

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)

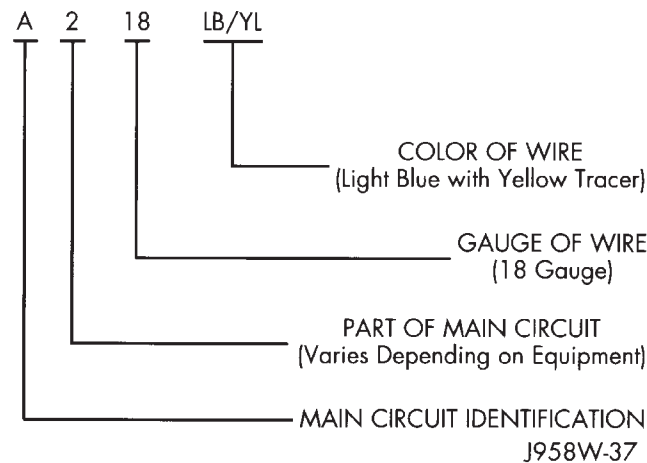


Fig. 1 Wire Code Identification

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	

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Fig. 2 Wire Color Code Chart

DESCRIPTION AND OPERATION (Continued)

CIRCUIT IDENTIFICATION

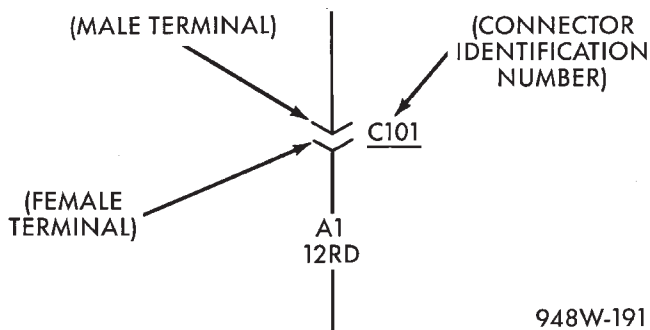
All circuits in the diagrams use an alpha/numeric code to identify the wire and its function (Fig. 3). To identify which circuit code applies to a system, refer to the Circuit Identification Code Chart. This chart shows the main circuits only and does not show the secondary codes that may apply to some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

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**CONNECTORS**

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

**Fig. 4 Connector Identification**

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

DESCRIPTION AND OPERATION (Continued)

LEGEND OF SYMBOLS USED ON WIRING DIAGRAMS			
+	POSITIVE		BY-DIRECTIONAL ZENER DIODE
-	NEGATIVE		MOTOR
	GROUND		ARMATURE AND BRUSHES
	FUSE		CONNECTOR IDENTIFICATION
	GANG FUSES WITH BUSS BAR		MALE CONNECTOR
	CIRCUIT BREAKER		FEMALE CONNECTOR
	CAPACITOR		DENOTES WIRE CONTINUES ELSEWHERE
Ω	OHMS		DENOTES WIRE GOES TO ONE OF TWO CIRCUITS
	RESISTOR		SPLICE
	VARIABLE RESISTOR	S100	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	88:88	DIGITAL READOUT
	OPEN SWITCH		SINGLE FILAMENT LAMP
	CLOSED GANGED SWITCH		DUAL FILAMENT LAMP
	OPEN GANGED SWITCH		L.E.D. — LIGHT EMITTING DIODE
	TWO POLE SINGLE THROW SWITCH		THERMISTOR
	PRESSURE SWITCH		GAUGE
	SOLENOID SWITCH		SENSOR
	MERCURY SWITCH		FUEL INJECTOR
	DIODE OR RECTIFIER		

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Fig. 5 Symbol Identification

DESCRIPTION AND OPERATION (Continued)

ELECTROSTATIC DISCHARGE (ESD) SENSITIVE DEVICES

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

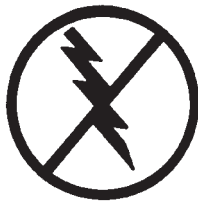
(1) Always touch a known good ground before handling the part. This should be repeated while handling the part and more frequently after sliding across a seat, sitting down from a standing position, or walking a distance.

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

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

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

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



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

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

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

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

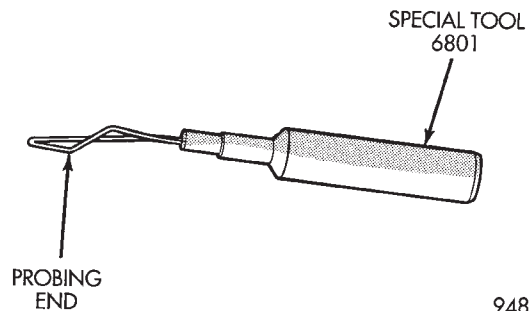
- Voltmeter - Used to check for voltage on a circuit. Always connect the black lead to a known good ground and the red lead to the positive side of the circuit.

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

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

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

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



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

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

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

DIAGNOSIS AND TESTING (Continued)

TROUBLESHOOTING TESTS

Before beginning any tests on a 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.

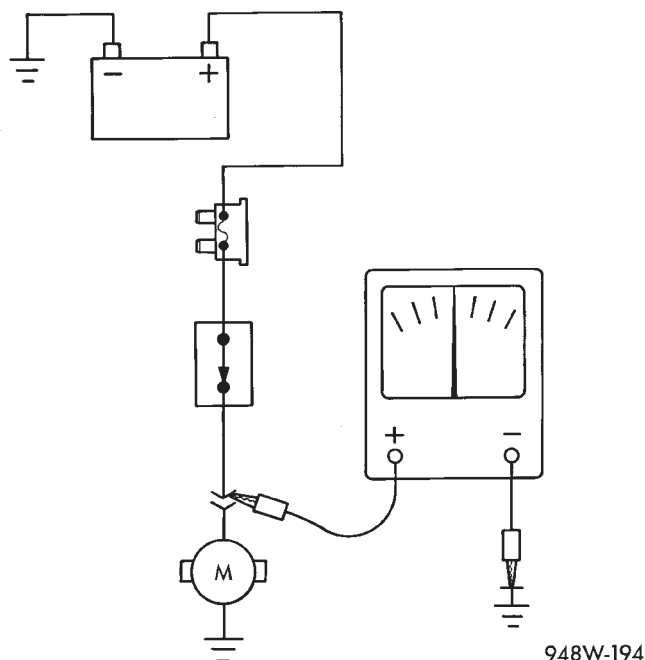


Fig. 8 Testing for Voltage

TESTING FOR CONTINUITY

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

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

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

TESTING FOR A SHORT TO GROUND

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

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

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

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

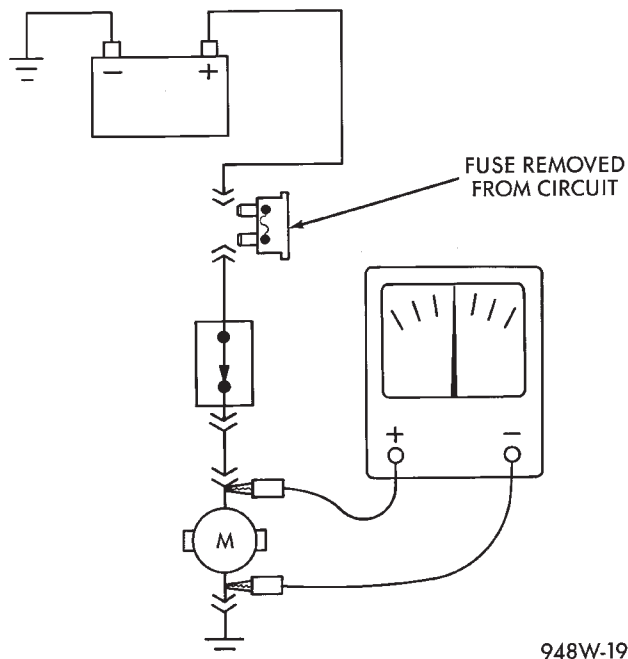


Fig. 9 Testing for Continuity

TESTING FOR A SHORT TO GROUND ON FUSES POWERING SEVERAL LOADS

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

(2) Replace the blown fuse.

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

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

TESTING FOR A VOLTAGE DROP

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

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

(3) Operate the item.

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

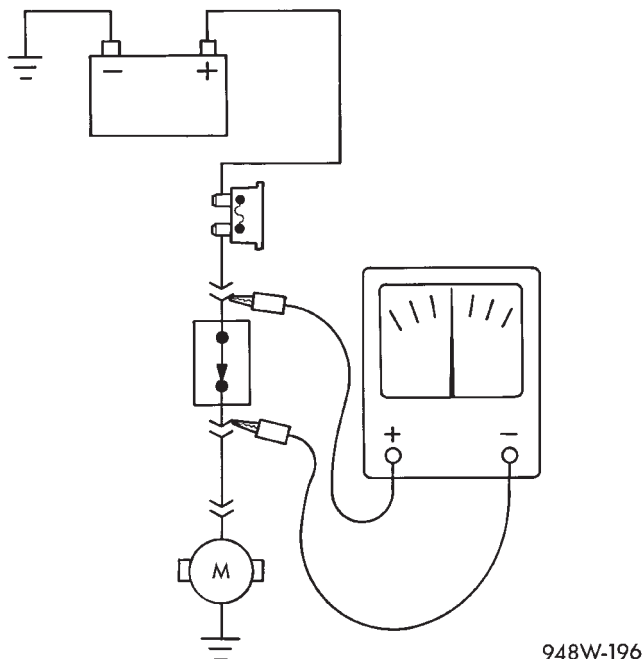
TROUBLESHOOTING WIRING PROBLEMS

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

(1) Verify the problem.

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

DIAGNOSIS AND TESTING (Continued)

**Fig. 10 Testing for Voltage Drop**

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

(4) Isolate the problem area.

(5) Repair the problem.

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

SERVICE PROCEDURES

WIRING REPAIR

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

(1) Disconnect battery negative cable

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

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

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

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

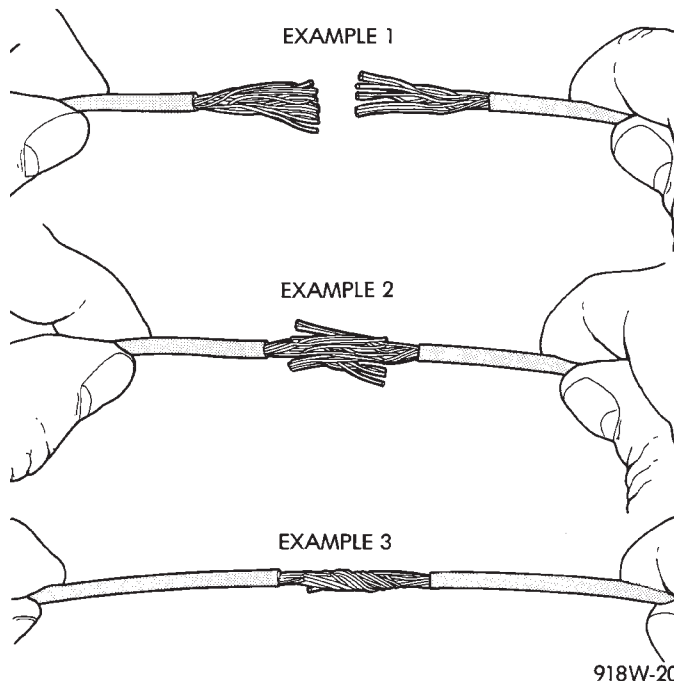
(6) Twist the wires together (example 3) (Fig. 11)

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

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

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

(10) Connect battery and test all affected systems.

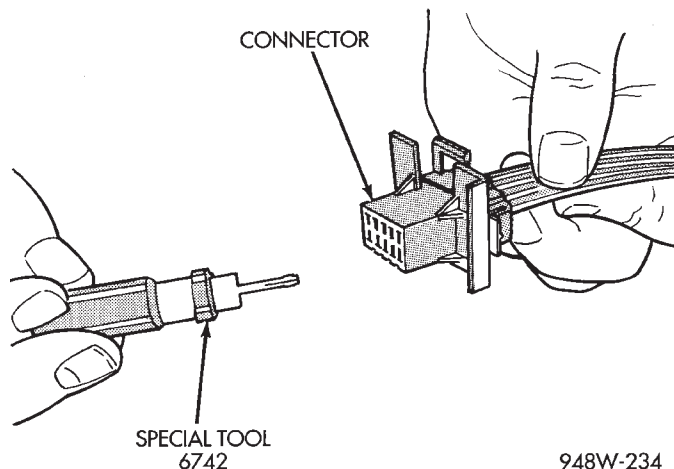
**Fig. 11 Wire Repair**

TERMINAL/CONNECTOR REPAIR-MOLEX CONNECTORS

(1) Disconnect battery.

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

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

**Fig. 12 Molex Connector Repair**

SERVICE PROCEDURES (Continued)

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

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

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

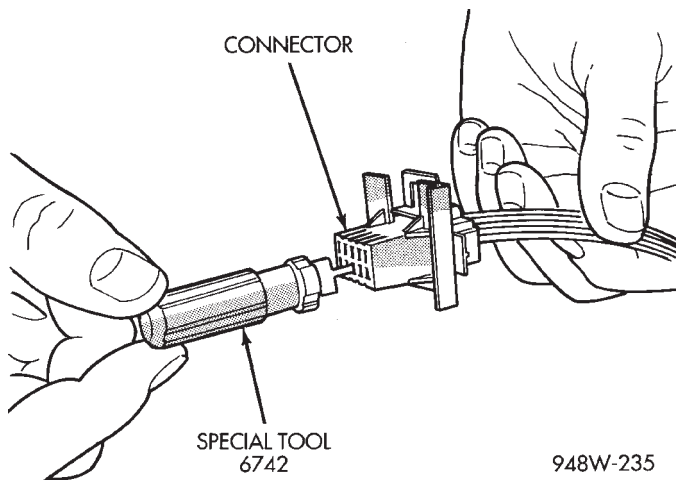


Fig. 13 Using Special Tool 6742

TERMINAL/CONNECTOR REPAIR—THOMAS AND BETTS CONNECTORS

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

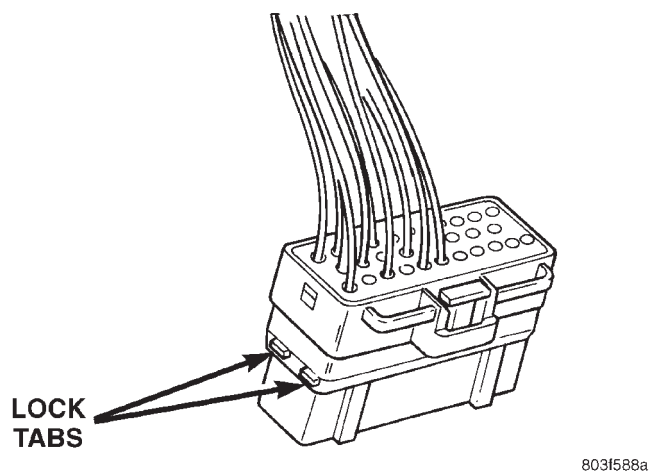


Fig. 14 Thomas and Betts Connector Lock Release Tabs

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

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

(6) Repair or replace the terminal.

