

WIRING DIAGRAMS

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8W-01 GENERAL INFORMATION

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DESCRIPTION AND OPERATION

INTRODUCTION

Chrysler wiring diagrams are designed to provide information regarding the vehicles wiring content. In order to effectively use Chrysler wiring diagrams to diagnose and repair a Chrysler vehicle, it is important to understand all of their features and characteristics.

Diagrams are arranged such that the power (B+) side of the circuit is placed near the top of the page, and the ground (B-) side of the circuit is placed near the bottom of the page.

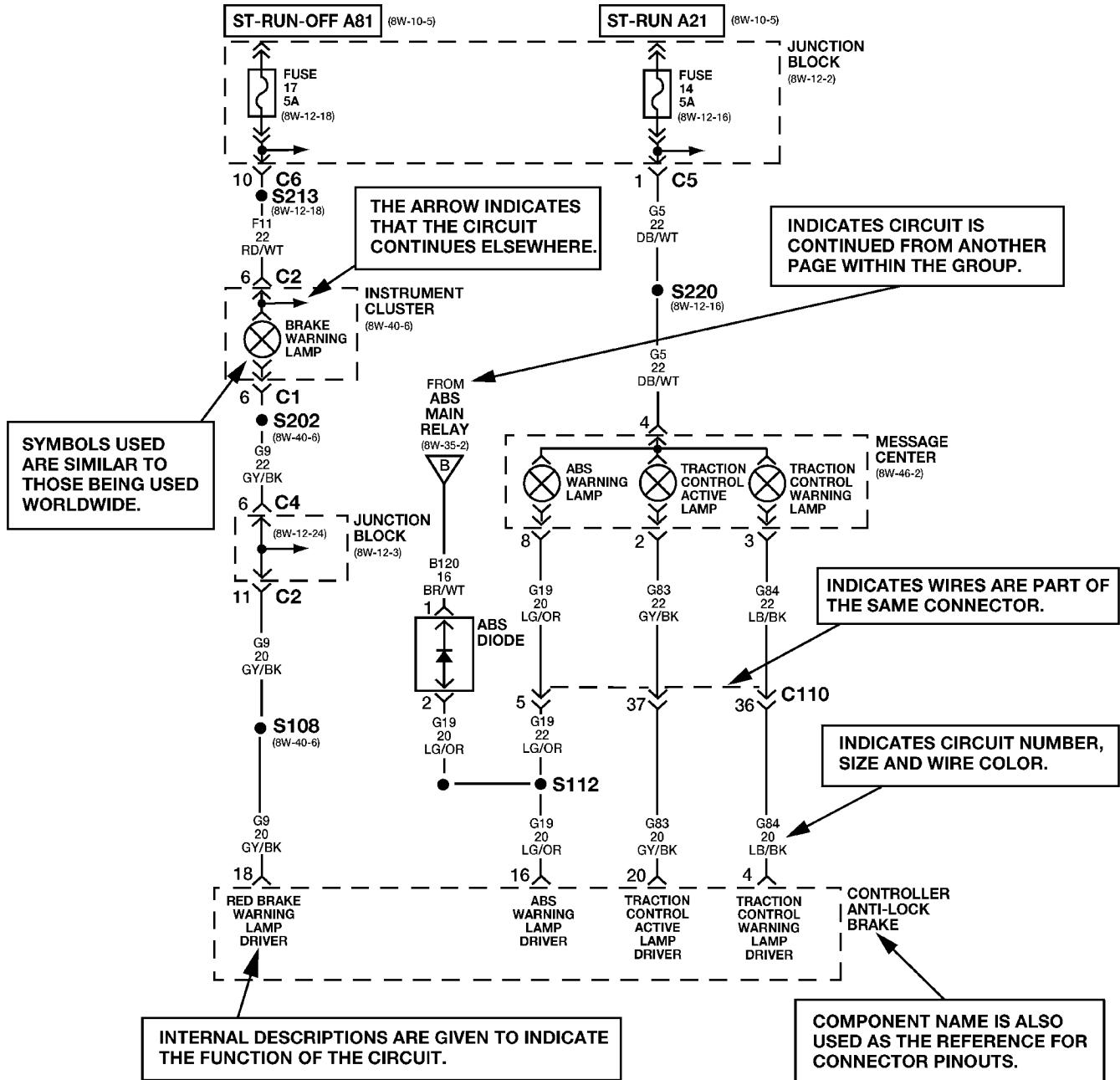
All switches, components, and modules are shown in the at rest position with the doors closed and the key removed from the ignition.

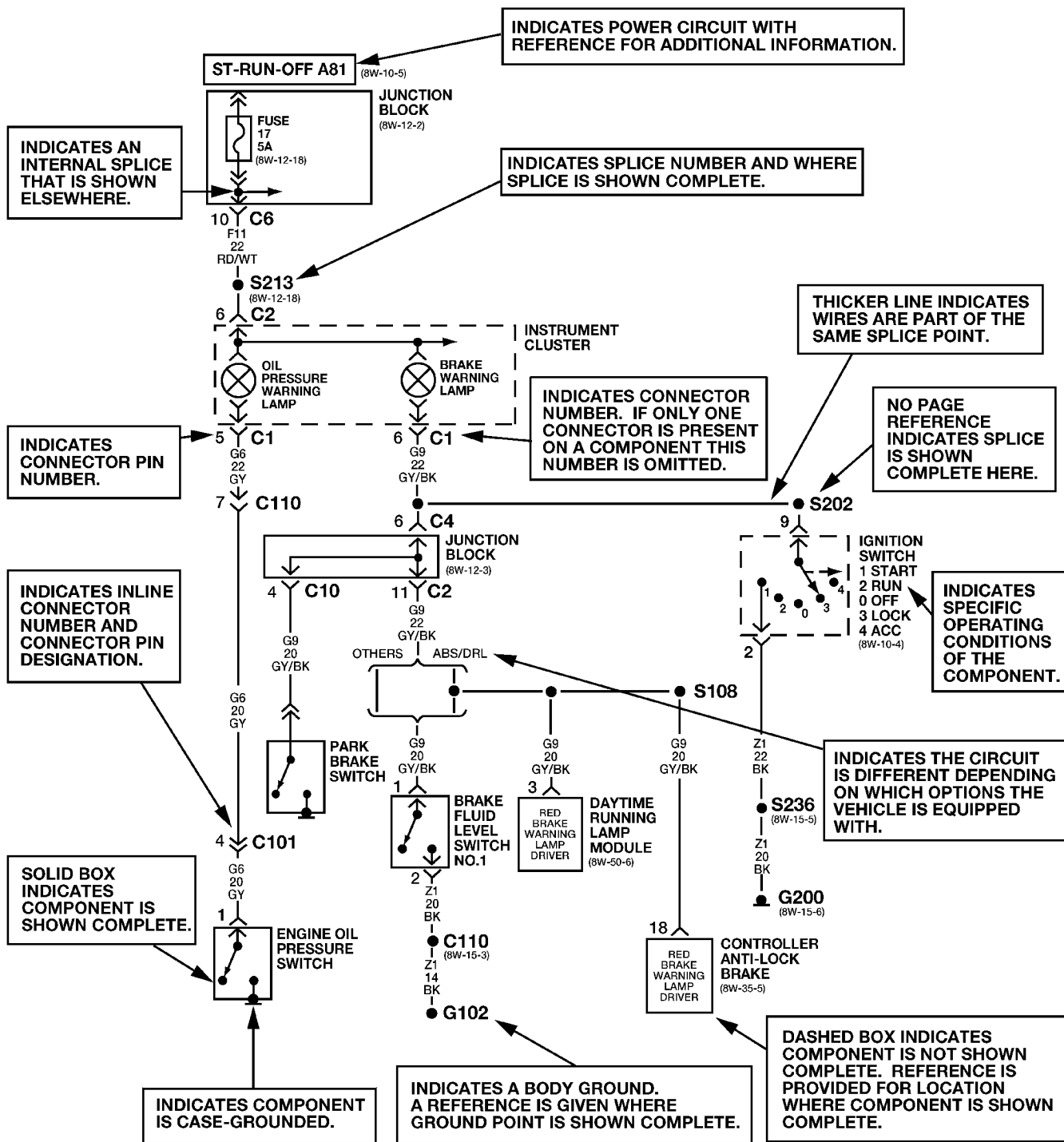
Components are shown two ways. A solid line around a component indicates that the component is complete. A dashed line around a component indicates that the component being shown is not complete. Incomplete components have a reference number to indicate the page where the component is shown complete.

