAGRAMS (Continued)



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Fig. 3 Engine Harness Splices — 2.5L

SCHEMATICS AND DIAGRAMS (Continued)

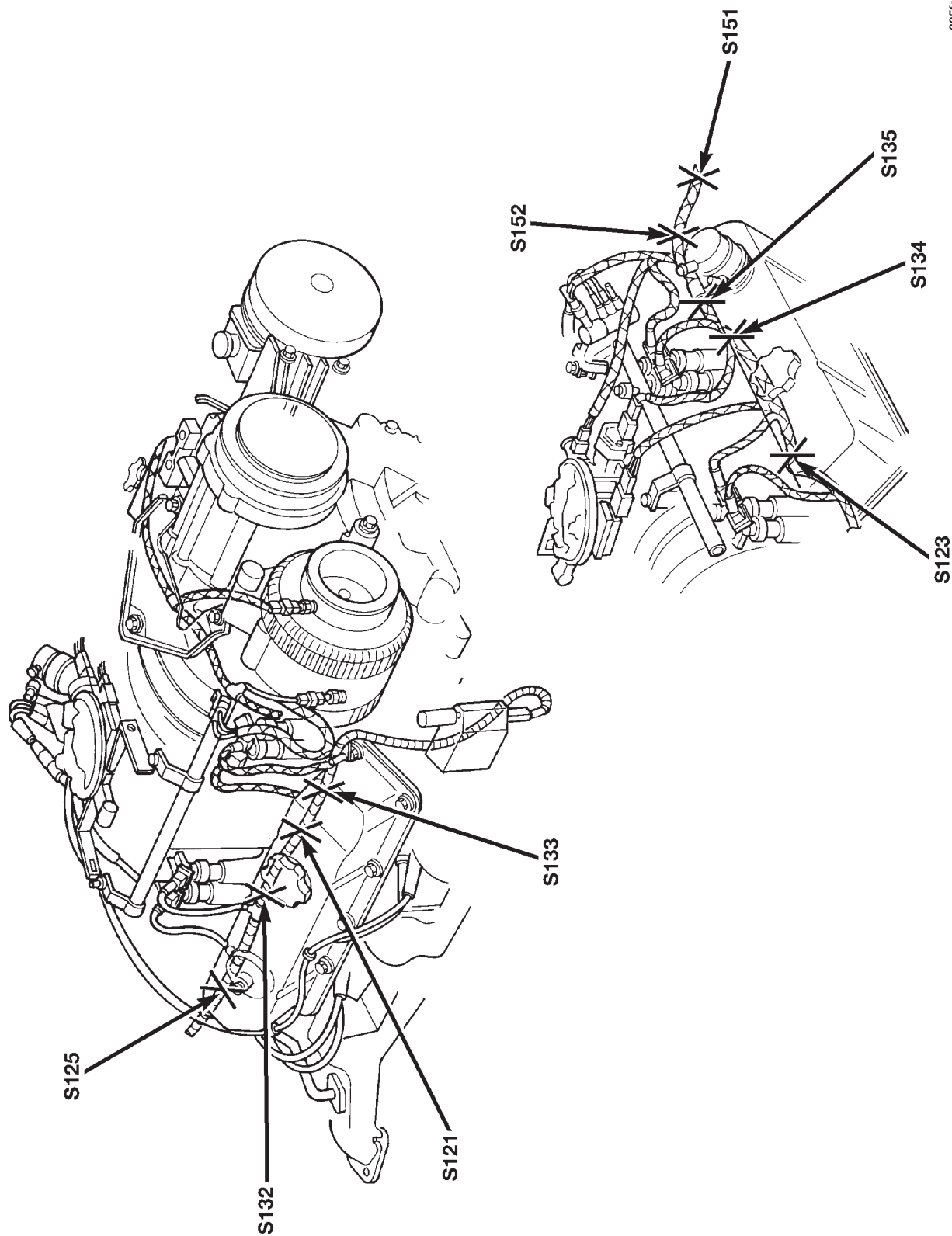


Fig. 4 Engine Harness Splices — 3.9L/5.2L

SCHEMATICS AND DIAGRAMS (Continued)