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

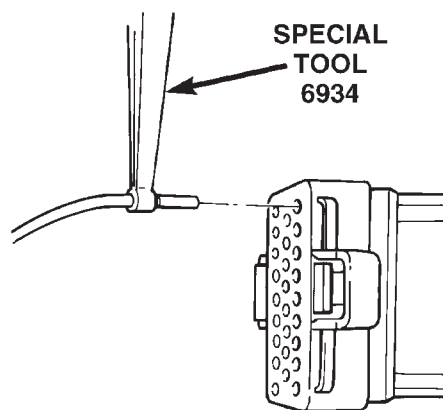


Fig. 15 Removing Wire Terminal

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

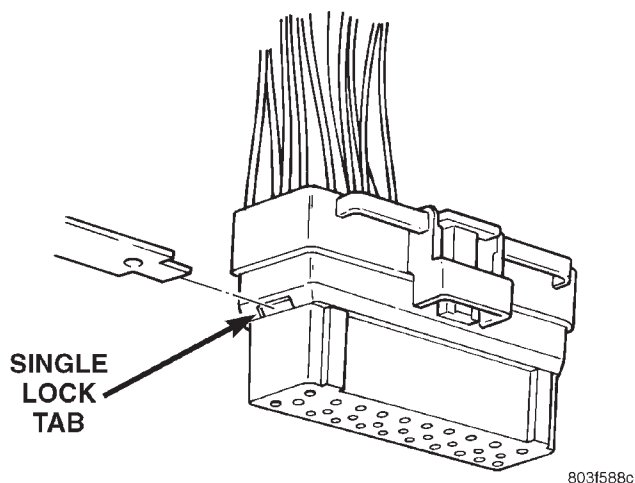
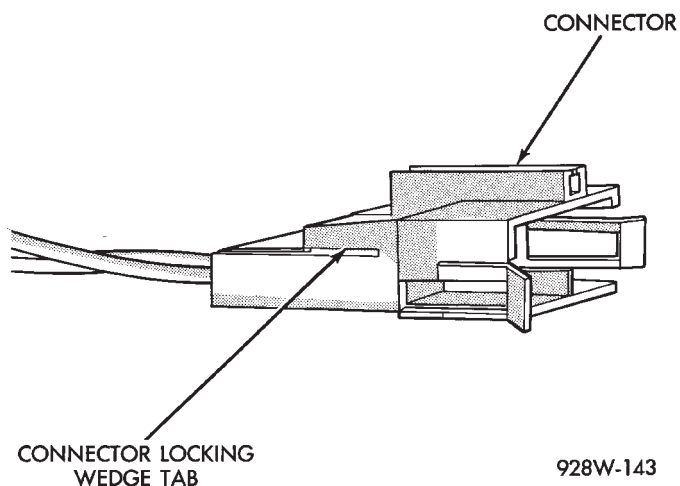


Fig. 16 Single Lock Tab

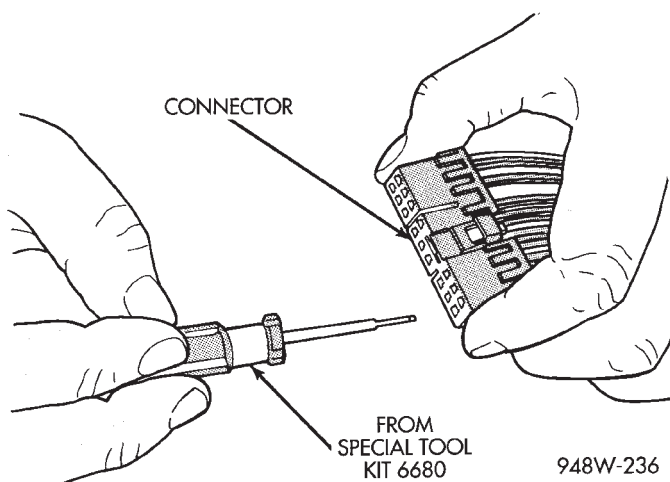
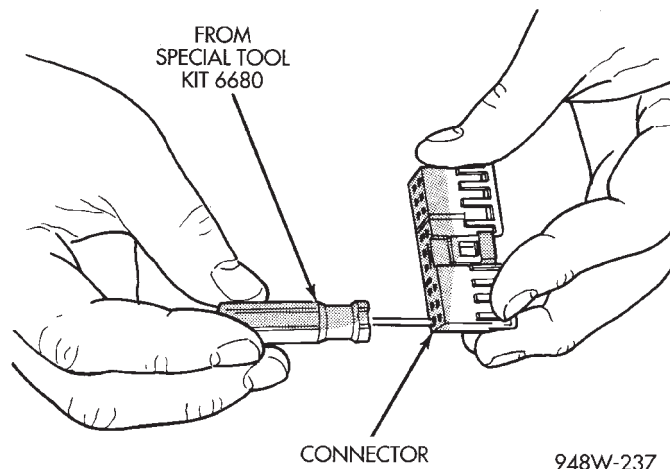
CONNECTOR REPLACEMENT

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

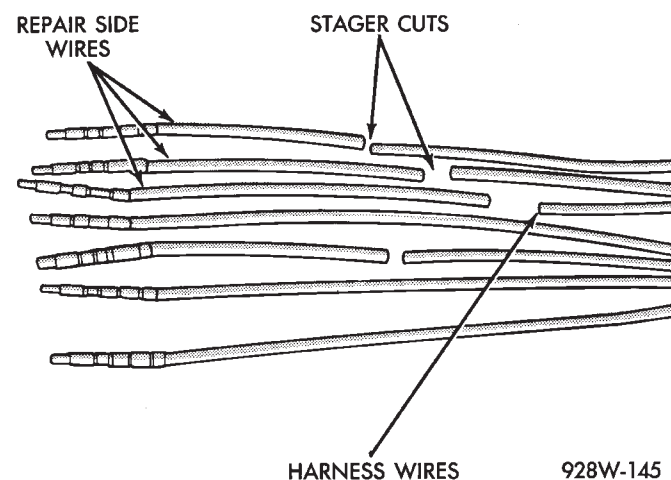
SERVICE PROCEDURES (Continued)

**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).

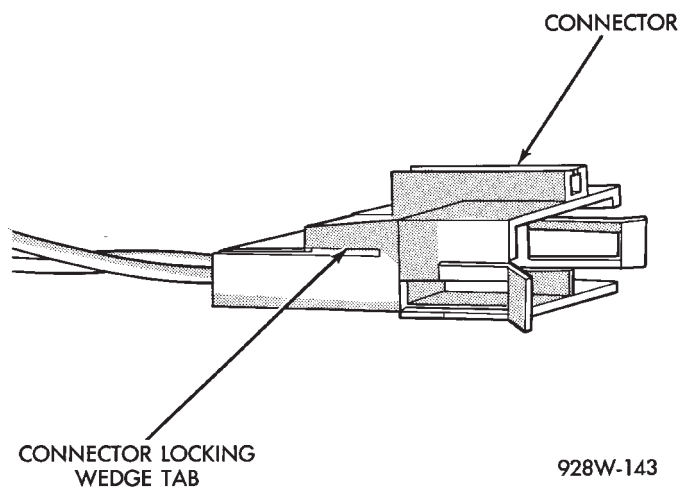
**Fig. 20 Stagger Cutting Wires**

- (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.

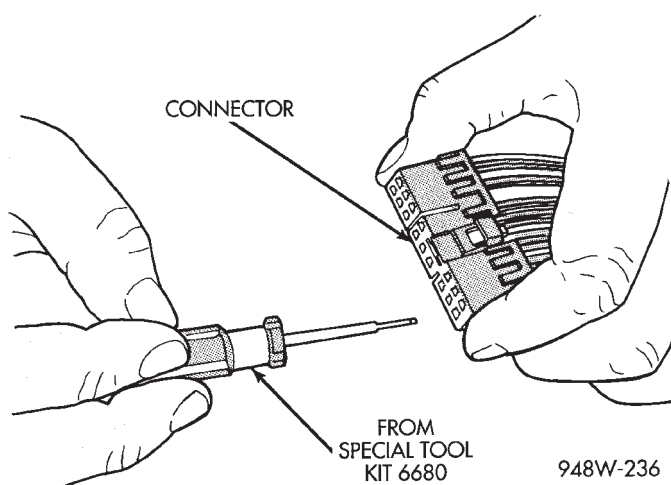
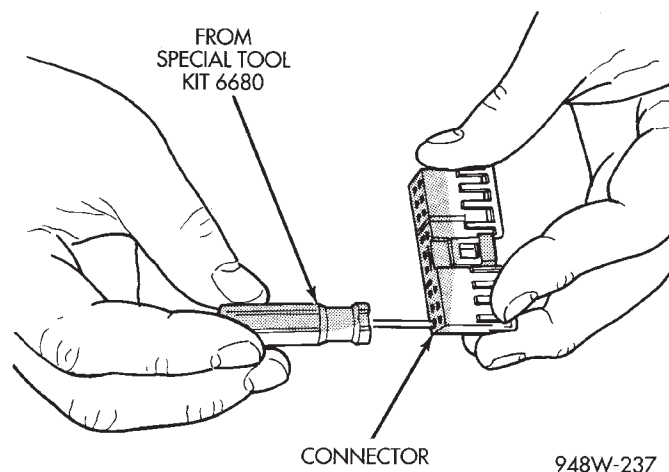
SERVICE PROCEDURES (Continued)

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).

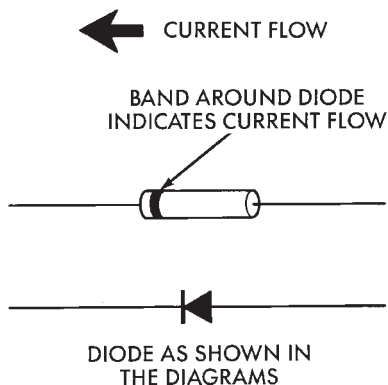
**Fig. 22 Terminal Removal****Fig. 23 Terminal Removal Using Special Tool**

- (5) Cut the wire 6 inches from the back of the connector.
- (6) Remove 1 inch of insulation from the wire on the harness side.
- (7) Select a wire from the terminal repair assembly that best matches the color wire being repaired.
- (8) Cut the repair wire to the proper length and remove 1 inch of insulation.
- (9) Place a piece of heat shrink tubing over one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.
- (10) Spread the strands of the wire apart on each part of the exposed wires.
- (11) 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.

SERVICE PROCEDURES (Continued)

DIODE REPLACEMENT

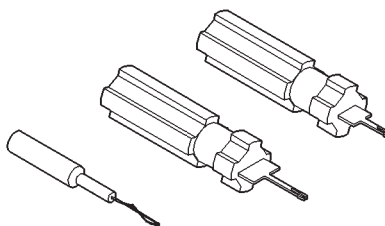
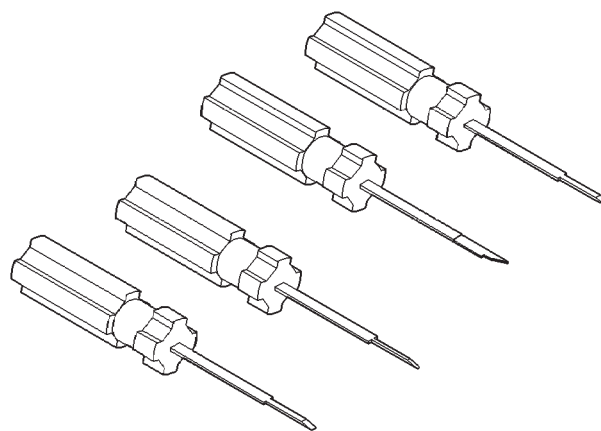
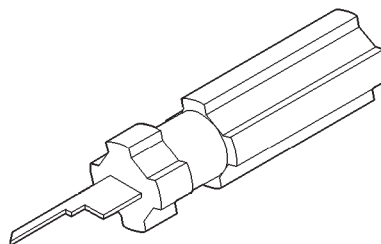
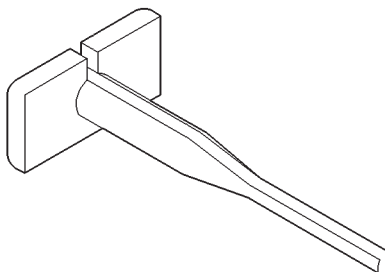
- (1) Disconnect the battery.
- (2) Locate the diode in the harness, and remove the protective covering.
- (3) Remove the diode from the harness, pay attention to the current flow direction (Fig. 24).



948W-197

Fig. 24 Diode Identification

- (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. **Do not use acid core solder.**
- (7) Tape the diode to the harness using electrical tape making, sure the diode is completely sealed from the elements.
- (8) Re-connect the battery, and test affected systems.

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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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.

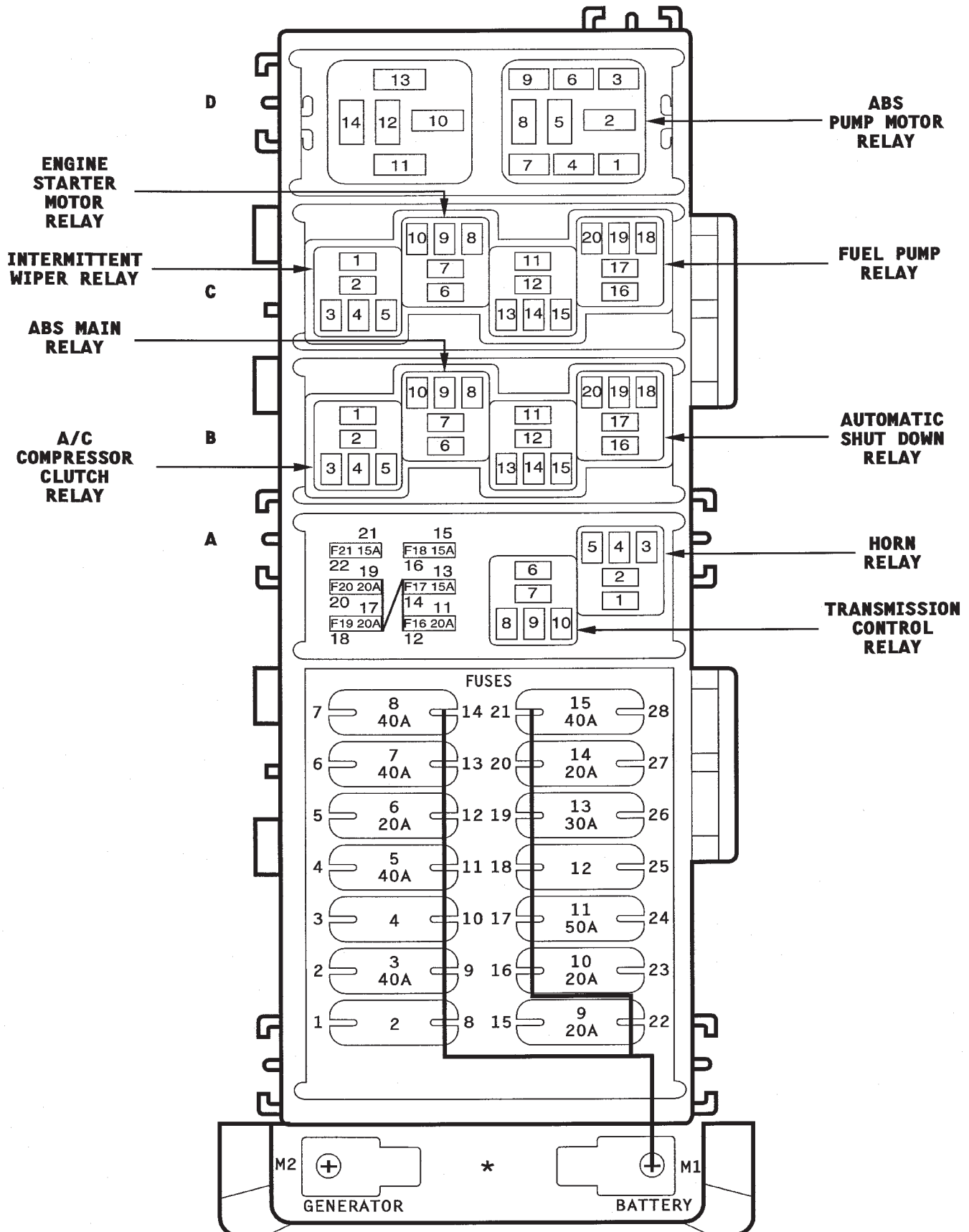
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POWER DISTRIBUTION CENTER

FUSES

FUSE NO.	AMPS	CIRCUIT	FUNCTION
1	175	A11 6RD/BK	B (+)
2	—	—	SPARE
3	40	A900 120R/YL	FUSED B(+)
		A900 160R/YL	FUSED B(+)
4	—	—	SPARE
5	40	A10 12RD/DB	FUSED B(+)
6	20	F31 16VT	FUSED B(+)
7	40	A19 12RD/VT	FUSED B(+)
8	40	A1 12RD/WT	FUSED B(+)
		A1 12RD/WT	FUSED B(+)
9	—	—	SPARE
10	20	F61 16WT/OR	FUSED B(+)
11	50	A250 10RD	FUSED B(+)
12	—	—	SPARE
13	30	A6 14RD/LB	FUSED B(+)
		A6 14RD/LB	FUSED B(+)
14	20	A20 16RD/LG	FUSED B(+)
15	40	A7 12YL/RD	FUSED B(+)
		A7 12YL/RD	FUSED B(+)
16	20	A61 16DG/BK	FUSED B(+)
17	15	F92 18LG	FUSED B(+)
18	15	F99 180R	FUSED IGNITION SWITCH OUTPUT (START/RUN)
19	20	F62 18RD	FUSED B(+)
20	20	F5 14RD/YL	FUSED B(+)
21	15	F250 18RD/GY	FUSED B(+)

RELAYS

HORN RELAY

CAV	CIRCUIT	FUNCTION
A1	F31 16VT	FUSED B(+)
A2	X2 16DG/YL	HORN RELAY OUTPUT
A3	F31 16VT	FUSED B(+)
	F31 16VT	FUSED B(+)
A4	—	—
A5	X4 20GY/OR	HORN RELAY CONTROL

TRANSMISSION CONTROL RELAY

CAV	CIRCUIT	FUNCTION
A6	F92 18LG	FUSED B(+)
A7	T20 18LB	TRANSMISSION RELAY OUTPUT
A8	F99 200R	FUSED IGNITION SWITCH OUTPUT (START/RUN)
A9	—	—
A10	T66 20BR/OR	TRANSMISSION RELAY CONTROL