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.

DESCRIPTION AND OPERATION (Continued)

DIAGRAMS ARE ARRANGED WITH THE POWER B+ SIDE OF THE CIRCUIT NEAR THE TOP OF THE PAGE, AND THE GROUND SIDE OF THE CIRCUIT NEAR THE BOTTOM OF THE PAGE.



DESCRIPTION AND OPERATION (Continued)

DESCRIPTION AND OPERATION (Continued)

CIRCUIT INFORMATION

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

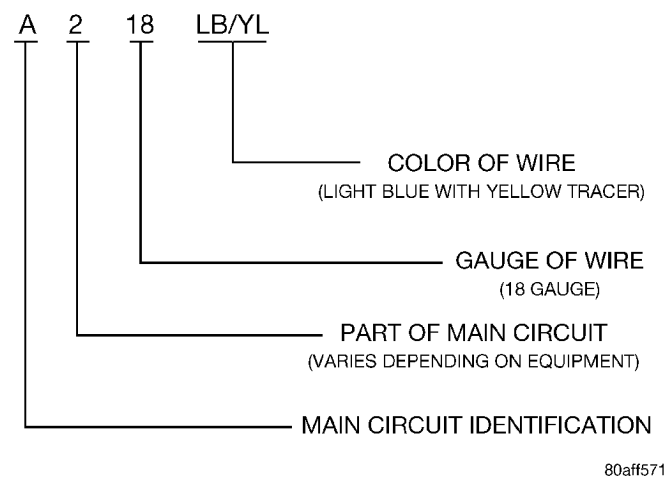


Fig. 1 Wire Code Identification

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

CIRCUIT FUNCTIONS

All circuits in the diagrams use an alpha/numeric code to identify the wire and its function. 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
G	MONITORING CIRCUITS (GAUGES)
H	OPEN
I	NOT USED
J	OPEN
K	POWERTRAIN CONTROL MODULE
L	EXTERIOR LIGHTING
M	INTERIOR LIGHTING
N	NOT USED
O	NOT USED
P	POWER OPTION (BATTERY FEED)
Q	POWER OPTIONS (IGNITION FEED)
R	PASSIVE RESTRAINT
S	SUSPENSION/STEERING
T	TRANSMISSION/TRANSAXLE/TRANSFER CASE
U	OPEN
V	SPEED CONTROL, WIPER/WASHER
W	OPEN
X	AUDIO SYSTEMS
Y	OPEN
Z	GROUND

DESCRIPTION AND OPERATION (Continued)**SECTION IDENTIFICATION**

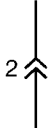
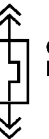
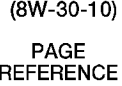
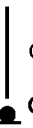
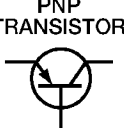
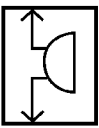
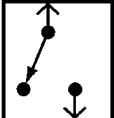
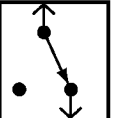
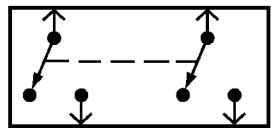
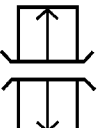
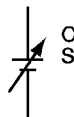
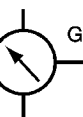
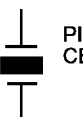
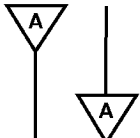
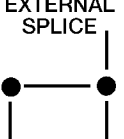
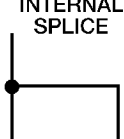
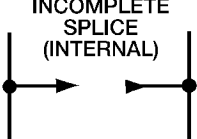
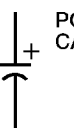
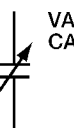
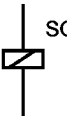
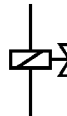
The wiring diagrams are grouped into individual sections. If a component is most likely found in a particular group, it will be shown complete (all wires, connectors, and pins) within that group. For example, the Auto Shutdown Relay is most likely to be found in Group 30, so it is shown there complete. It can, however, be shown partially in another group if it contains some associated wiring.

SYMBOLS

International symbols are used throughout the wiring diagrams. These symbols are consistent with those being used around the world

GROUP	TOPIC
8W-01 thru 8W-09	General Information and Diagram Overview
8W-10 thru 8W-19	Main Sources of Power and Vehicle Grounding
8W-20 thru 8W-29	Starting and Charging
8W-30 thru 8W-39	Powertrain/Drivetrain Systems
8W-40 thru 8W-49	Body Electrical items and A/C
8W-50 thru 8W-59	Exterior Lighting, Wipers, and Trailer Tow
8W-60 thru 8W-69	Power Accessories
8W-70	Splice Information
8W-80	Connector Pin Outs
8W-90	Connector Locations (including grounds)
8W-95	Splice Locations

DESCRIPTION AND OPERATION (Continued)

 BATTERY  GENERATOR STATOR COILS	 IN-LINE CONNECTORS 
 FUSIBLE LINK  FUSE  CIRCUIT BREAKER	 MULTIPLE CONNECTOR  MALE CONNECTOR  FEMALE CONNECTOR
 BATT A0  HOT BAR  CHOICE BRACKET  (8W-30-10) PAGE REFERENCE	 SINGLE FILAMENT LAMP  DUAL FILAMENT LAMP  ANTENNA
 CLOCKSPRING  GROUND  SCREW TERMINAL	 NPN TRANSISTOR  PNP TRANSISTOR  TONE GENERATOR
 OPEN SWITCH  CLOSED SWITCH	 LED  PHOTODIODE  DIODE  ZENER DIODE
 GANGED SWITCH  SLIDING DOOR CONTACT	 OXYGEN SENSOR  GAUGE  PIEZOELECTRIC CELL
 WIRE ORIGIN & DESTINATION SHOWN WITHIN CELL  WIRE DESTINATION SHOWN IN ANOTHER CELL	 RESISTOR  POTENTIOMETER  VARIABLE RESISTOR  HEATER ELEMENT
 EXTERNAL SPLICE  INTERNAL SPLICE  INCOMPLETE SPLICE (INTERNAL)	 NON-POLARIZED CAPACITOR  POLARIZED CAPACITOR  VARIABLE CAPACITOR
 ONE SPEED MOTOR  TWO SPEED MOTOR  REVERSIBLE MOTOR	 COIL  SOLENOID  SOLENOID VALVE

DESCRIPTION AND OPERATION (Continued)

TERMINOLOGY

This a list of terms with there definitions used in the wiring diagrams.

Built-Up-Export Vehicles Built For Sale
 In Markets Other Than North America
 Except-Built-Up-Export Vehicles Built For Sale
 In North America
 LHD Left Hand Drive Vehicles
 RHD Right Hand Drive Vehicles
 ATX Automatic Transmission-Front Wheel Drive
 MTX Manual Transmission-Front Wheel Drive
 AT Automatic Transmission-Rear Wheel Drive
 MT Manual Transmission-Rear Wheel Drive
 SOHC Single Over Head Cam Engine
 DOHC Dual Over Head Cam Engine

CONNECTOR INFORMATION

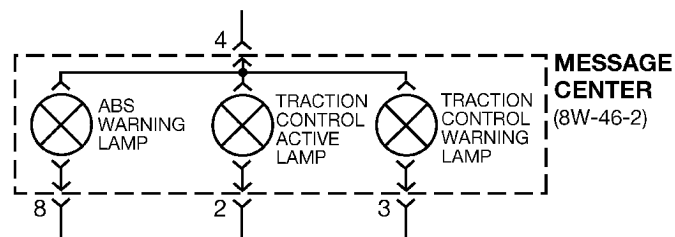
CAUTION: Not all connectors are serviced. Some connectors are serviced only with a harness. A typical example might be the Supplemental Restraint System connectors. Always check parts availability before attempting a repair.