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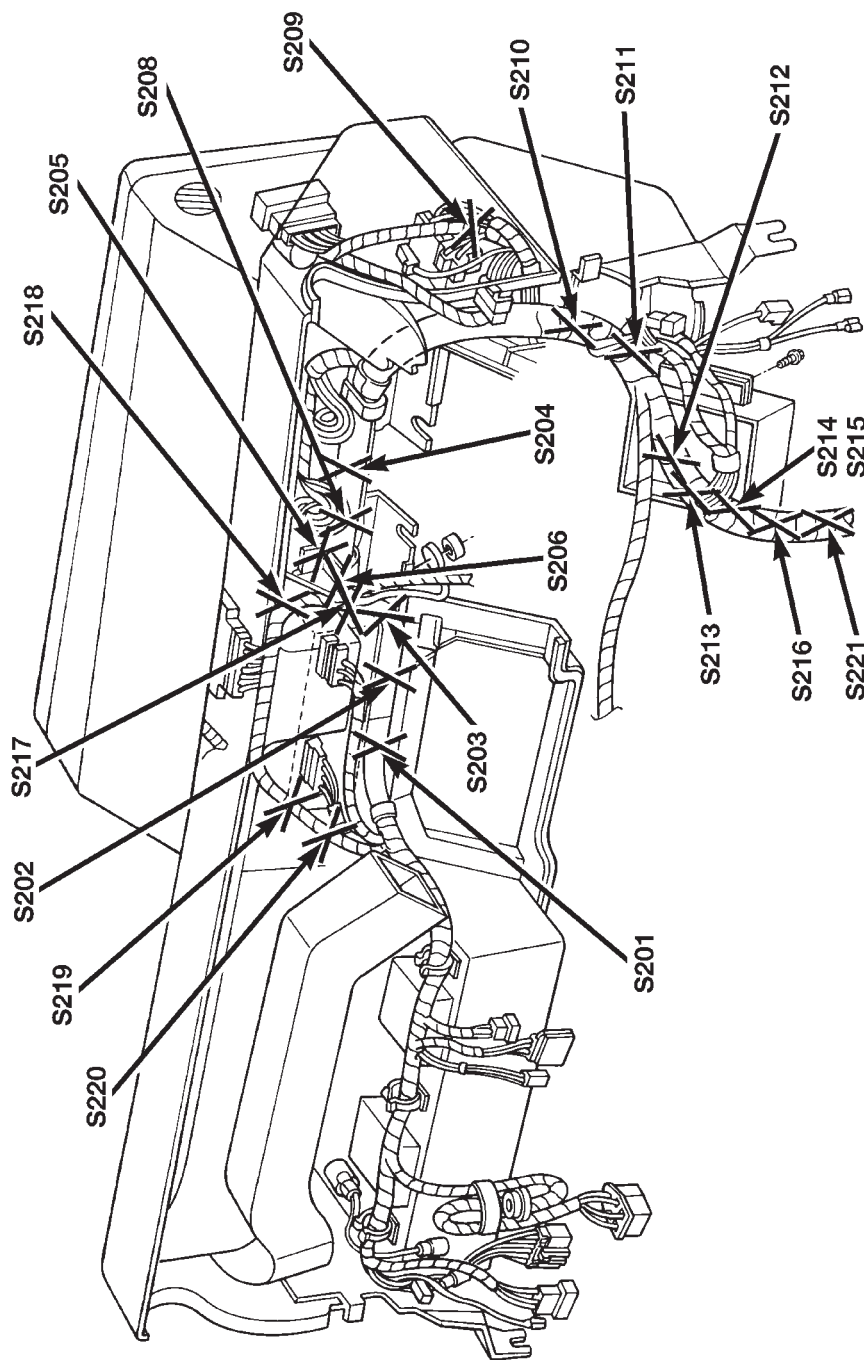
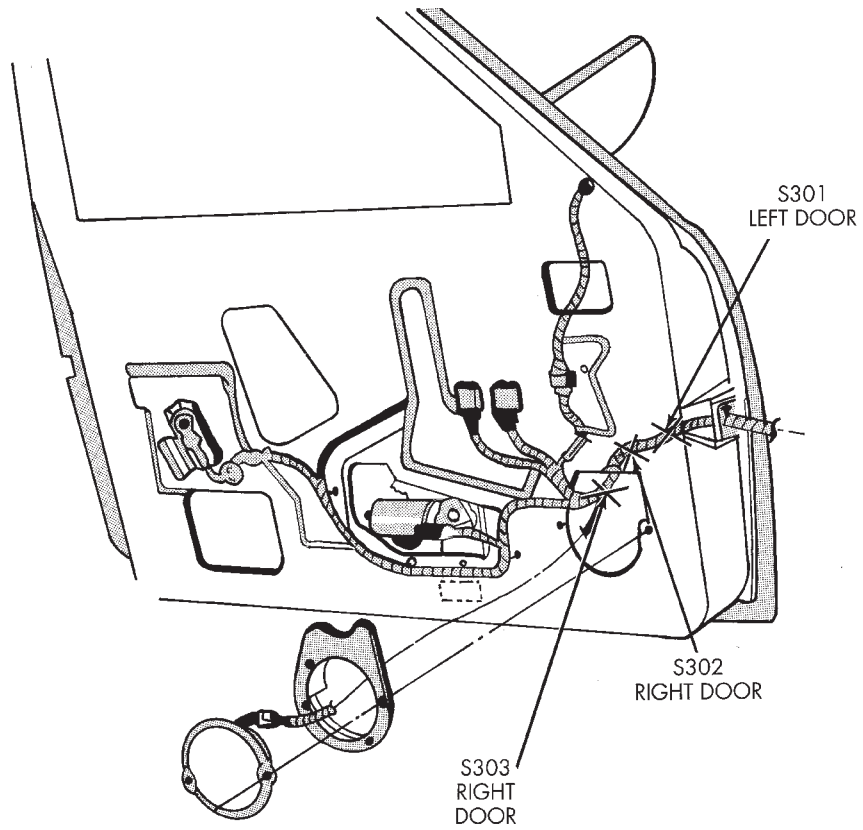