A/C COMPRESSOR CLUTCH RELAY

CAV	CIRCUIT	FUNCTION
B1	F250 18RD/GY	FUSED B(+)
B2	C2 18DB/YL	A/C COMPRESSOR CLUTCH RELAY OUTPUT
B3	F99 200R	FUSED IGNITION SWITCH OUTPUT (START/RUN)
B4	—	—
B5	C13 20DB/RD	A/C COMPRESSOR CLUTCH RELAY CONTROL

ABS MAIN RELAY

CAV	CIRCUIT	FUNCTION
B6	B47 16RD/LB	ABS SYSTEM RELAY OUTPUT
B7	A20 16RD/LG	FUSED B(+)
B8	F12 20DB/WT	FUSED IGNITION SWITCH OUTPUT (RUN)
B9	Z4 20BK	GROUND
B10	B58 20GY/LB	ABS SYSTEM RELAY CONTROL

AUTOMATIC SHUT DOWN RELAY

CAV	CIRCUIT	FUNCTION
B16	F5 18RD/YL	FUSED B(+)
B17	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
B18	F99 200R	FUSED IGNITION SWITCH OUTPUT (START/RUN)
B19	—	—
B20	K900 20PK/WT	AUTOMATIC SHUT DOWN RELAY CONTROL

INTERMITTENT WIPER RELAY

CAV	CIRCUIT	FUNCTION
C1	V6 16DB	WIPER PARK SWITCH SENSE
C2	F86 16LG/RD	FUSED B(+)
	F86 16LG/RD	FUSED B(+)
C3	F86 16LG/RD	FUSED B(+)
C4	V66 18VT/WT	WIPER PARK SWITCH SENSE
C5	V18 20YL/LG	INTERMITTENT WIPER RELAY CONTROL

RELAYS**ENGINE
STARTER
MOTOR
RELAY**

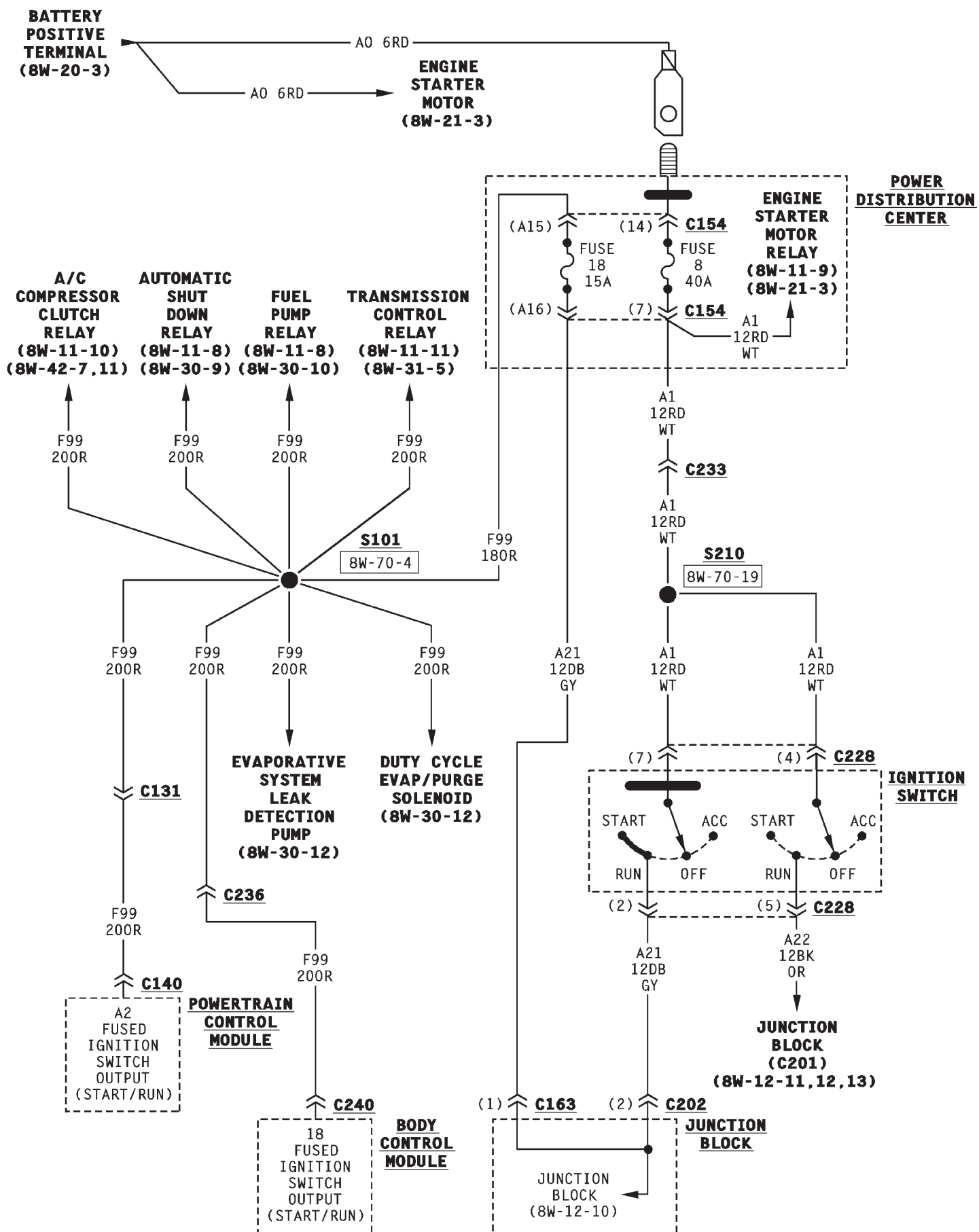
CAV	CIRCUIT	FUNCTION
C6	A1 12RD/WT	FUSED B(+)
C7	T40 12LG/BK	ENGINE STARTER MOTOR RELAY OUTPUT
C8	T141 14YL/RD	FUSED IGNITION SWITCH OUTPUT (START)
C9	—	—
C10	T41 20BK/WT	PARK NEUTRAL POSITION SWITCH SENSE

**FUEL
PUMP
RELAY**

CAV	CIRCUIT	FUNCTION
C16	A61 16DG/BK	FUSED B(+)
C17	A64 16DG/WT	FUEL PUMP RELAY OUTPUT
C18	F99 200R	FUSED IGNITION SWITCH OUTPUT (START/RUN)
C19	—	—
C20	K81 20DB	FUEL PUMP RELAY CONTROL

**ABS
PUMP
MOTOR
RELAY**

CAV	CIRCUIT	FUNCTION
D1	—	—
D2	A10 12RD/DB	FUSED B(+)
D3	Z4 16BK	GROUND
D4	B116 20GY	ABS PUMP MOTOR RELAY CONTROL
D5	—	—
D6	B47 16RD/LB	ABS SYSTEM RELAY OUTPUT
D7	—	—
D8	B82 12BR/WT	ABS PUMP MOTOR RELAY OUTPUT
D9	—	—