IDENTIFICATION

In-line connectors are identified by a number, as follows:

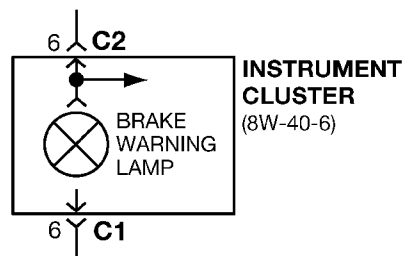
- In-line connectors located on the **engine compartment harness** are **C100** series numbers.
- Connectors located on the **instrument panel harness** are **C200** series numbers.
- Connectors located on the **body harness** are **C300** series numbers.
- **Jumper harness connectors** are **C400** series numbers.
- **Grounds and ground connectors** are identified with a "G" and follow the same series numbering as the in-line connector.

Component connectors are identified by the component name instead of a number (Fig. 2). Multiple connectors on a component use a C1, C2, etc. identifier (Fig. 3).



80aff5a3

Fig. 2 Component Identification



80aff5a4

Fig. 3 Connector Identification

LOCATIONS

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

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

SPLICE LOCATIONS

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

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

NOTES, CAUTIONS, and WARNINGS

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

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

DESCRIPTION AND OPERATION (Continued)

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.

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.

ELECTROSTATIC DISCHARGE (ESD) SENSITIVE DEVICES

All ESD sensitive components are solid state and a symbol (Fig. 4) 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.

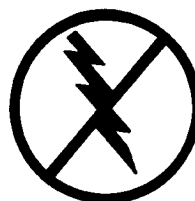
(1) Always touch a known good ground before handling the part. This should be repeated while handling the part and more frequently after sliding across a seat, sitting down from a standing position, or walking a distance.

(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.



948W-193

Fig. 4 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 rating.

- 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 rating. 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.

DIAGNOSIS AND TESTING (Continued)

• **Probing Tools** - These tools are used for probing terminals in connectors (Fig. 5). 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.

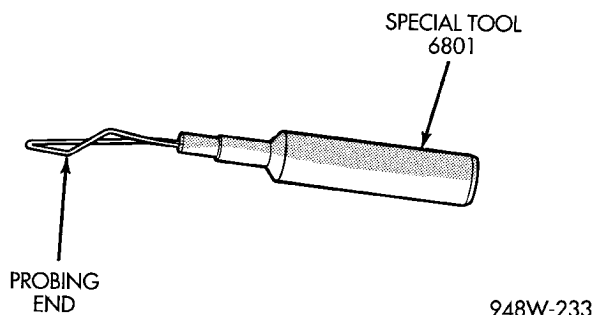


Fig. 5 Probing Tool

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
- Some or all of the wiring strands broken inside of the insulation covering.
- Wiring broken inside of the insulation

TROUBLESHOOTING TESTS

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

TESTING FOR VOLTAGE POTENTIAL

(1) Connect the ground lead of a voltmeter to a known good ground (Fig. 6).

(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.

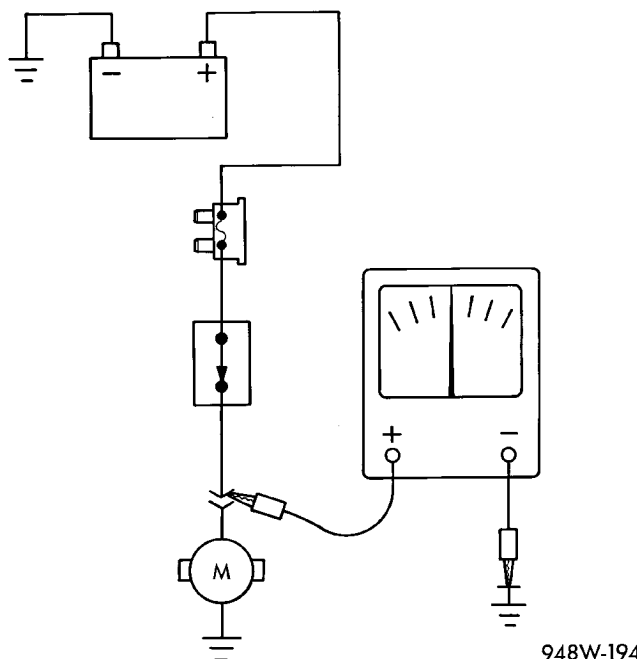


Fig. 6 Testing for Voltage Potential

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. 7).

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

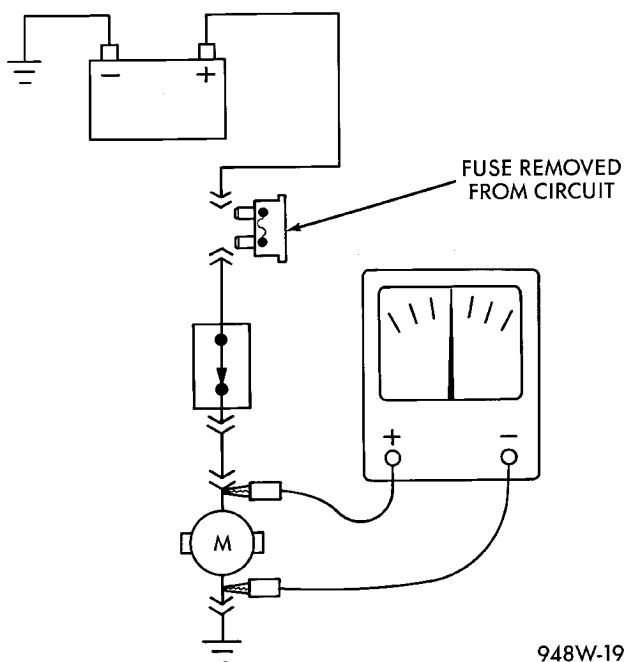


Fig. 7 Testing for Continuity

DIAGNOSIS AND TESTING (Continued)

TESTING FOR A SHORT TO GROUND

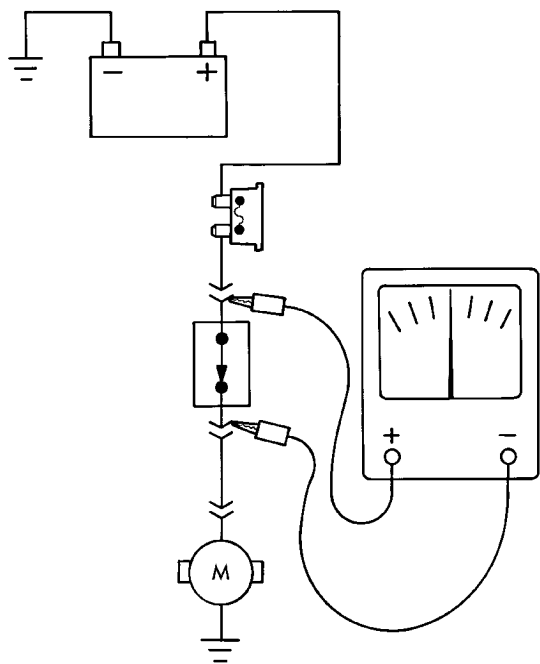
- (1) Remove the fuse and disconnect all items involved with the fuse.
- (2) Connect a test light or a voltmeter across the terminals of the fuse.
- (3) Starting at the fuse block, wiggle the wiring harness about six to eight inches apart and watch the voltmeter/test lamp.
- (4) If the voltmeter registers voltage or the test lamp glows, there is a short to ground in that general area of the wiring harness.

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 suspected fused circuits.
- (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. 8).
- (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.