Fig. 5 Instrument Panel Harness Splices

SCHEMATICS AND DIAGRAMS (Continued)



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Fig. 6 Door Splices

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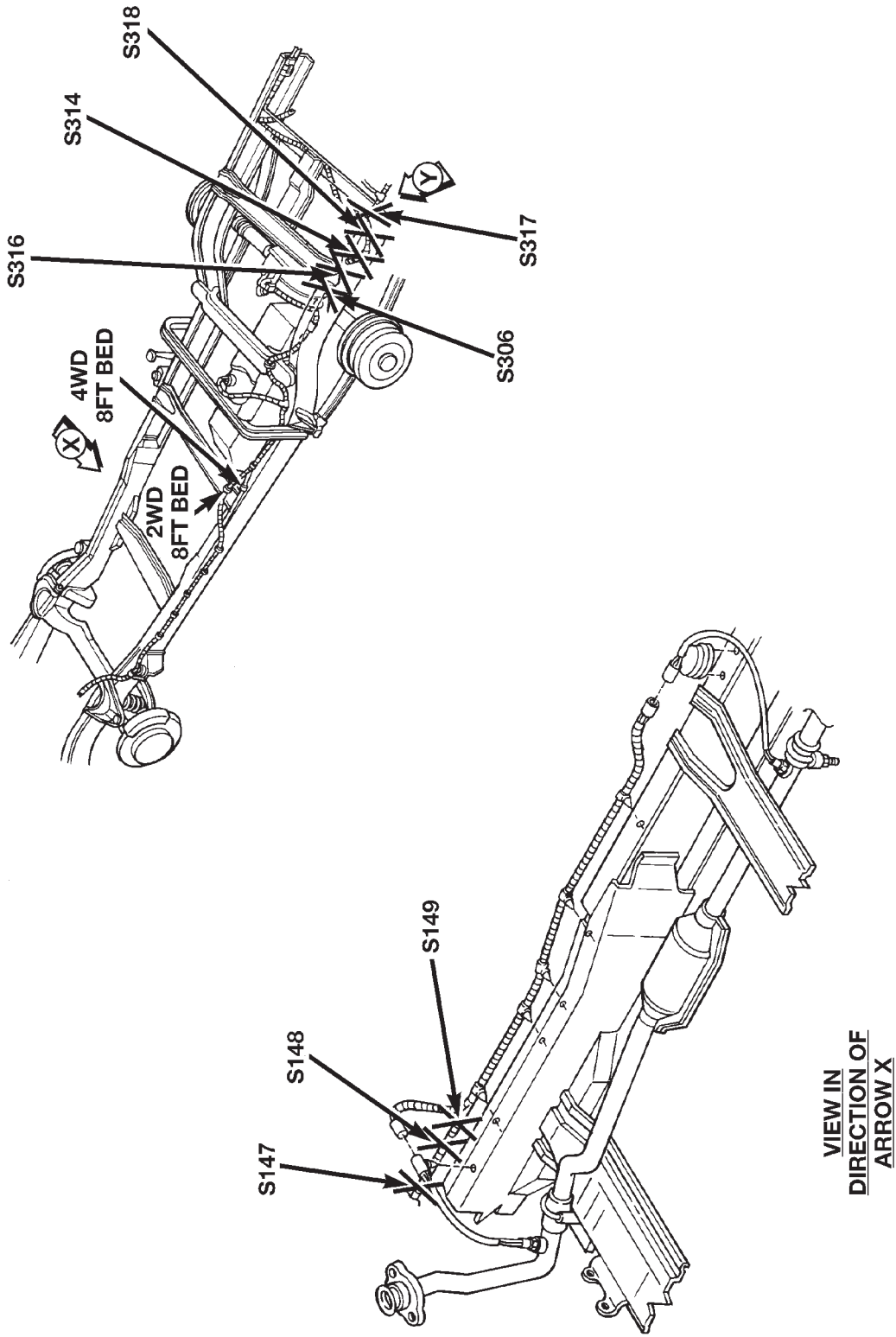
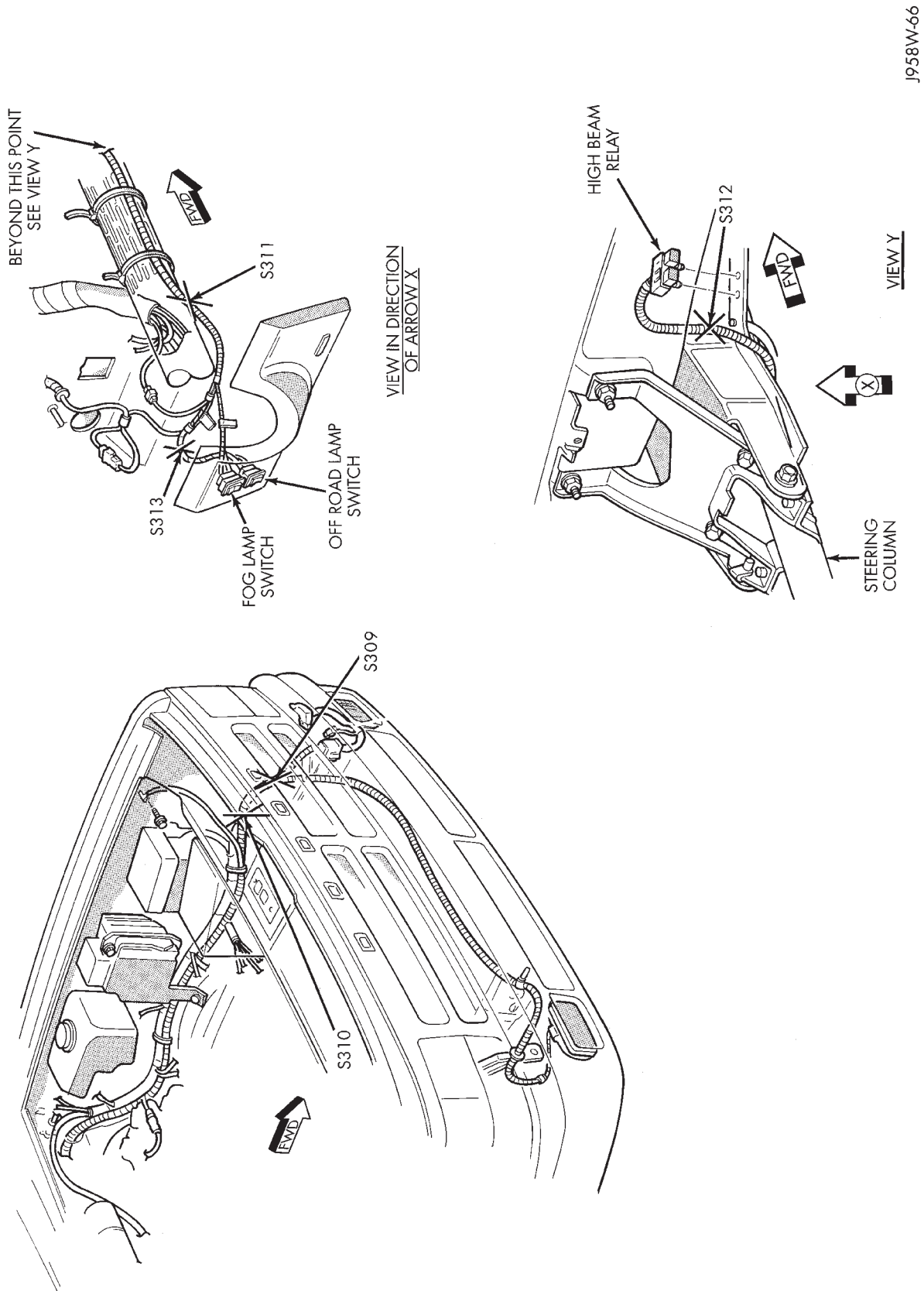