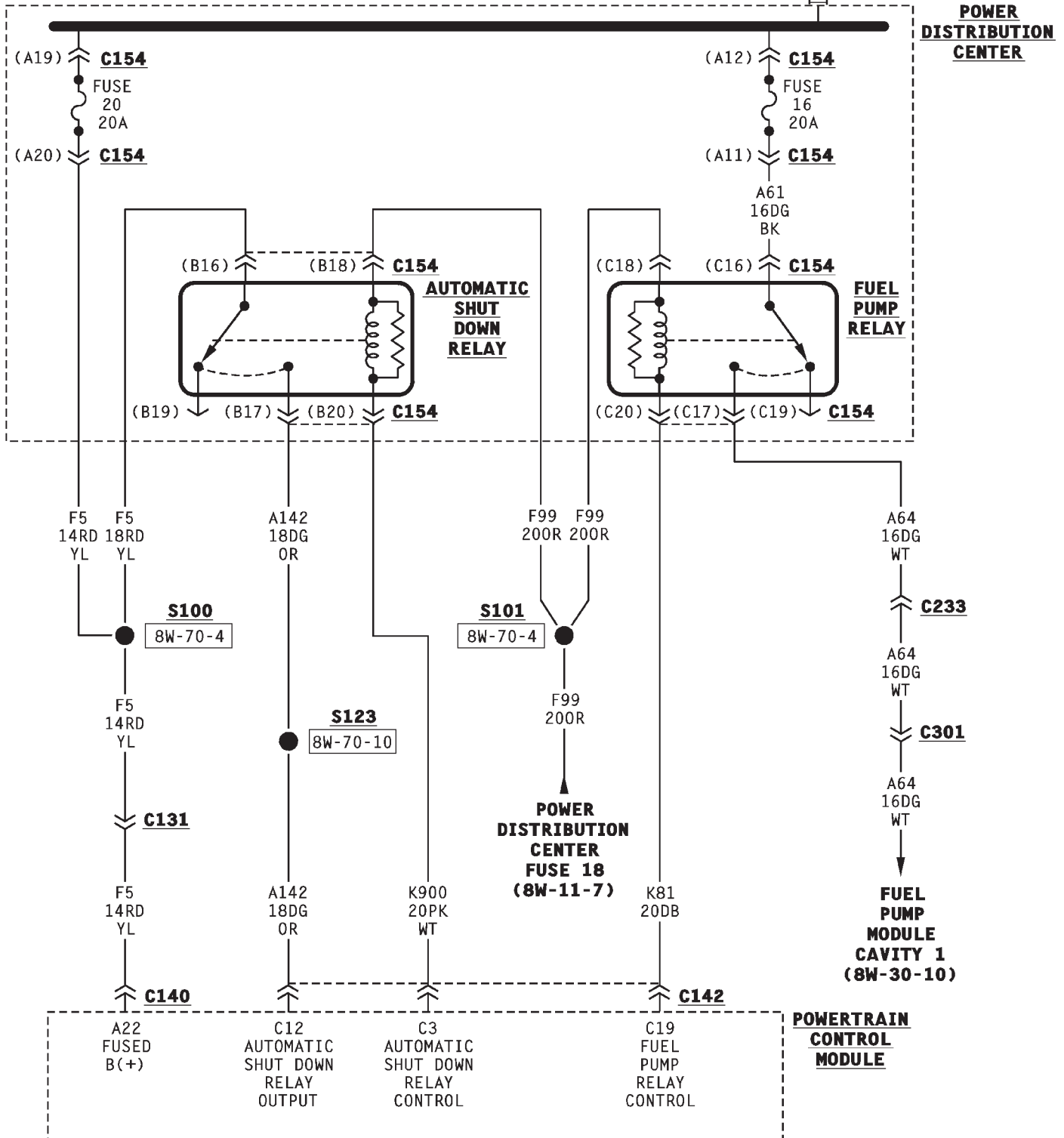


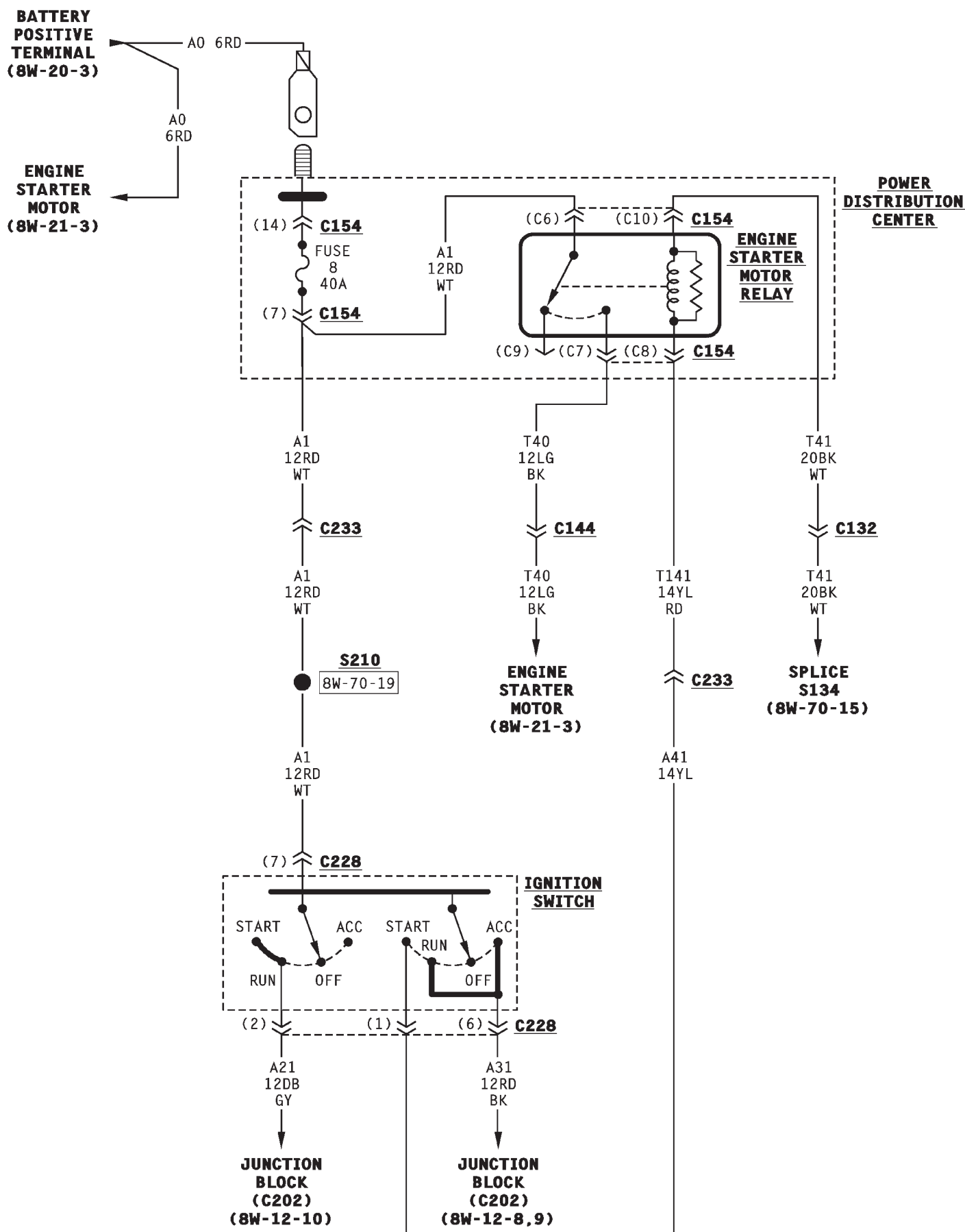
**BATTERY
POSITIVE
TERMINAL
(8W-20-3)**

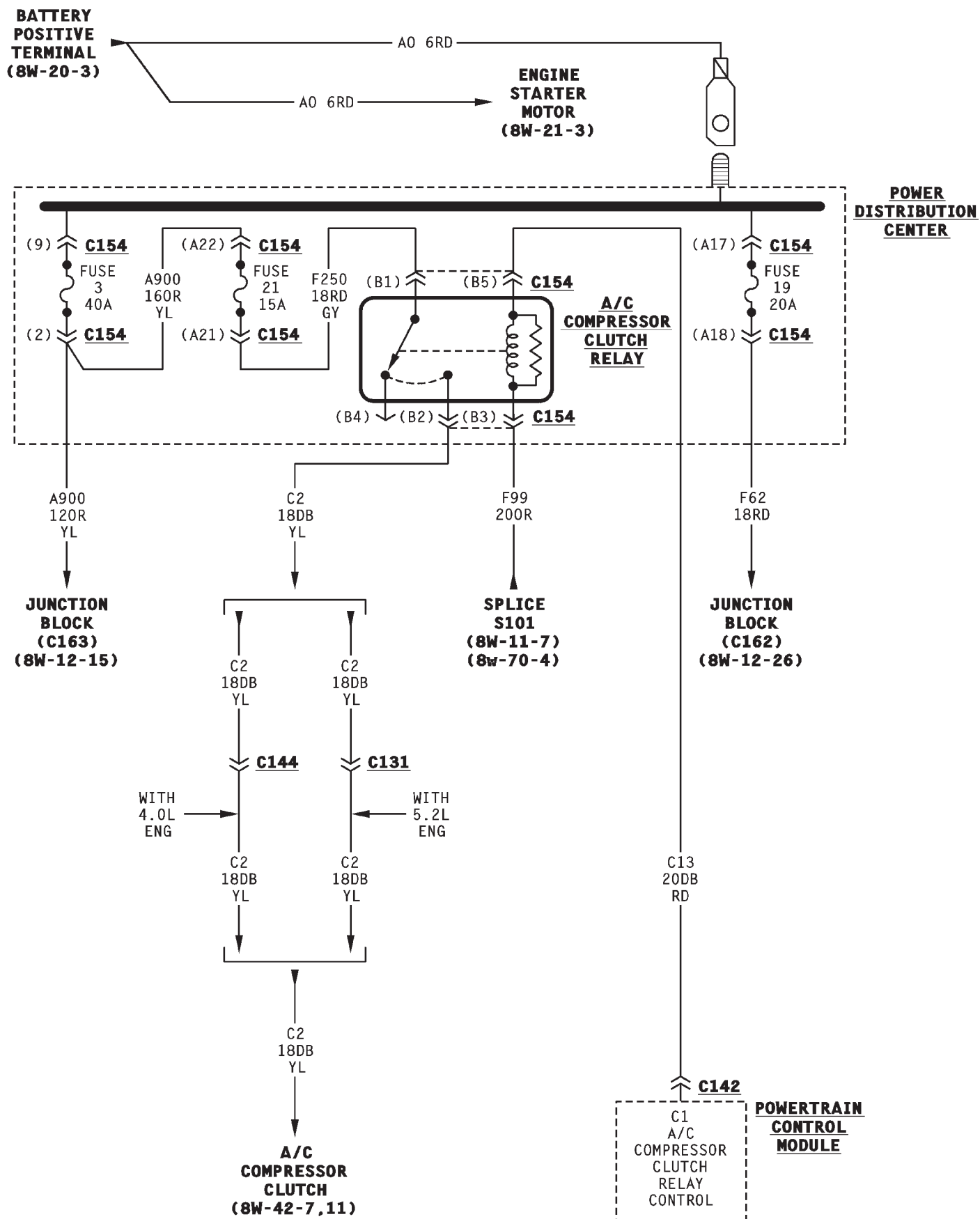
A0 6RD

A0 6RD

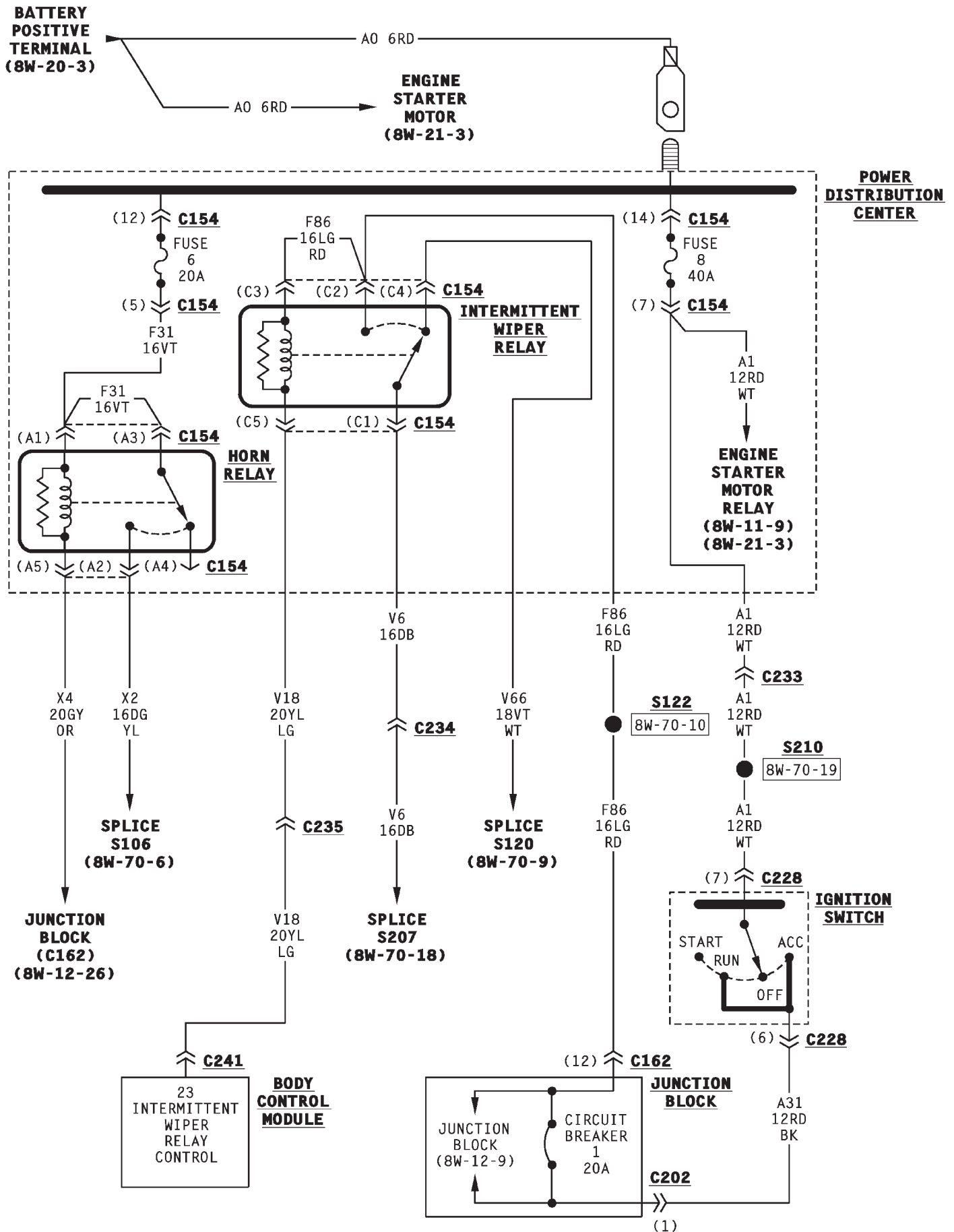
**ENGINE
STARTER
MOTOR
(8W-21-3)**







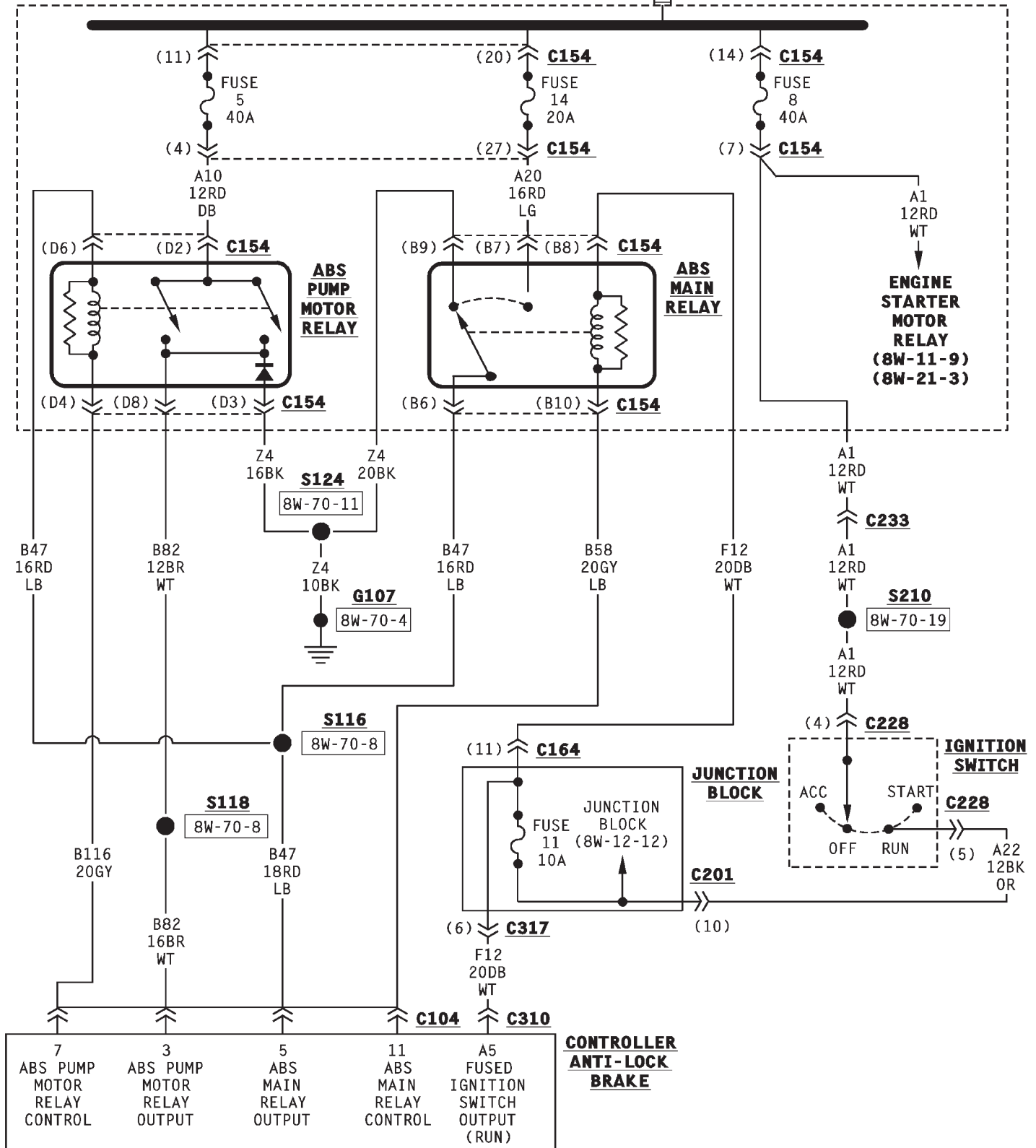




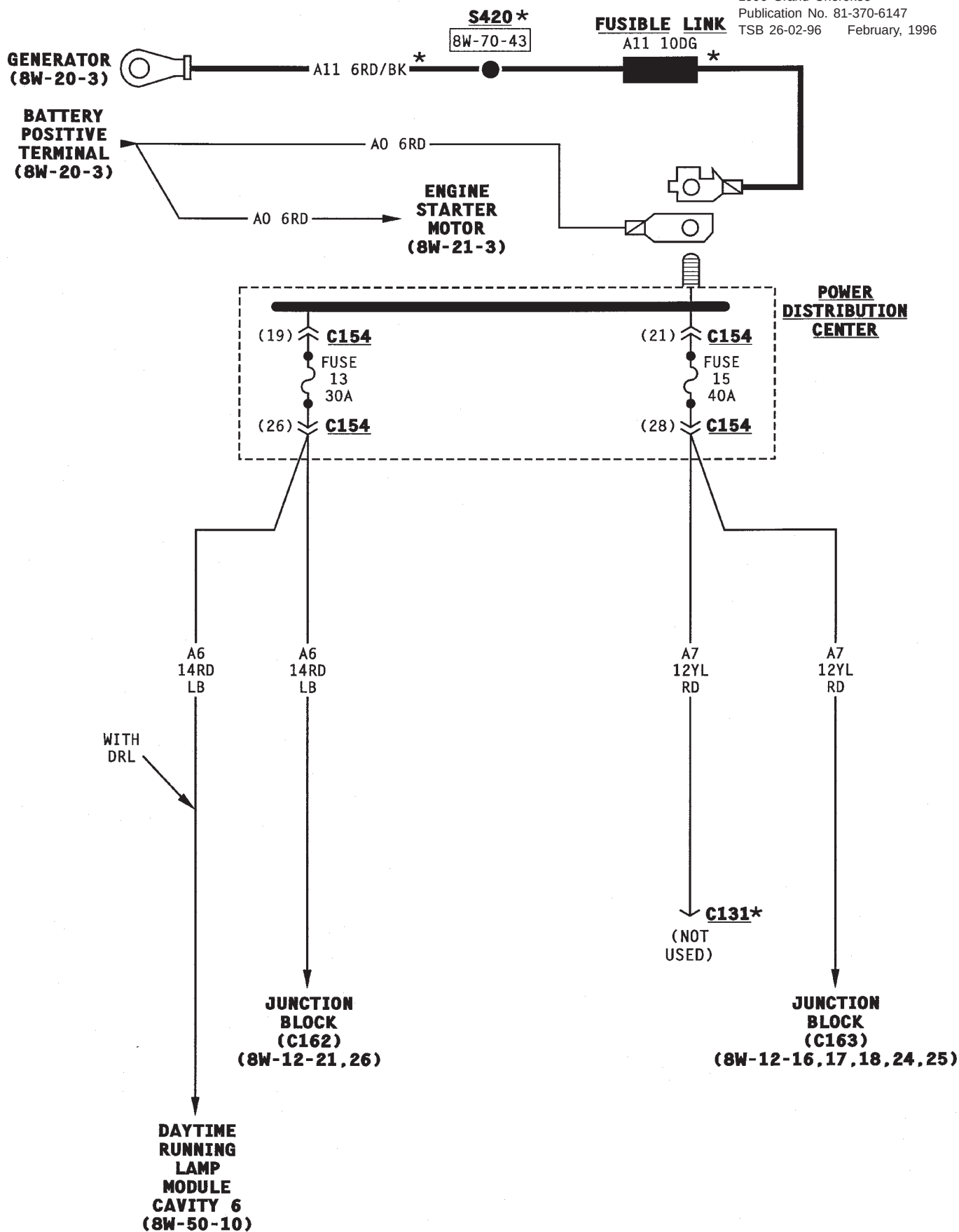
**BATTERY
POSITIVE
TERMINAL
(8W-20-3)**

**ENGINE
STARTER
MOTOR
(8W-21-3)**

**POWER
DISTRIBUTION
CENTER**



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8W-12 JUNCTION BLOCK

DESCRIPTION AND OPERATION

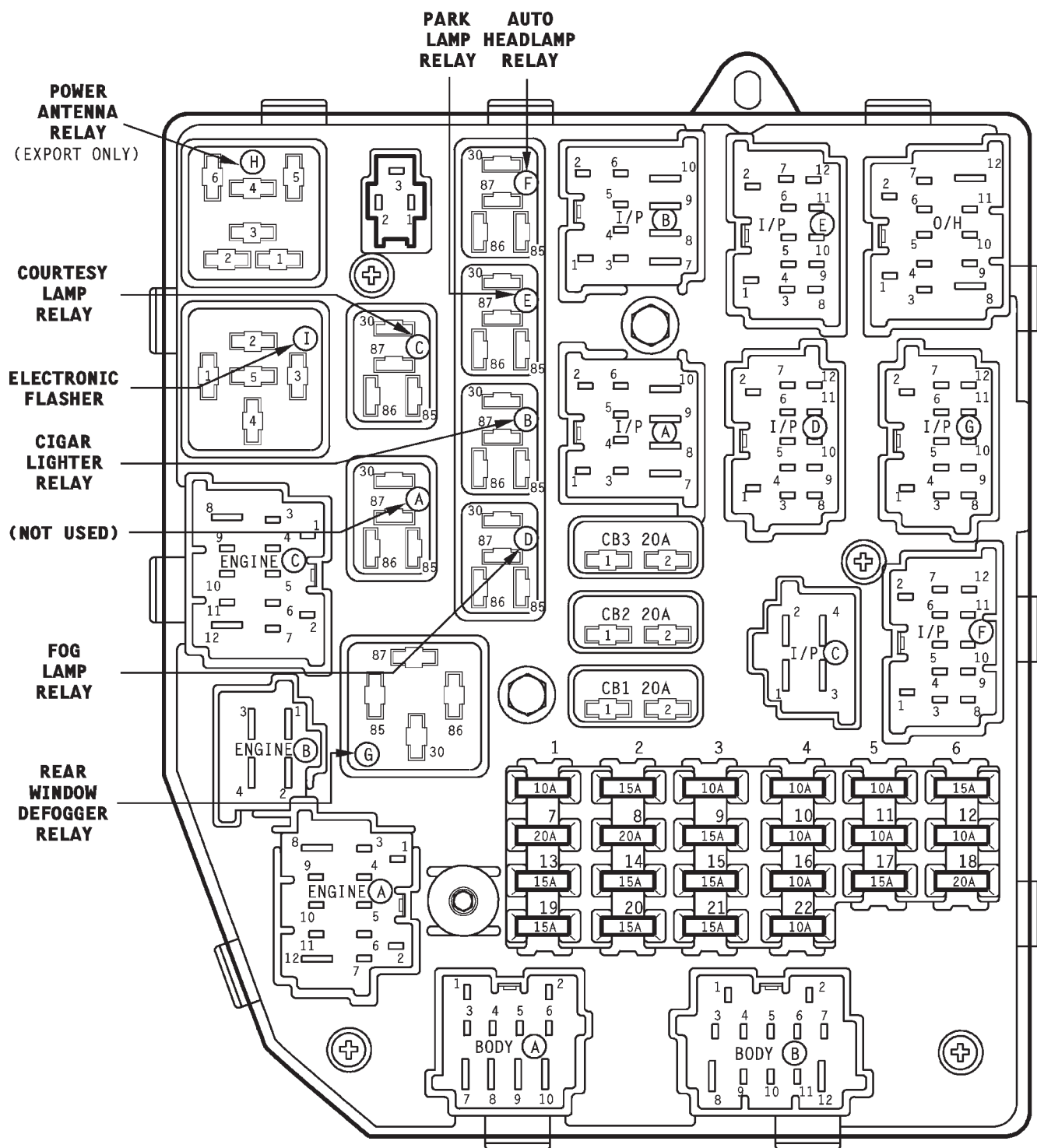
INTRODUCTION

This section covers the internal circuitry of the junction block. For additional information on system operation, refer to the appropriate group of the wiring diagrams. Group 02 lists components and corresponding wiring diagram groups.