948W-196

Fig. 8 Testing for Voltage Drop

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.
- (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 gage 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. 9).
- (5) Push the two ends of wire together until the strands of wire are close to the insulation (example 2) (Fig. 9).
- (6) Twist the wires together (example 3) (Fig. 9).
- (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.

SERVICE PROCEDURES (Continued)

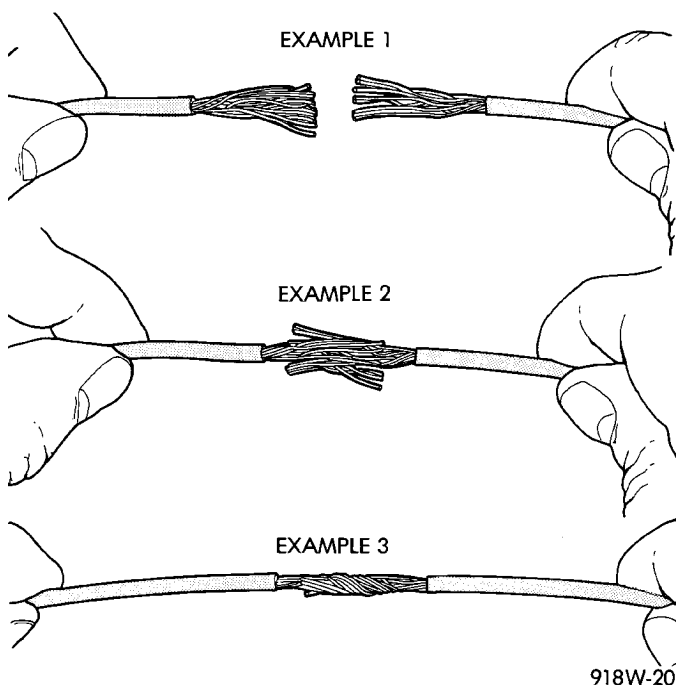


Fig. 9 Wire Repair

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. 10).

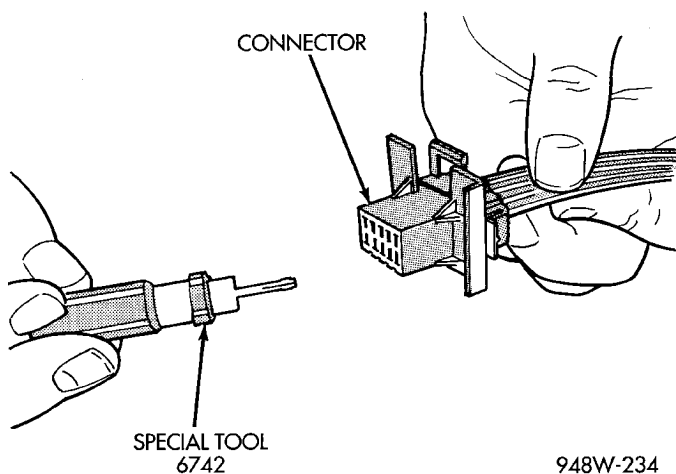


Fig. 10 Molex Connector Repair

- (4) Using special tool 6742 release the locking fingers on the terminal (Fig. 11).
- (5) Pull on the wire to remove it from the connector.
- (6) Repair or replace the connector or terminal, as necessary.

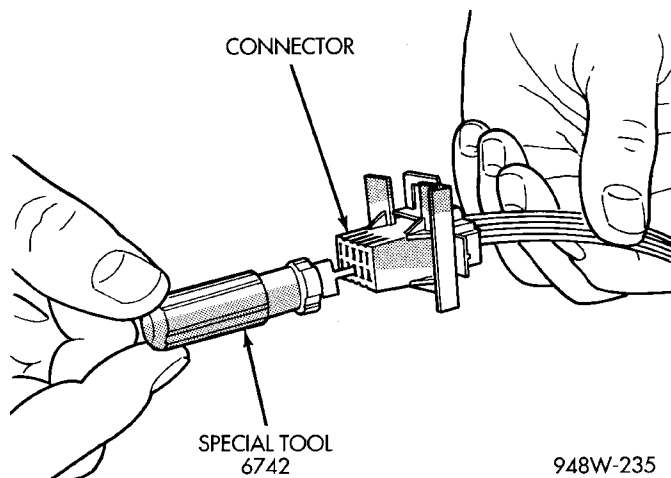


Fig. 11 Using Special Tool 6742

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. 12).

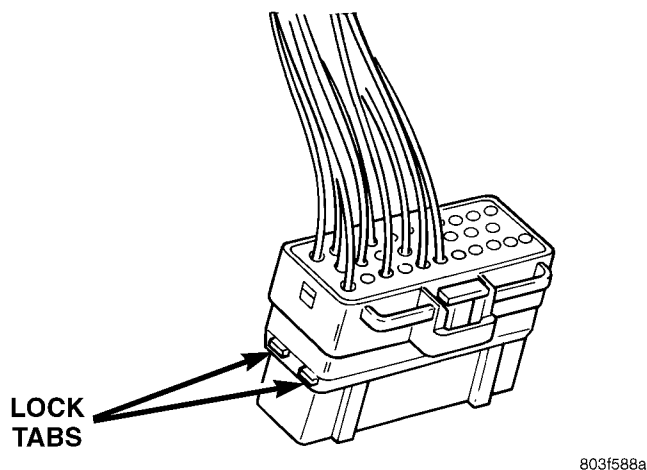
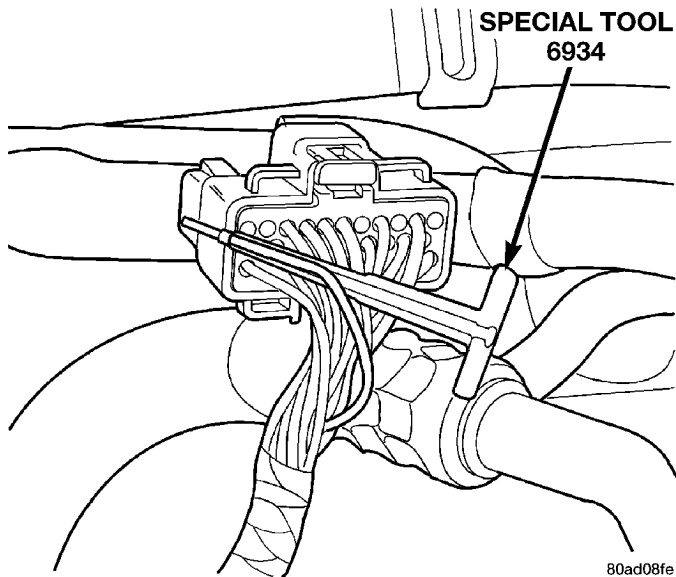
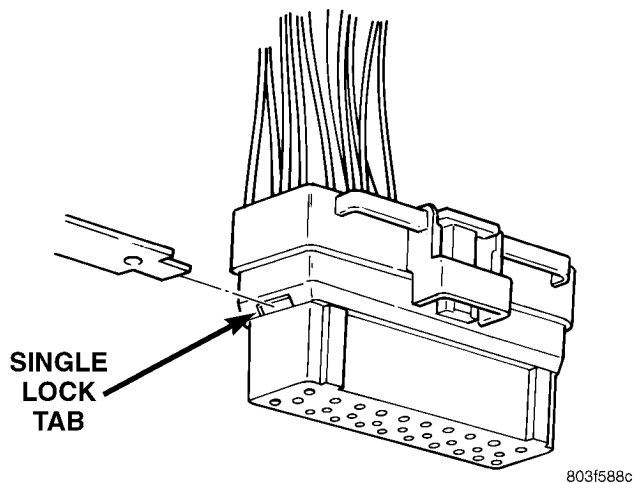
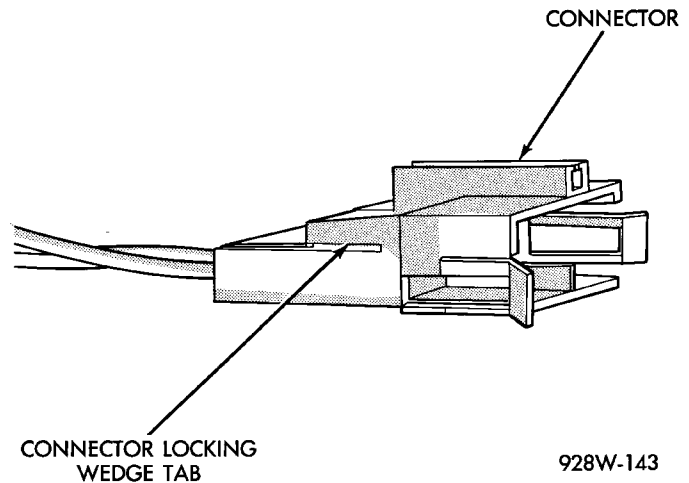