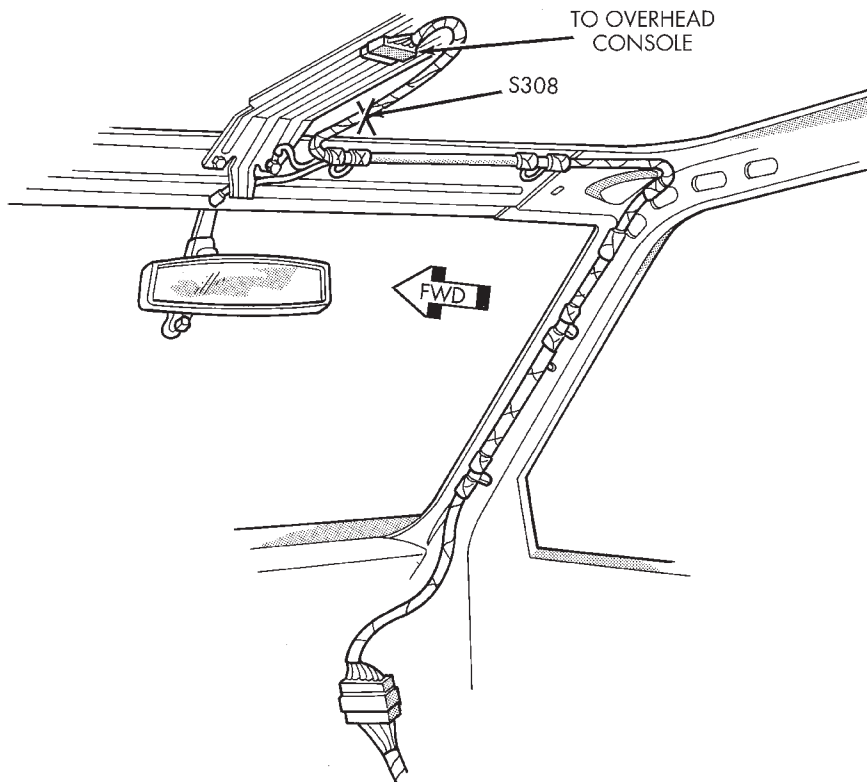
Fig. 7 Frame Harness Splices



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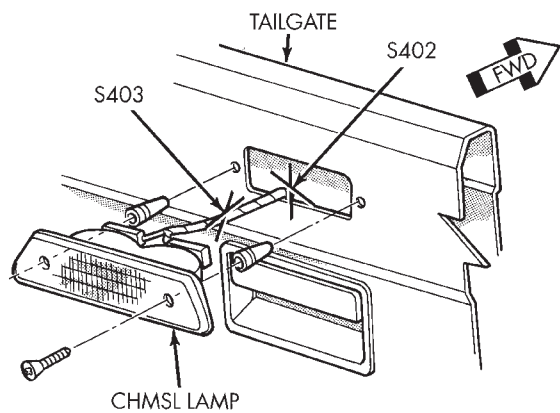
Fig. 8 Fog Lamp Harness Splices

SCHEMATICS AND DIAGRAMS (Continued)

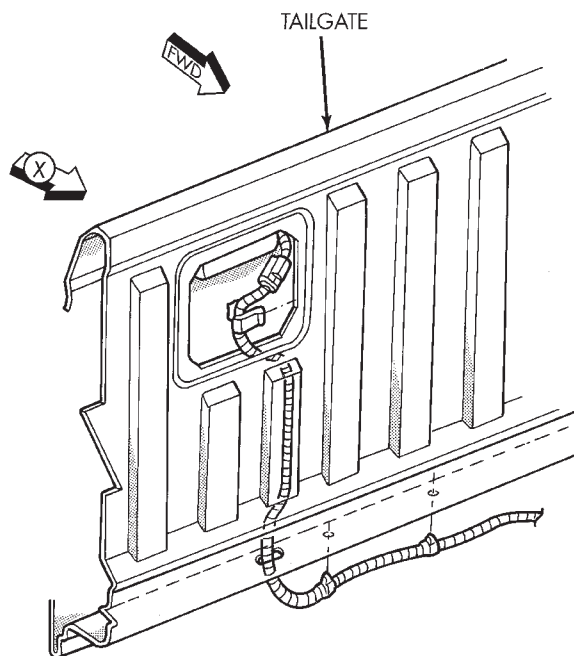


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Fig. 9 Overhead Console Harness Splices