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Right Courtesy Lamp	8W-12-18
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FRONT OF JUNCTION BLOCK

FUSES

FUSE NO.	SIZE	FEED CIRCUIT	FUSED CIRCUIT
1	10A	A31 12RD/BK	X12 18RD/GY
2	15A	A31 12RD/BK	A31 18RD/BK
3	10A	A31 12RD/BK	V23 18BR/PK
			V23 20BR/PK
4	10A	A21 12DB/GY	G5 18DB/WT
5	10A	A21 12DB/GY	F87 20BK/WT
			F87 18WT/PK
6	15A	A22 12BK/OR	F83 18YL/DG
			F83 20YL/DG*
			F83 20BK/VT
7	20A	A250 10RD	F75 18VT
			F75 18VT
			F75 14VT
8	20A	A250 10RD	F70 14PK/BK
9	15A	A250 10RD	L16 18RD/LG
10	10A	C15 12BK/WT	C16 20LB/YL
11	10A	A22 12BK/OR-	F12 20DB/WT
			F12 20DB/WT
12	10A	A22 12BK/OR	F71 20PK/DG
			F71 20PK/DG
13	15A	A7 12YL/RD	INTERNAL
14	15A	F61 12WT/OR	INTERNAL
15	NOT USED	—	—
16	10A	A7 12YL/RD	MI 18PK
			M1 20PK (7 WIRES)
17	15A	A6 14RD/LB	366 16PK/OR
18	NOT USED	—	—
19	15A	A7 12YL/RD	L11 16LG/BK
20	15A	A7 12YL/RD	F60 20RD/WT (3 WIRES)
21	15A	A7 12YL/RD	F38 18OR
22	10A	A22 12BK/OR	F20 18WT

* WITH OVERHEAD CONSOLE OR
MINI OVERHEAD CONSOLE

CIRCUIT BREAKERS

CIRCUIT BREAKER NO.	SIZE	FEED CIRCUIT	FUSED CIRCUIT
1	20A	A31 12RD/BK	F86 16LG/BK
			F86 16LG/BK
			F86 16LG/RD*
2	30A	A250 10RD	F81 10TN
			F81 12TN
3	20A	A7 12YL/RD	F35 16RD
			F35 16RD

RELAYS

**NOT
USED
(A)**

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

**CIGAR
LIGHTER
RELAY
(B)**

CAVITY	CIRCUIT	FUNCTION
30	INTERNAL	FUSED B(+)
85	Z1 BK	GROUND
86	A31 RD/BK	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
87	F30 RD/DB	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
87A	—	—

* WITH POWER SUNROOF

RELAYS (CON'T)**COURTESY
LAMP
RELAY
(C)**

CAVITY	CIRCUIT	FUNCTION
30	M2 YL	COURTESY LAMP RELAY OUTPUT
85	M112 BR/LG	COURTESY LAMP RELAY CONTROL
86	M1 PK	FUSED B(+)
87	Z1 BK	GROUND
87A	—	—

**FOG
LAMP
RELAY
(D)**

CAVITY	CIRCUIT	FUNCTION
30	F62 RD	FUSED B(+)
85	L95 DG/YL	FOG LAMP RELAY CONTROL
86	F62 RD	FUSED B(+)
87	L39 LB	FOG LAMP RELAY OUTPUT
87A	—	—

**PARK
LAMP
RELAY
(E)**

CAVITY	CIRCUIT	FUNCTION
30	366 PK/OR	PARK LAMP FEED
85	L79 TN	PARK LAMP RELAY CONTROL
86	366 PK/OR	PARK LAMP FEED
87	L90 DB/RD	PARK LAMP RELAY OUTPUT
87A	—	—

**AUTO
HEADLAMP
RELAY
(F)**

CAVITY	CIRCUIT	FUNCTION
30	A6 RD/LB	FUSED B(+)
85	714 BK/OR	AUTO HEADLAMP RELAY CONTROL
86	A6 RD/LB	FUSED B(+)
87	F34 TN/BK	AUTO HEADLAMP RELAY OUTPUT
87A	—	—

RELAYS (CON'T)

**REAR
WINDOW
DEFOGGER
RELAY
(G)**

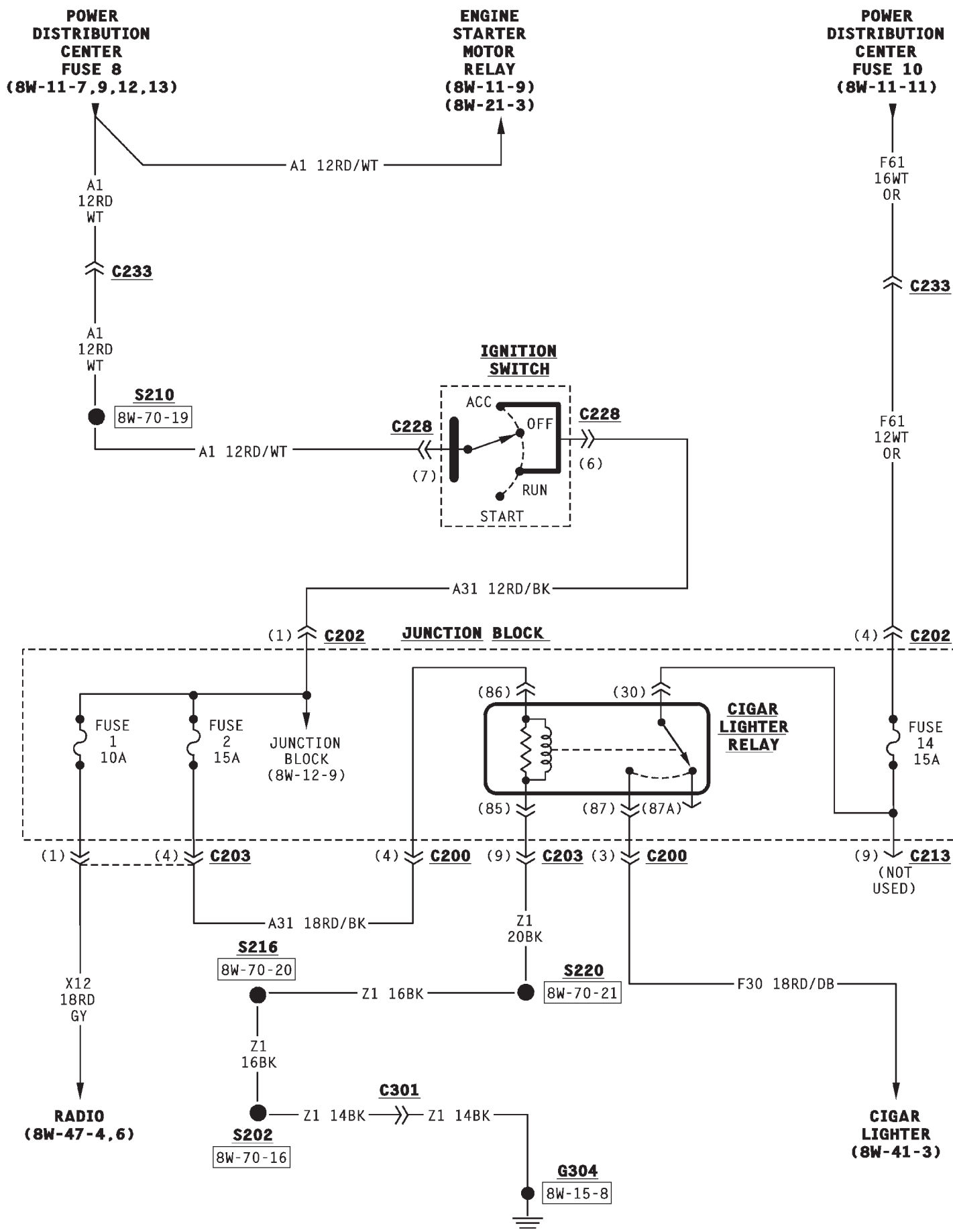
CAVITY	CIRCUIT	FUNCTION
30	A900 OR/YL	FUSED B(+)
85	C14 WT/RD	REAR WINDOW DEFOGGER RELAY CONTROL
86	A900 OR/YL	FUSED B(+)
87	C15 BK/WT	REAR WINDOW DEFOGGER RELAY OUTPUT
87A	—	—

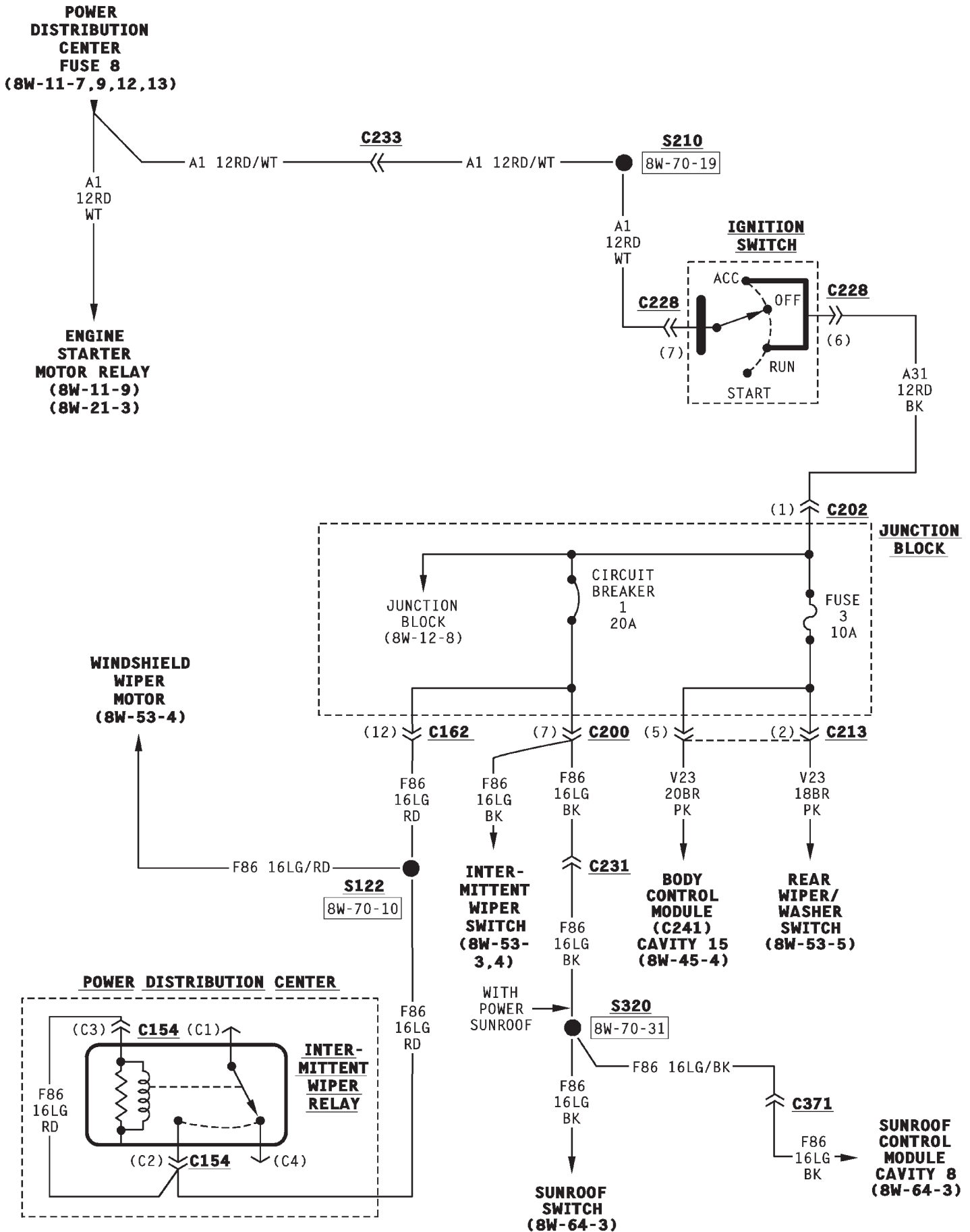
**POWER
ANTENNA
RELAY
(H)
(EXPORT ONLY)**

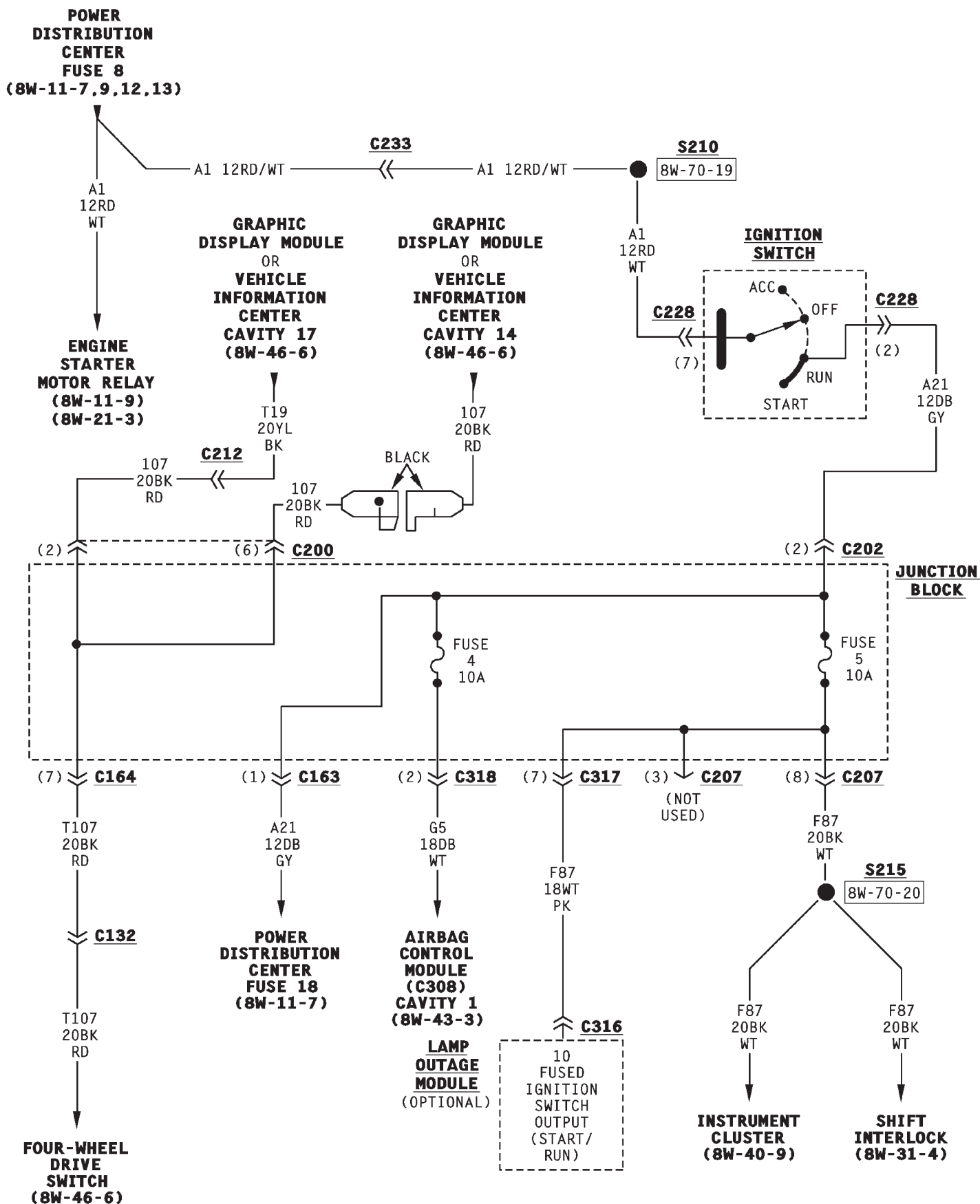
CAVITY	CIRCUIT	FUNCTION
1	Z1 BK	GROUND
2	INTERNAL	FUSED B(+)
3	X60 DG/RD	RADIO 12 VOLT OUTPUT
4	X14 WT	POWER ANTENNA DOWN CONTROL
5	X16 GY	POWER ANTENNA DRIVER
6	X17 GN	POWER ANTENNA UP CONTROL