Fig. 12 Thomas and Betts Connector Lock Release Tabs

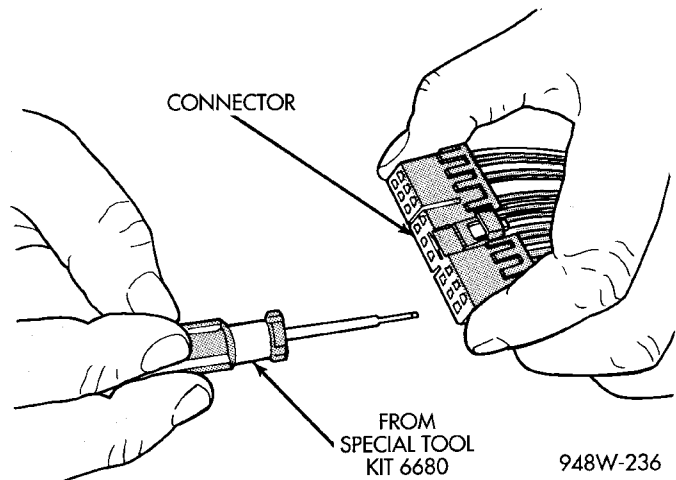
- (4) Insert the probe end of special tool 6934 into the back of the connector cavity (Fig. 13).
- (5) Grasp the wire and tool 6934 and slowly remove the wire and terminal from the connector.
- (6) Repair or replace the terminal.
- (7) Install the wire and terminal in the connector. Fully seat the terminal in the connector.
- (8) Push in the single lock tab on the side of the connector (Fig. 14).

SERVICE PROCEDURES (Continued)**Fig. 13 Removing Wire Terminal****Fig. 14 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. 15).
- (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. 16) (Fig. 17).
- (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.

**Fig. 15 Connector Locking Wedge**

- (8) Insert the connector locking wedge into the repaired connector, if required.
- (9) Connect connector to its mating half/component.
- (10) Connect battery and test all affected systems.

**Fig. 16 Terminal Removal****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. 18).
- (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. 18).

SERVICE PROCEDURES (Continued)

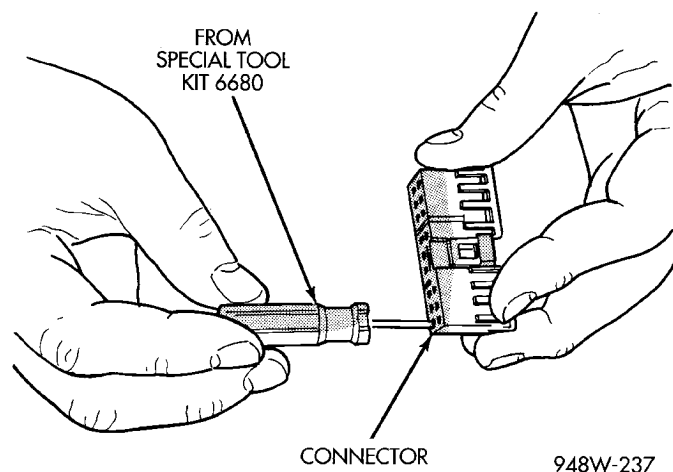


Fig. 17 Terminal Removal Using Special Tool

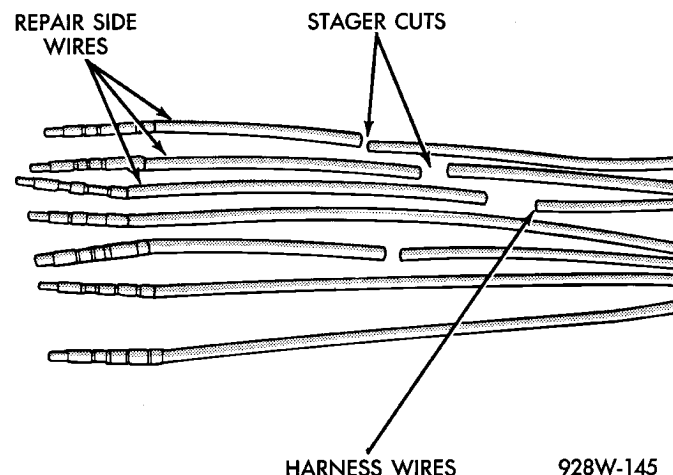


Fig. 18 Stagger Cutting Wires

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

TERMINAL REPLACEMENT

- (1) Disconnect battery.
- (2) Disconnect the connector being repaired from its mating half. Remove connector locking wedge, if required (Fig. 19).
- (3) Remove connector locking wedge, if required (Fig. 19).

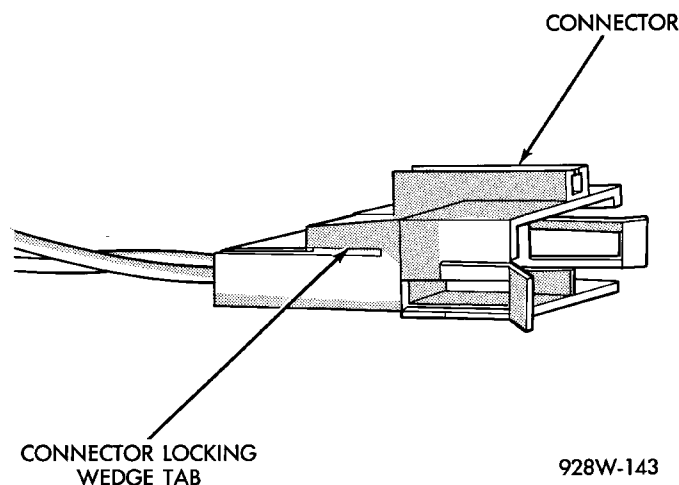


Fig. 19 Connector Locking Wedge Tab (Typical)

- (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. 20) (Fig. 21).

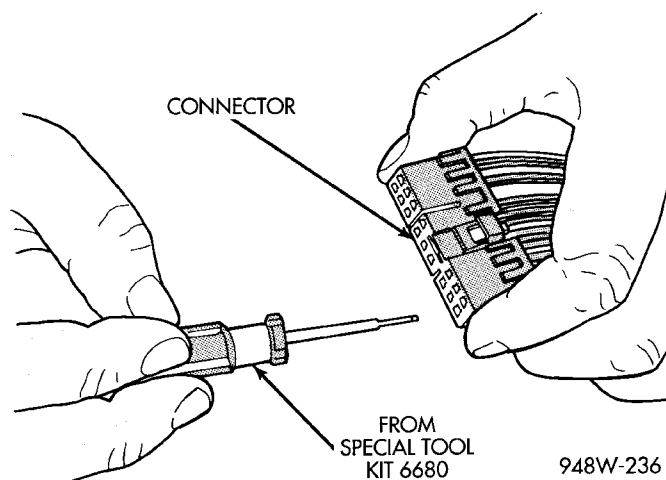
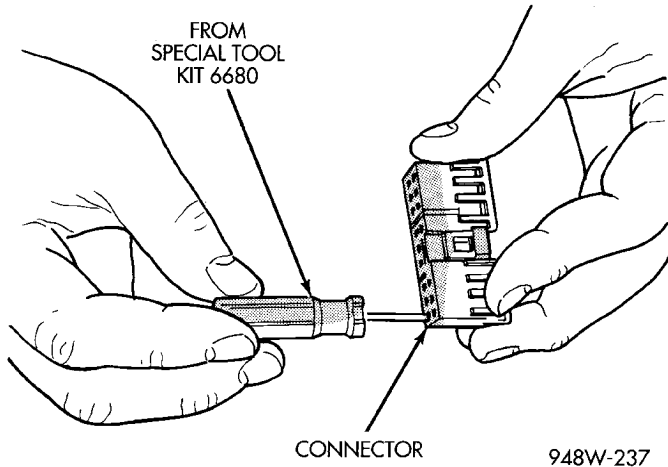


Fig. 20 Terminal Removal

- (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.