VIEW IN DIRECTION
OF ARROW X



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Fig. 10 CHMSL Harness Splices

SCHEMATICS AND DIAGRAMS (Continued)

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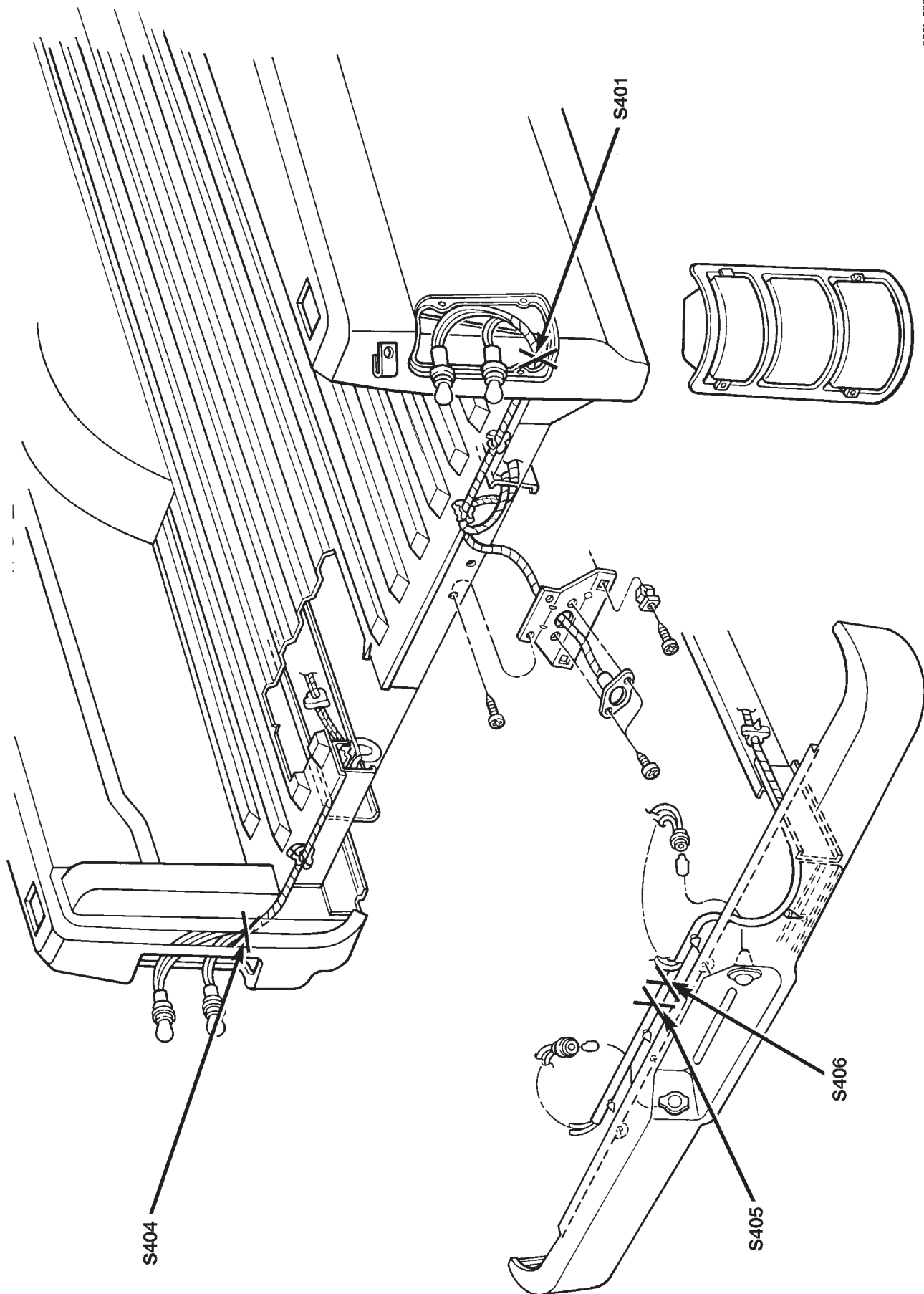


Fig. 11 Rear Lighting Splices