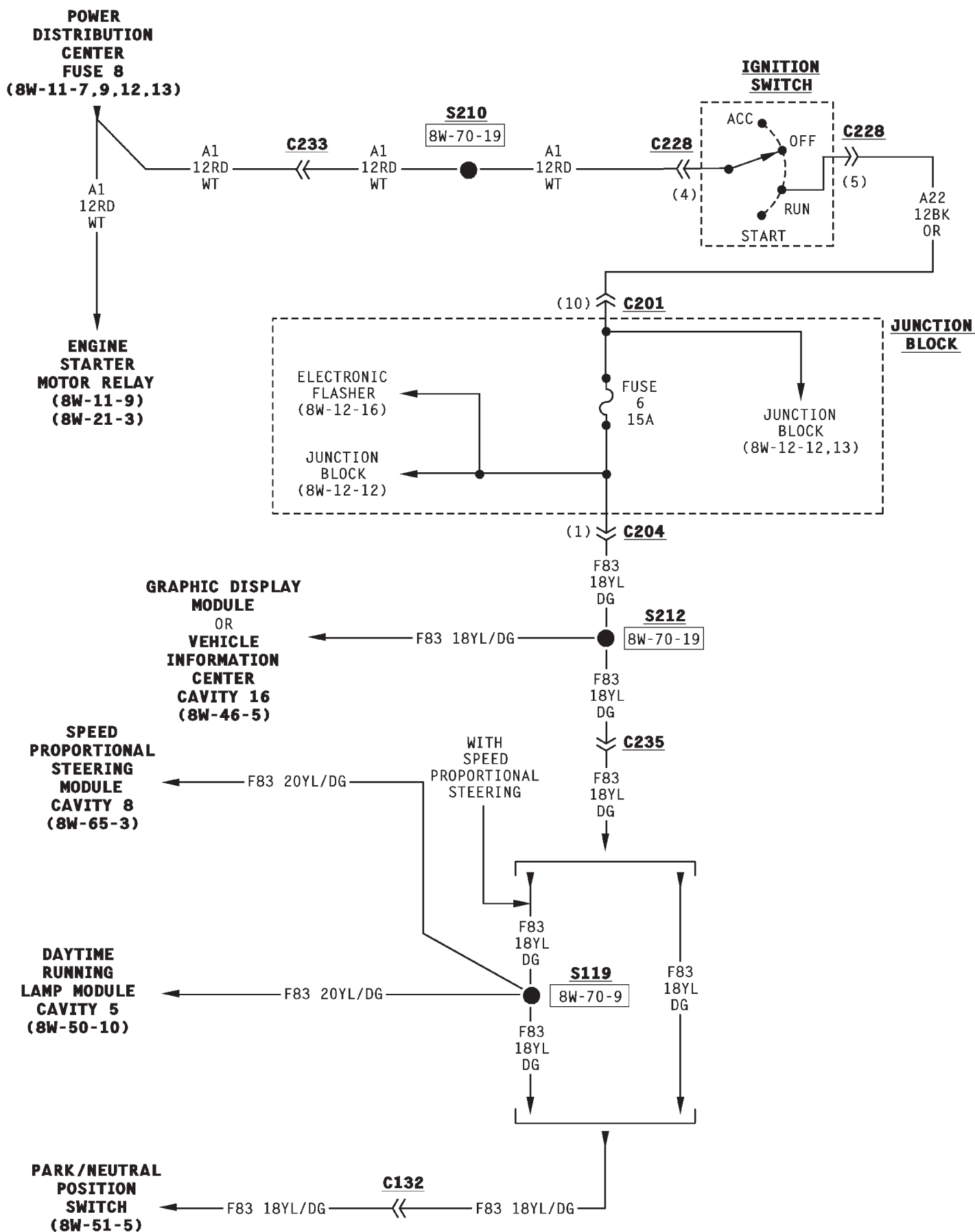
ELECTRONIC FLASHER (I)

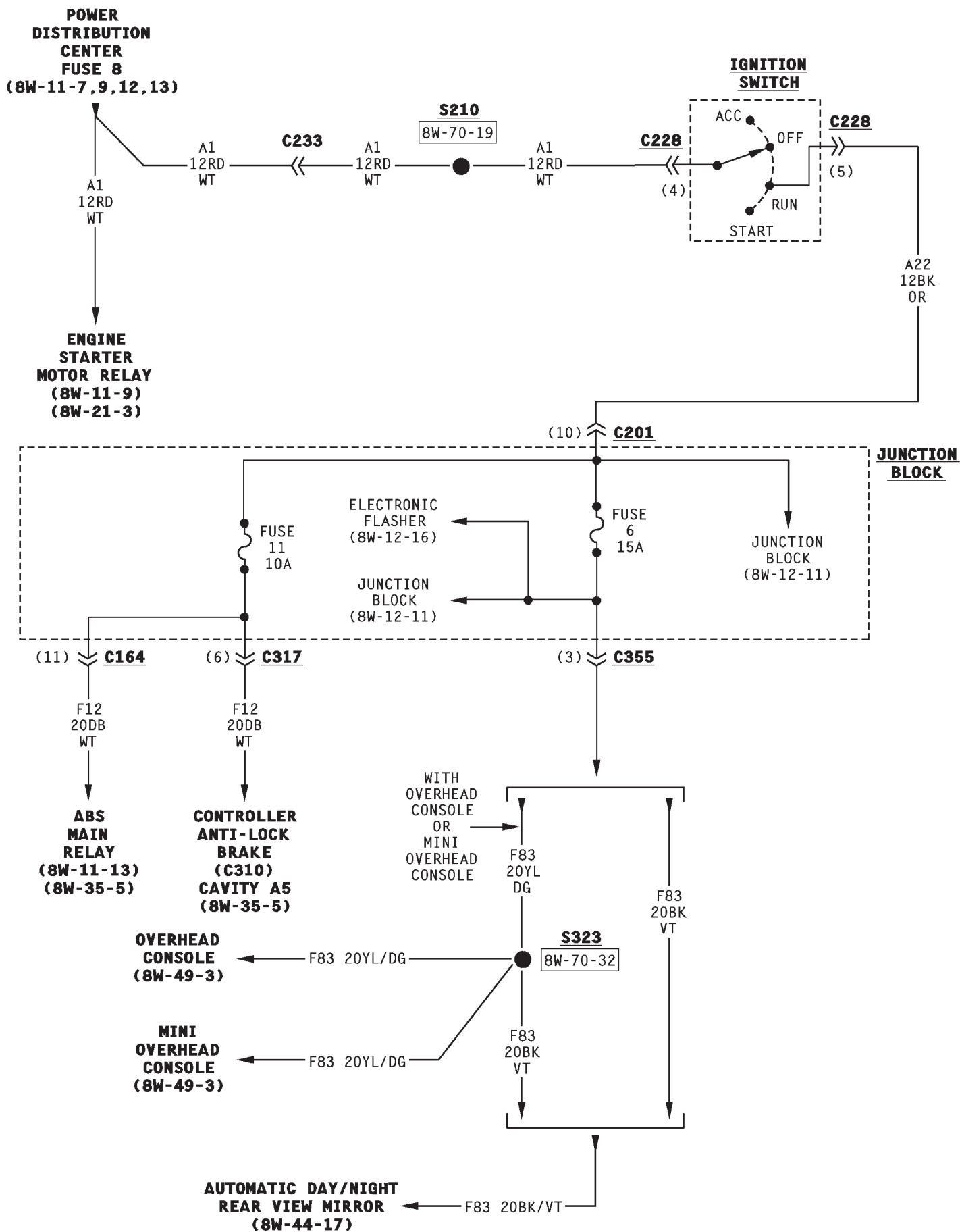
CAVITY	CIRCUIT	FUNCTION
1	INTERNAL	FUSED B(+)
2	INTERNAL	FUSED IGNITION SWITCH OUTPUT (RUN)
3	L12 18VT/TN	HAZARD SIGNAL
4	L5 180R/BK	TURN SIGNAL
5	Z1 18BK	GROUND

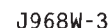


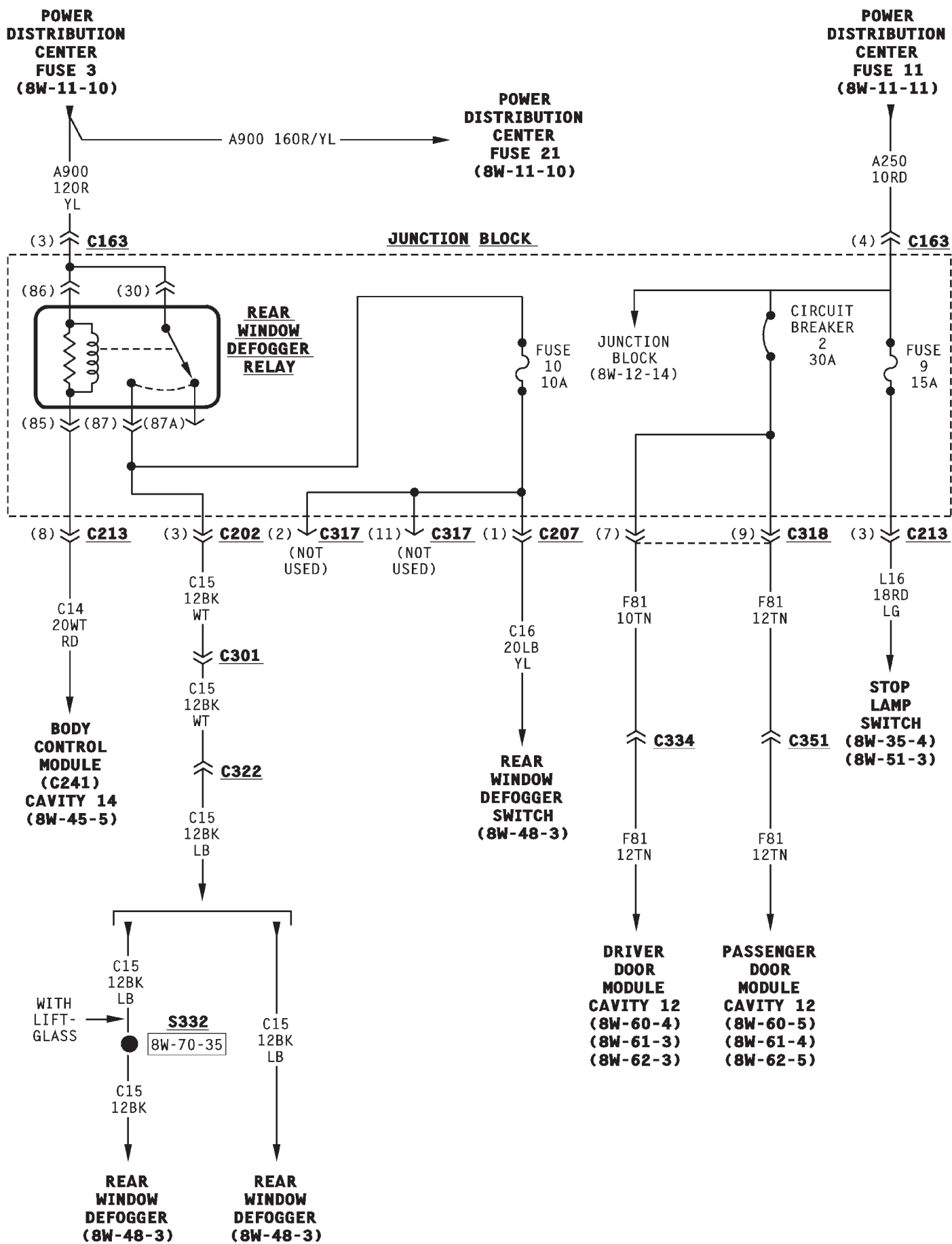


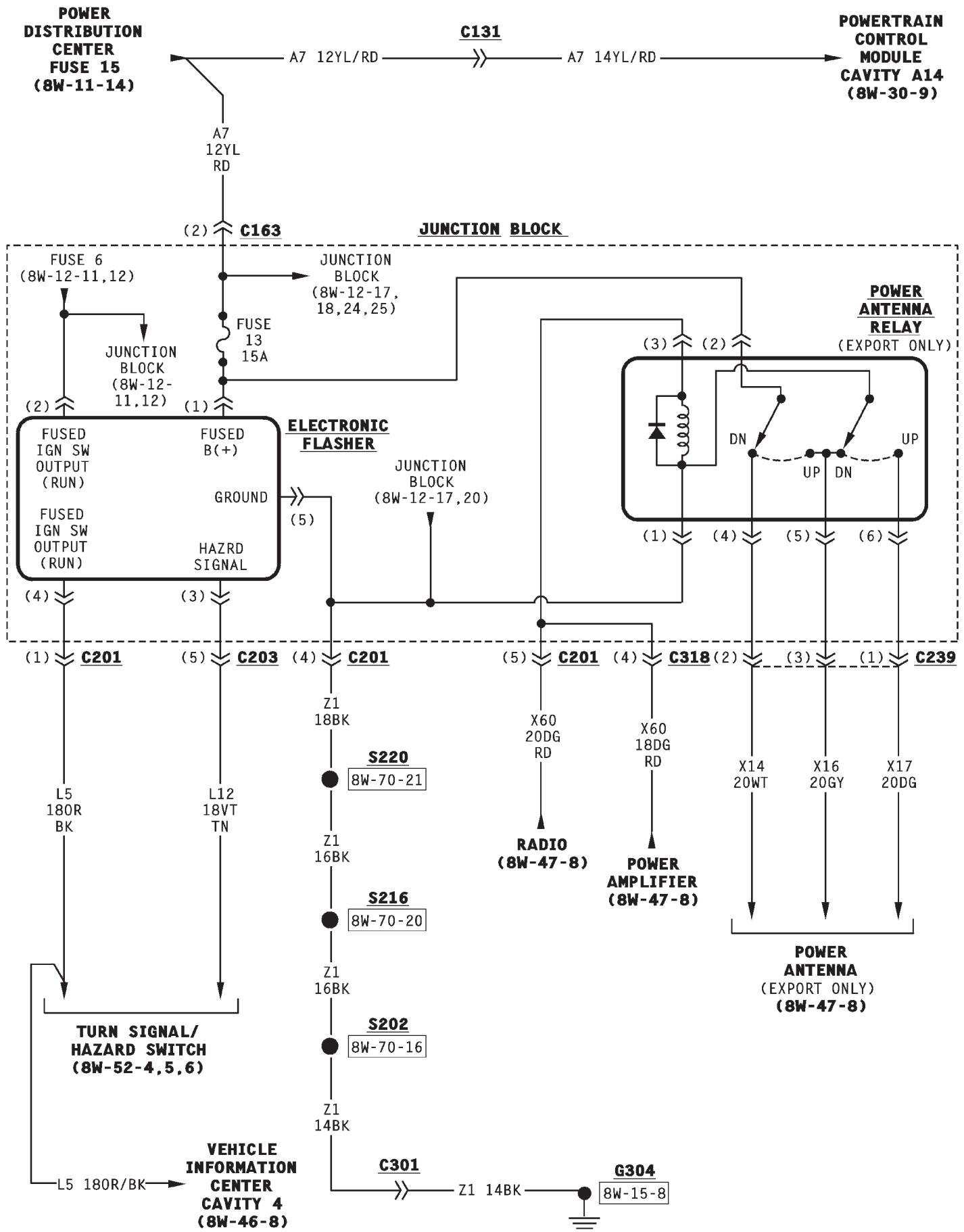


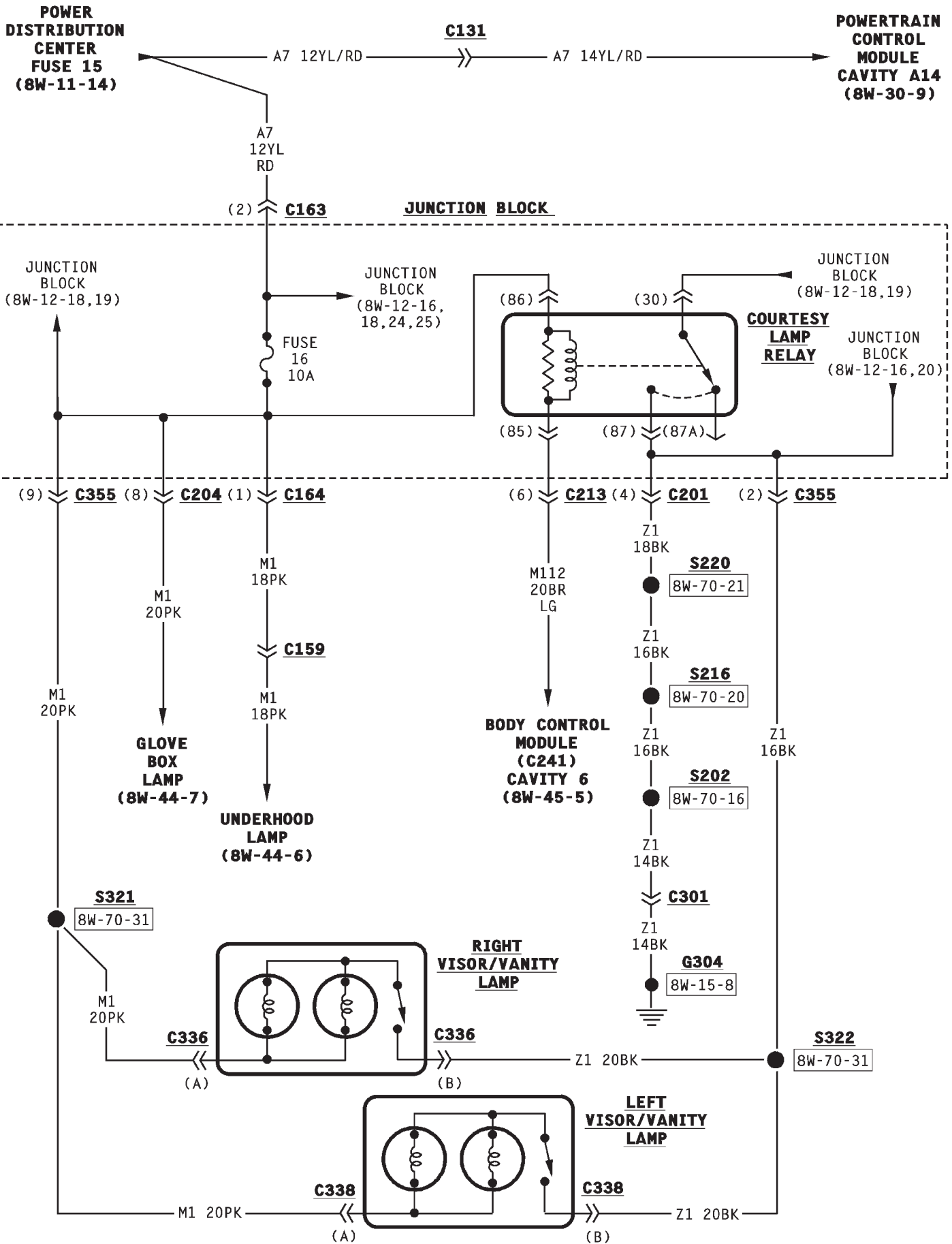












**POWER
DISTRIBUTION
CENTER
FUSE 15
(8W-11-14)**

**POWERTRAIN
CONTROL
MODULE
CAVITY A14
(8W-30-9)**

C131

A7 12YL/RD

A7 14YL/RD

A7
12YL
RD

(2) **C163**

JUNCTION BLOCK

JUNCTION
BLOCK
(8W-12-
17,19)