SERVICE PROCEDURES (Continued)**Fig. 21 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) Push the two ends of wire together until the strands of wire are close to the insulation.

(12) Twist the wires together.

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

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

(15) Insert the repaired wire into the connector.

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

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

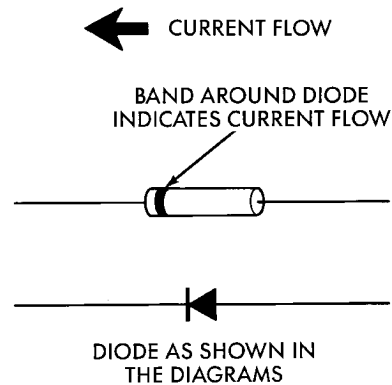
(18) Connect battery, and test all affected systems.

DIODE REPLACEMENT

(1) Disconnect the battery.

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

(3) Remove the diode from the harness, pay attention to the current flow direction (Fig. 22).



948W-197

Fig. 22 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.

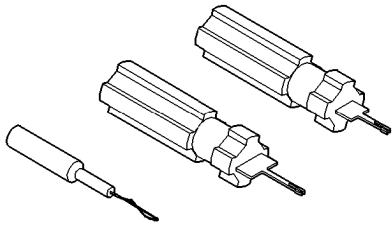
(6) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

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

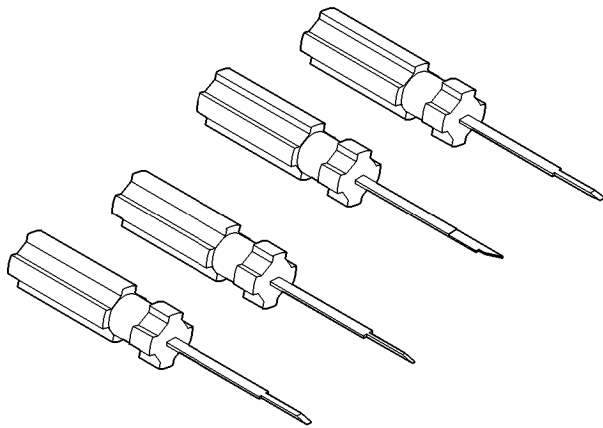
(8) Re-connect the battery, and test affected systems.

SPECIAL TOOLS

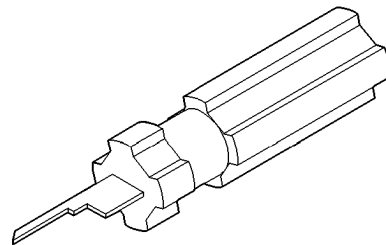
WIRING/TERMINAL



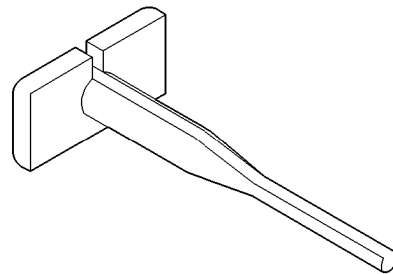
Probing Tool Package 6807



Terminal Pick 6680



Terminal Removing Tool 6932



Terminal Removing Tool 6934

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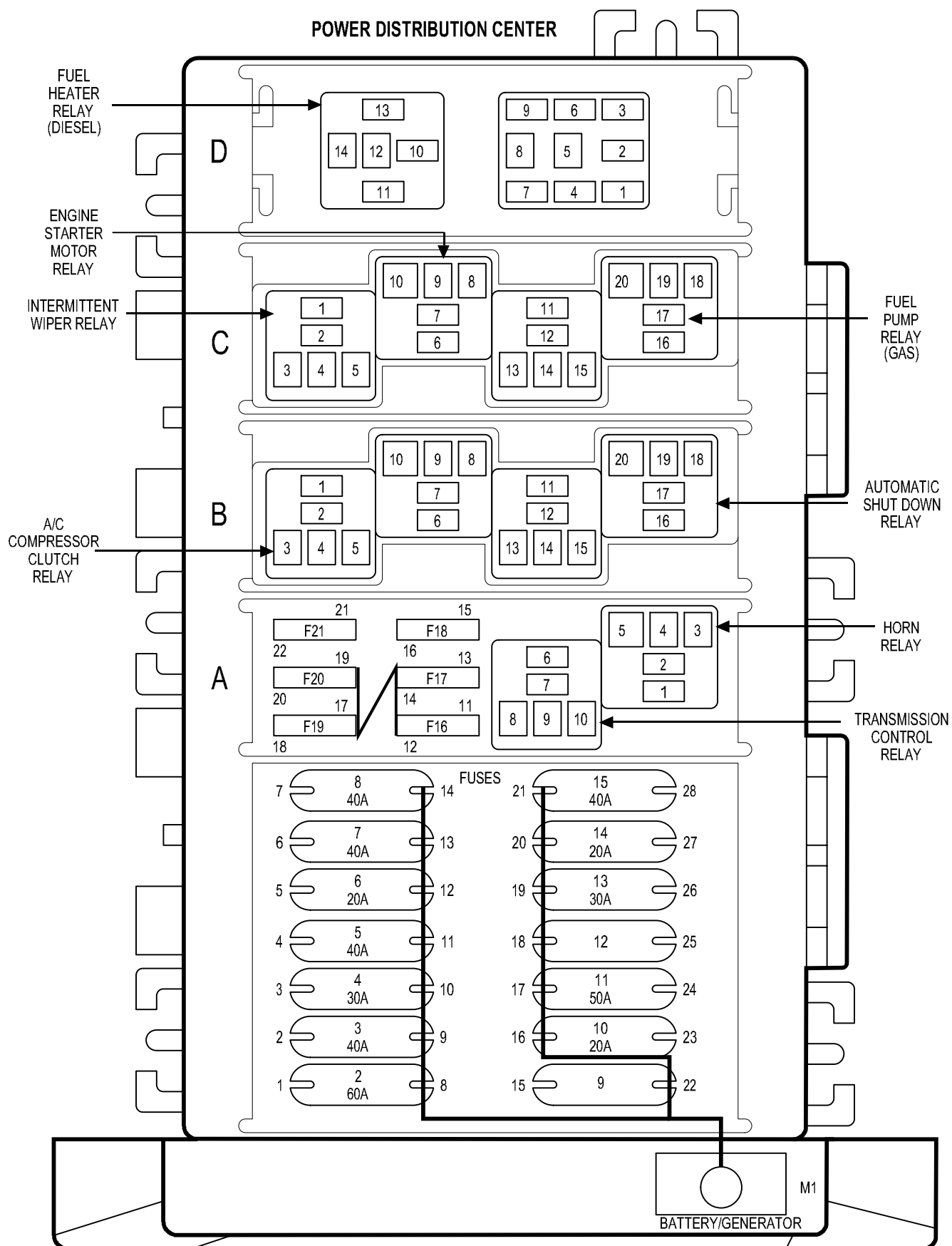
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Fuse 10 (JB)	8W-10-8		