FUSE
16
10A

JUNCTION
BLOCK
(8W-12-16,17,
24,25)

COURTESY
LAMP
RELAY
(8W-12-17)

JUNCTION
BLOCK
(8W-12-19)

(5) **C317** (11)

(6)

(3)

(7) (12)

(2) **C204**

(3) **C318**

M1
20PK

**RIGHT
COURTESY
LAMP**

M2
20YL

C205

C205

(A)

(B)

**LEFT
COURTESY
LAMP**

C227

C227

(A)

(B)

**KEY-IN
SWITCH/HALO
LAMP**

C226

C226

(4)

(3)

**CARGO
LAMP**

C327

C327

(B)

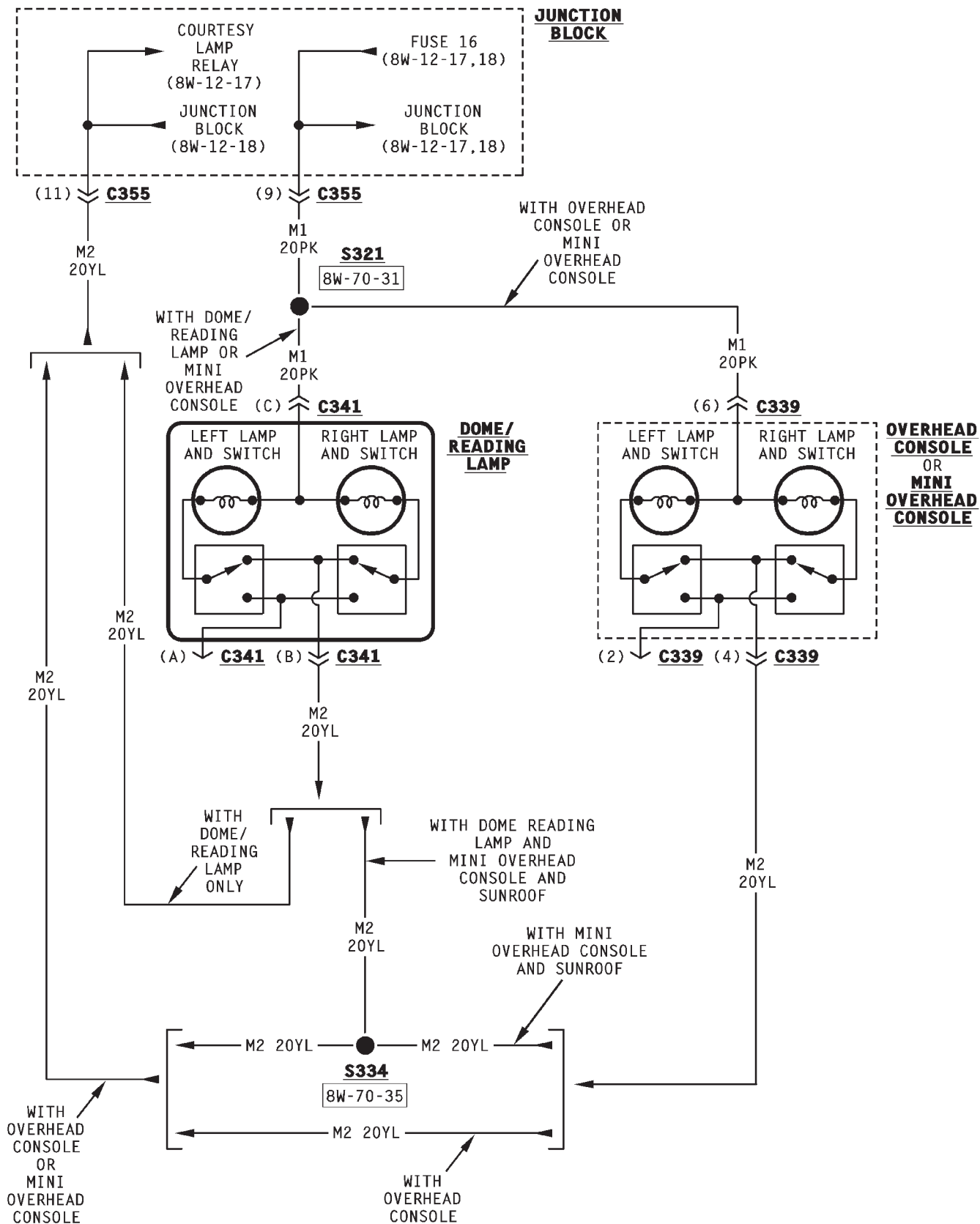
(A)

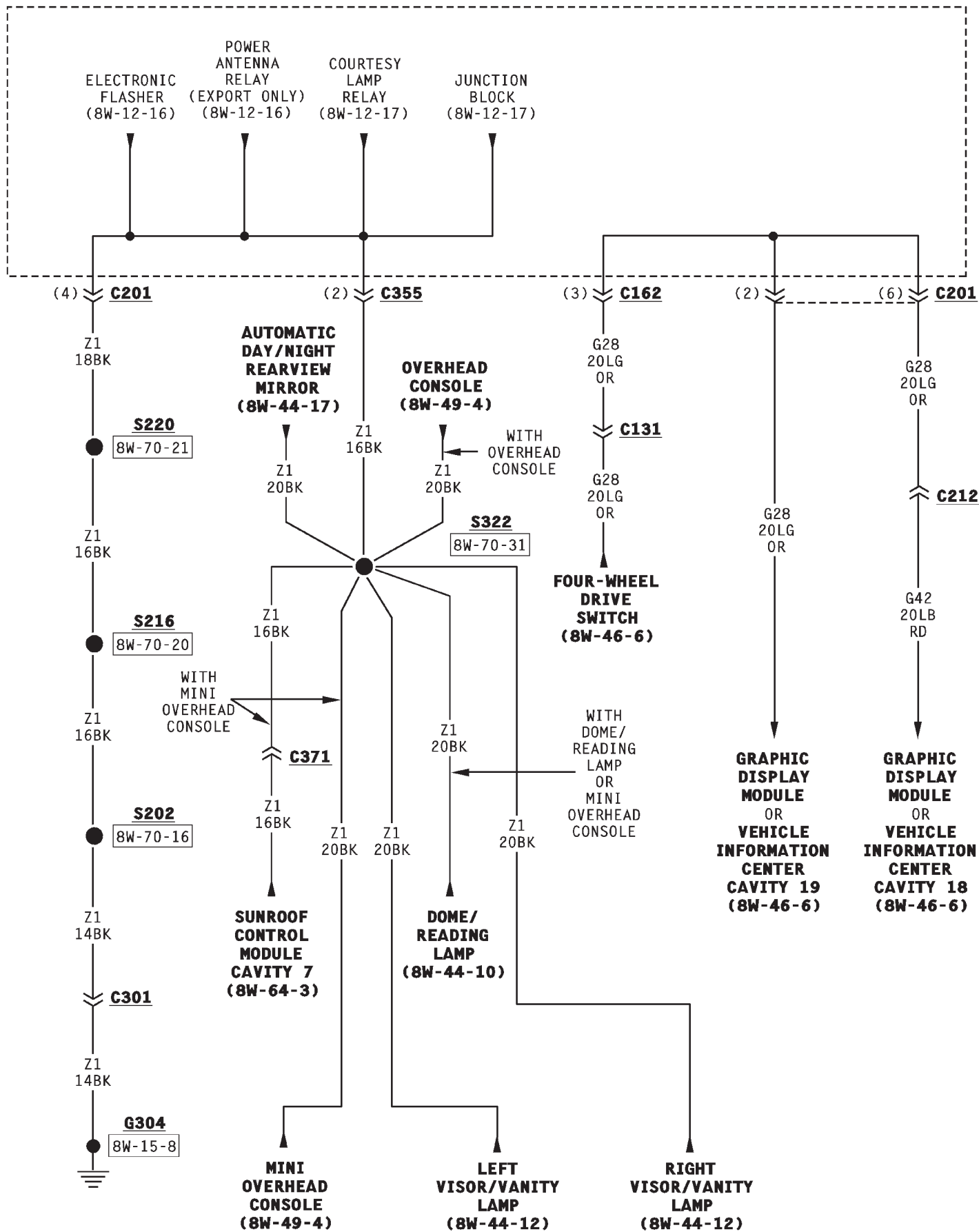
(C)