FUSES

FUSE NO.	AMPS	FUSED CIRCUIT	FEED CIRCUIT
1	-	-	-
2 ■	60	F143 10LG/RD	A0 6RD
3	40	A900 12OR/YL	A0 6RD
		A900 16OR/YL	
4 **	30	A12 12RD/TN	A0 6RD
5	40	A10 12RD/DB	A0 6RD
6	20	F31 16VT	A0 6RD
7	40	A19 12RD/VT	A0 6RD
8	40	A1 12RD/WT	A0 6RD
		A1 12RD/WT	
9	-	-	SPARE
10	20	F61 16WT/OR	A0 6RD
11	50	A250 10RD	A0 6RD
12	-	-	SPARE
13	30	A6 14RD/LB	A0 6RD
		A6 14RD/LB •	
14	20	A20 14RD/LG	A0 6RD
15	40	A7 12YL/RD	A0 6RD
16 *	20	A61 16DG/BK	A0 6RD
16 **	15	F6 18WT/RD	A0 6RD
17	15	F92 18LG	A0 6RD
18	15	F99 18OR	A21 12DB/GY
19	20	F62 18RD	A0 6RD
20 *	20	F5 14RD/YL	A0 6RD
20 **	25	F5 16RD/YL	A0 6RD
21	15	F250 18RD/GY	A900 16OR/YL

* GAS

** DIESEL

• DRL

■ MAX COOLING

**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 20OR	FUSED IGNITION SWITCH OUPUT (ST-RUN)
B3 **	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
B4	-	-
B5 *	C13 18DB/RD	A/C COMPRESSOR CLUTCH RELAY CONTROL
B5 **	C13 18DB/BK	A/C COMPRESSOR CLUTCH RELAY CONTROL

**AUTOMATIC
SHUT DOWN
RELAY**

CAV	CIRCUIT	FUNCTION
B16 *	F5 18RD/YL	FUSED B(+)
B16 **	F5 16RD/YL	FUSED B(+)
	F5 16RD/YL	FUSED B(+)
B17 *	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
B17 **	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
B18 *	F99 20OR	FUSED IGNITION SWITCH OUTPUT (ST-RUN)
B18 **	F5 16RD/YL	FUSED B(+)
B19	-	-
B20 *	K900 18PK/WT	AUTOMATIC SHUT DOWN RELAY CONTROL
B20 **	K900 20PK/BK	AUTOMATIC SHUT DOWN RELAY CONTROL

* GAS
** DIESEL

**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 (ST)
C9	-	-
C10	T41 20BK/WT *	PARK NEUTRAL POSITION SWITCH SENSE
C10	Z4 20BK **	GROUND

**FUEL
HEATER
RELAY
(DIESEL)**

CAV	CIRCUIT	FUNCTION
D10	A12 12RD/TN	FUSED B(+)
D11	Z4 20BK	GROUND
D12	-	-
D13	F99 20OR	FUSED IGNITION (ST-RUN)
D14	A64 14OR/DB	FUEL HEATER RELAY OUTPUT

**FUEL
PUMP
RELAY
(GAS)**

CAV	CIRCUIT	FUNCTION
C16	A61 16DG/BK	FUSED B(+)
C17	A64 16DG/WT	FUEL PUMP RELAY OUTPUT
C18	F99 20OR	FUSED IGNITION (ST-RUN)
C19	-	-
C20	K81 18DB	FUEL PUMP RELAY CONTROL

* GAS
** DIESEL

**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

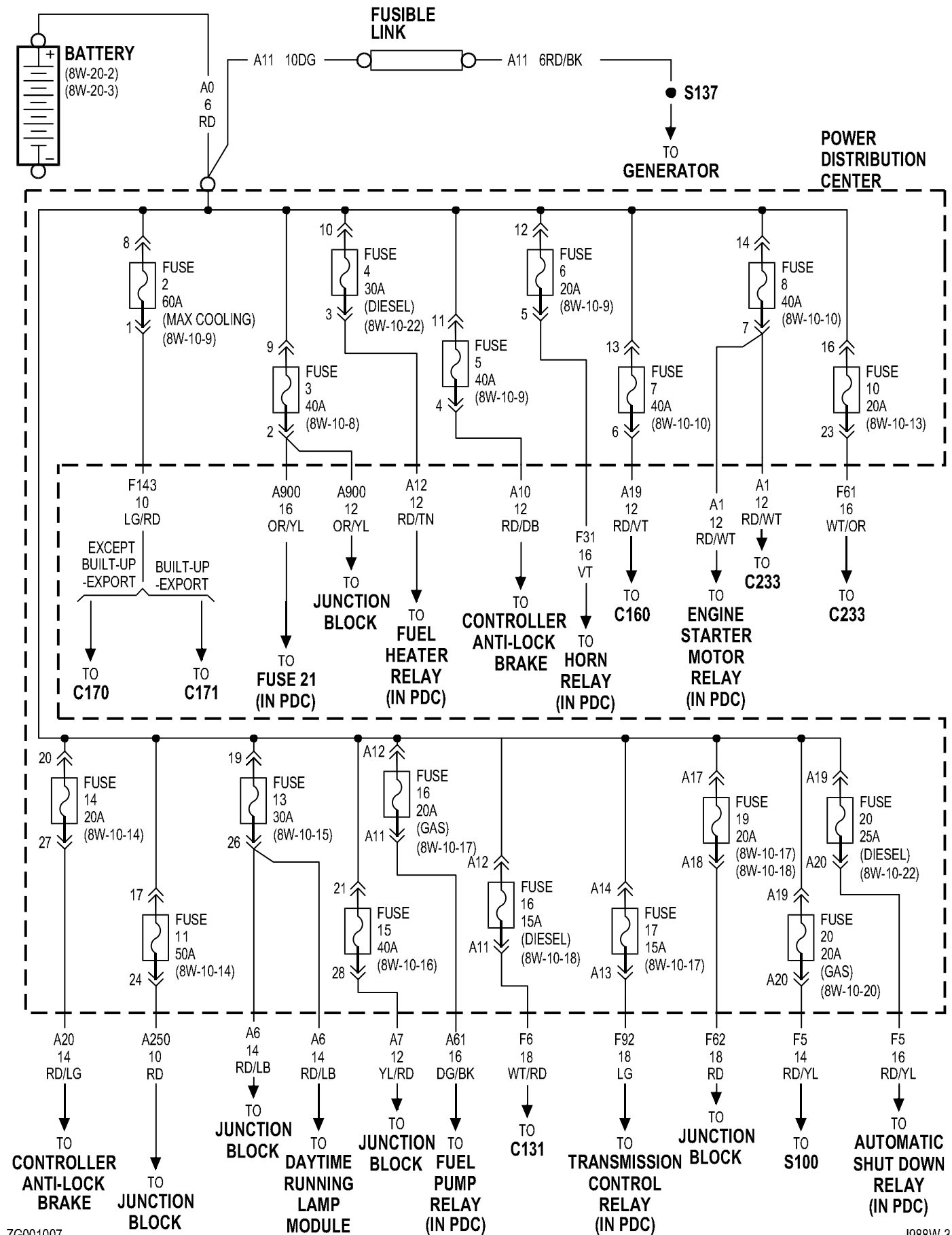
**INTERMITTENT
WIPER
RELAY**

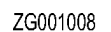
CAV	CIRCUIT	FUNCTION
C1	V6 16DB	WIPER PARK SWITCH SENSE
C2	F86 16LG/RD	FUSED B(+)
	F86 16LG/RD *	FUSED B(+)
C3 *	F86 16LG/RD	FUSED B(+)
C3 **	F86 16LG/BK	FUSED B(+)
C4 *	V66 18VT/WT	WIPER PARK SWITCH SENSE
C4 **	V66 16VT/WT	WIPER PARK SWITCH SENSE
C5	V18 20YL/LG	INTERMITTENT WIPER RELAY CONTROL