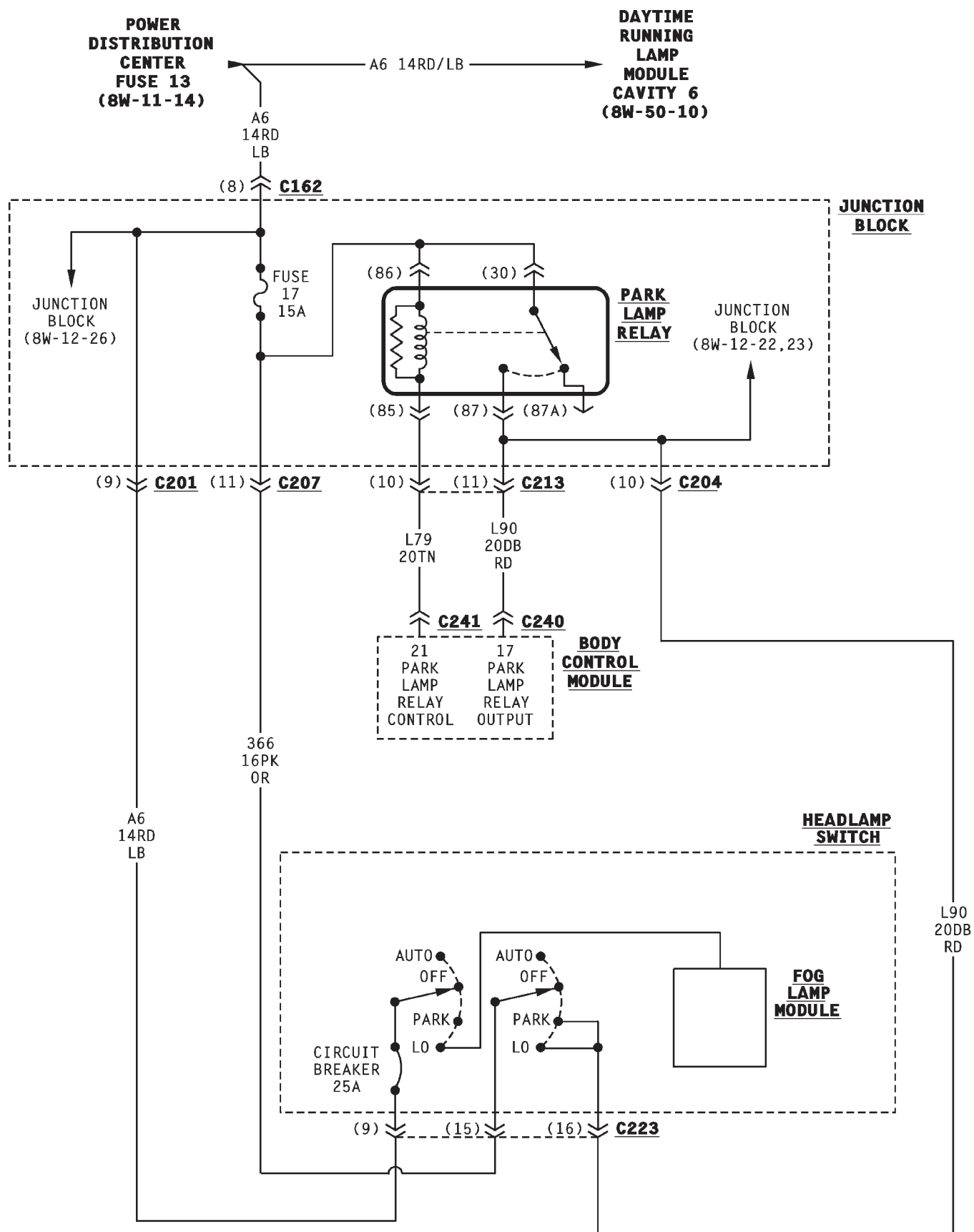
C383

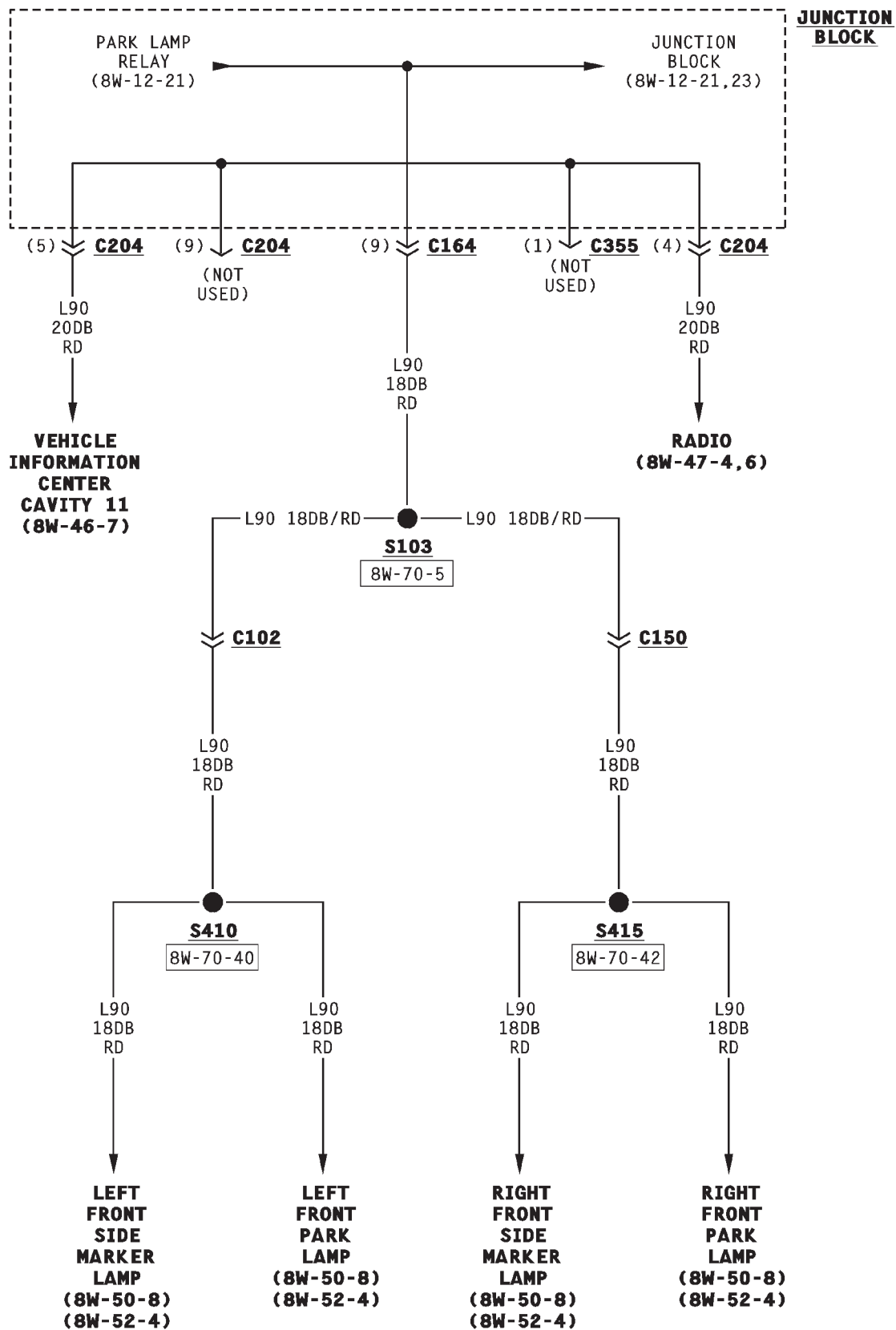
LIFT GATE
COURTESY
LAMP
DISABLE

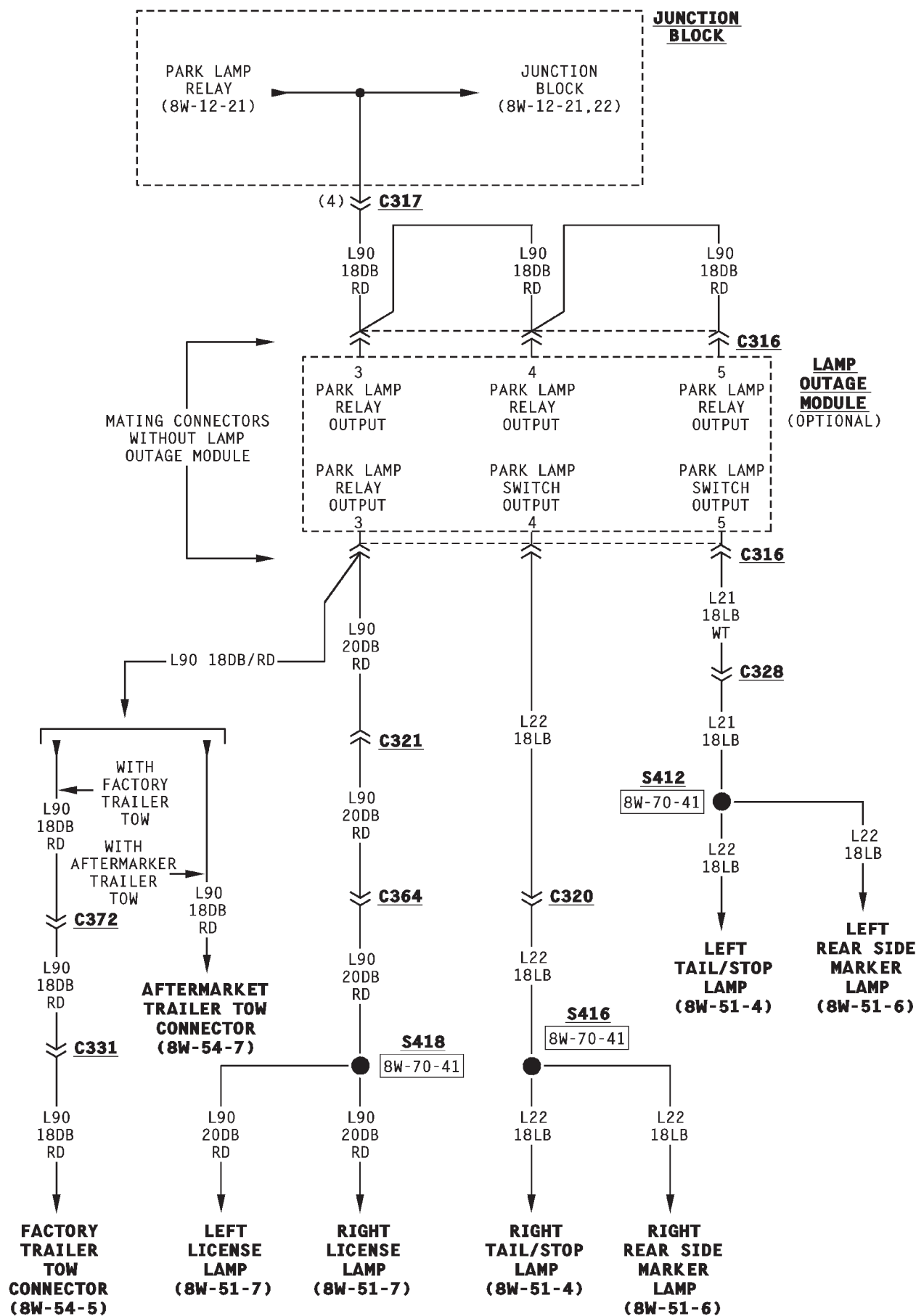
**BODY
CONTROL
MODULE**

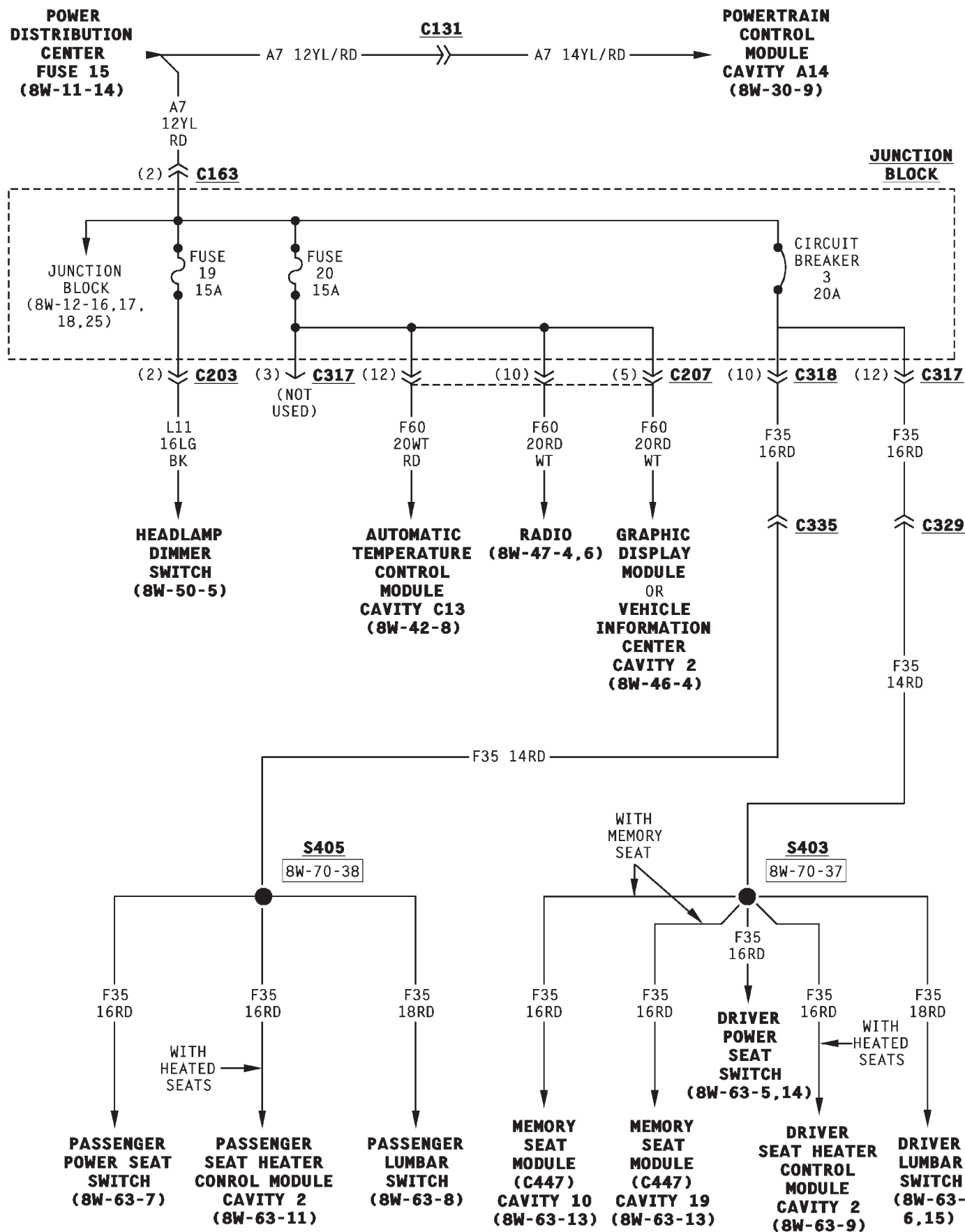


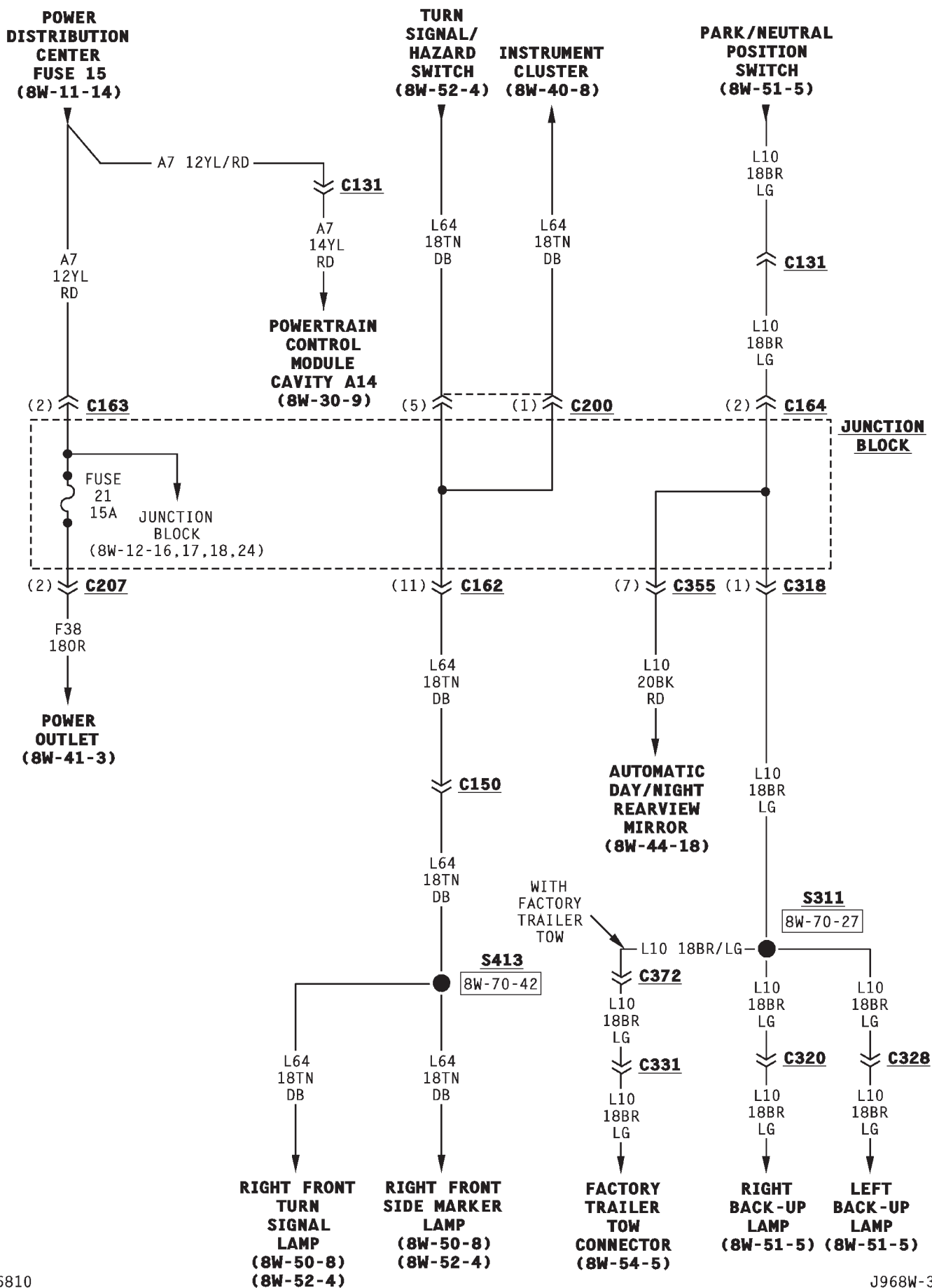
JUNCTION BLOCK

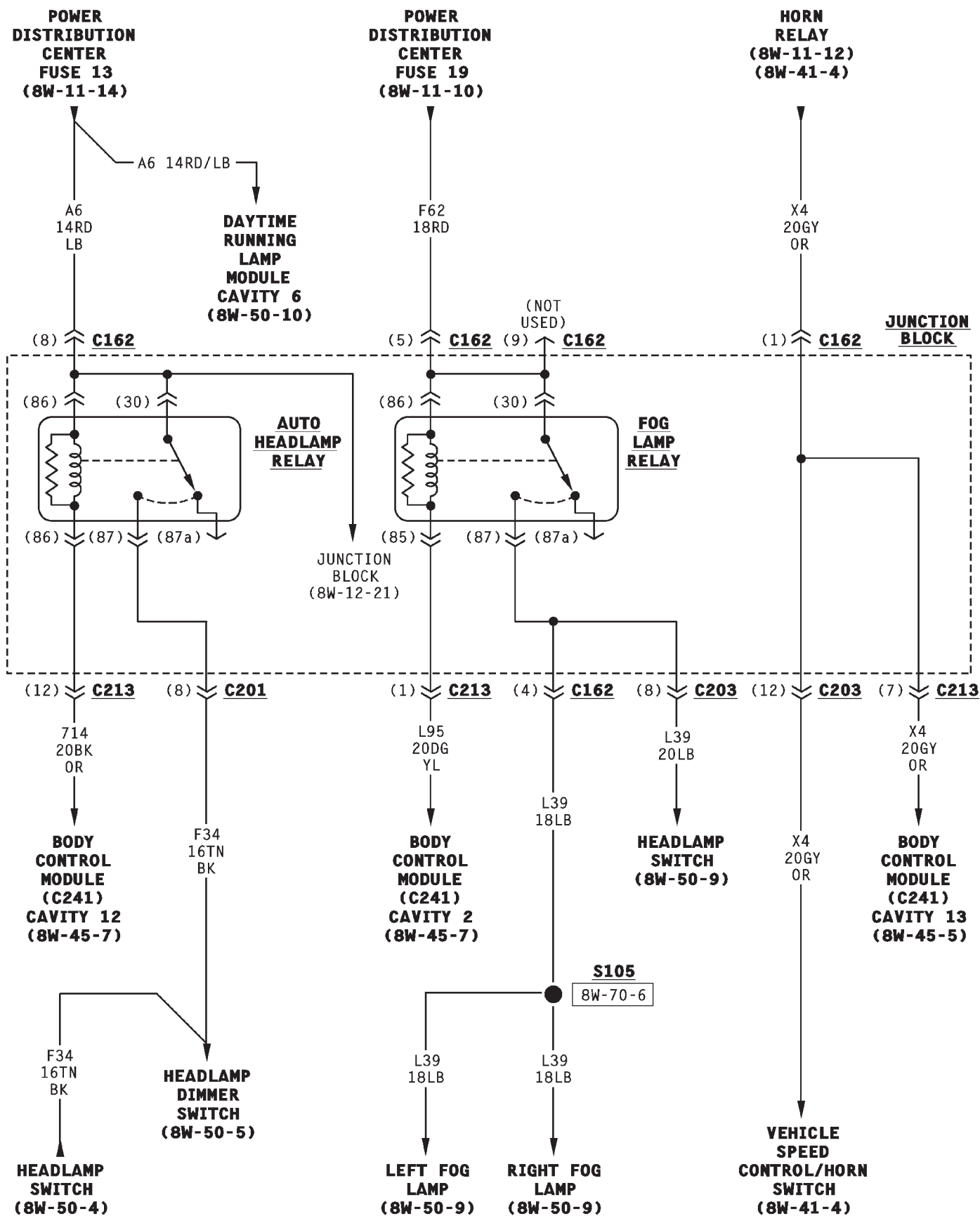












8W-15 GROUND DISTRIBUTION

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
G100	.8W-15-3	G109	.8W-15-4
G101	.8W-15-3	G300	.8W-15-5
G103	.8W-15-3	G301	.8W-15-6
G104	.8W-15-3	G302	.8W-15-7
G105	.8W-15-3	G303	.8W-15-7
G106	.8W-15-3, 4	G304	.8W-15-8
G107	.8W-15-4	G305	.8W-15-9
G108	.8W-15-4		