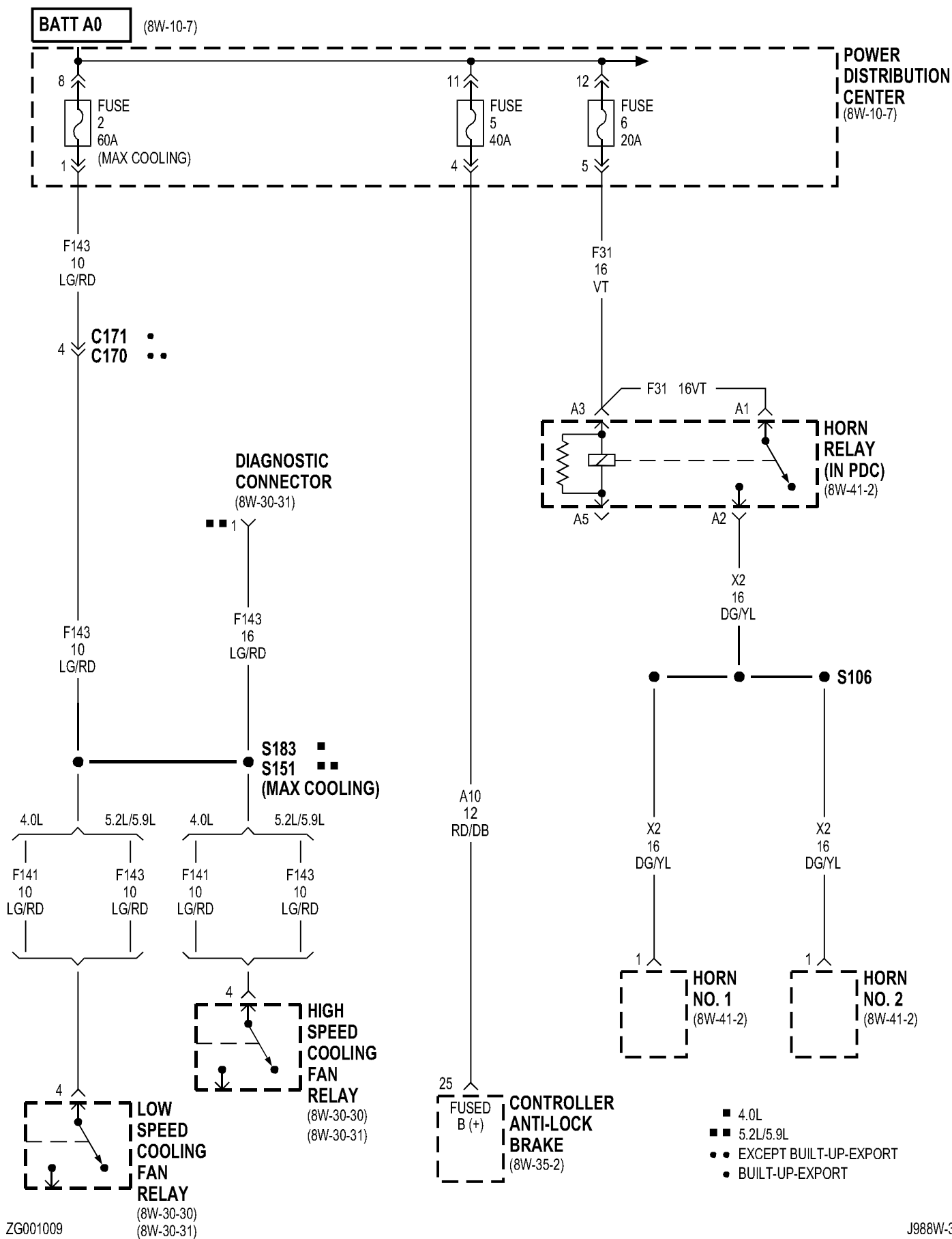
**TRANSMISSION
CONTROL
RELAY**

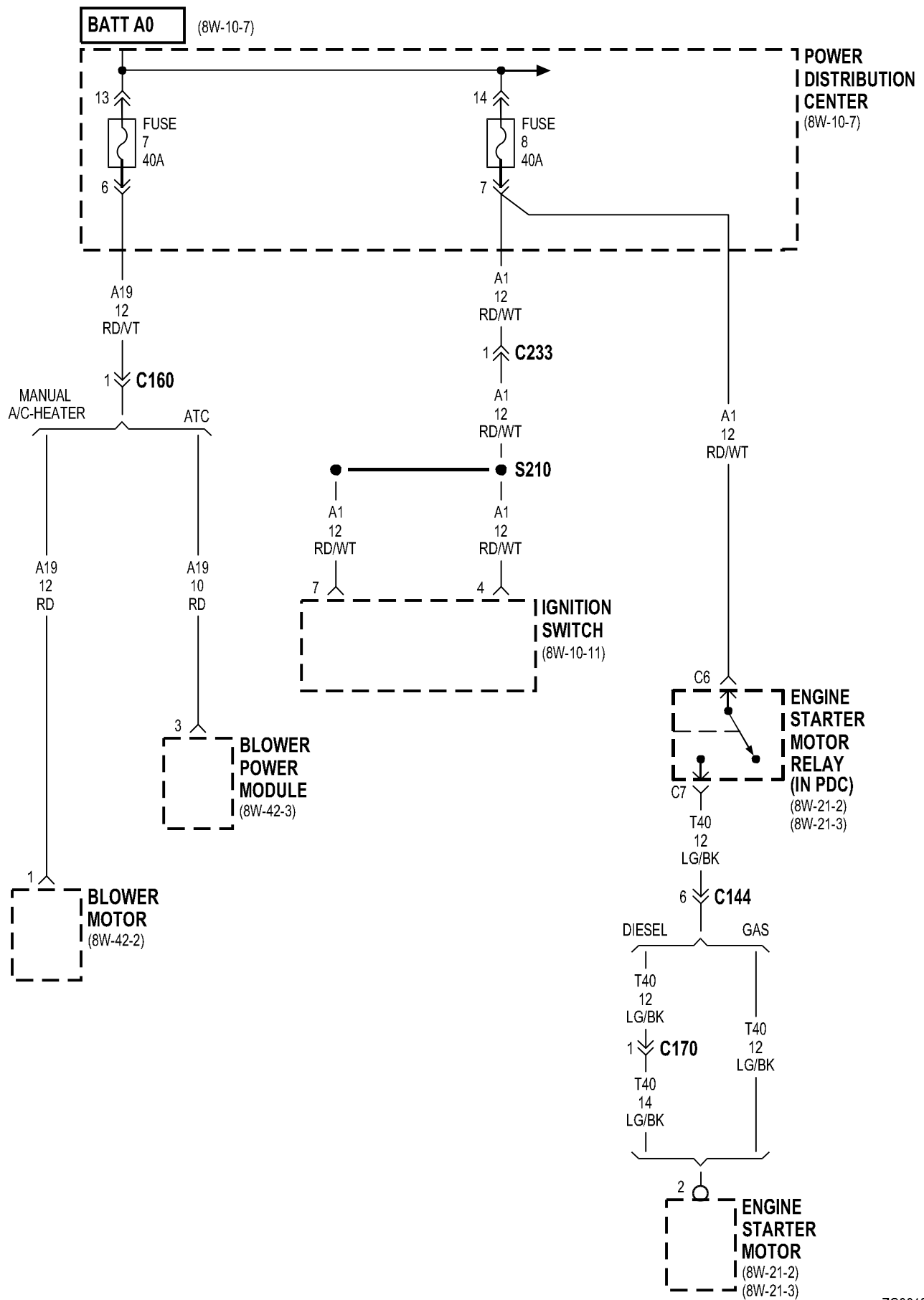
CAV	CIRCUIT	FUNCTION
A6	F92 18LG	FUSED B(+)
A7	T20 18LB	TRANSMISSION CONTROL RELAY OUTPUT
A8	K72 18DG/VT	GENERATOR DRIVER
	K72 18DG/VT	GENERATOR DRIVER
A9	-	-
A10	T66 20BR/OR	TRANSMISSION CONTROL RELAY OUTPUT

* GAS
** DIESEL

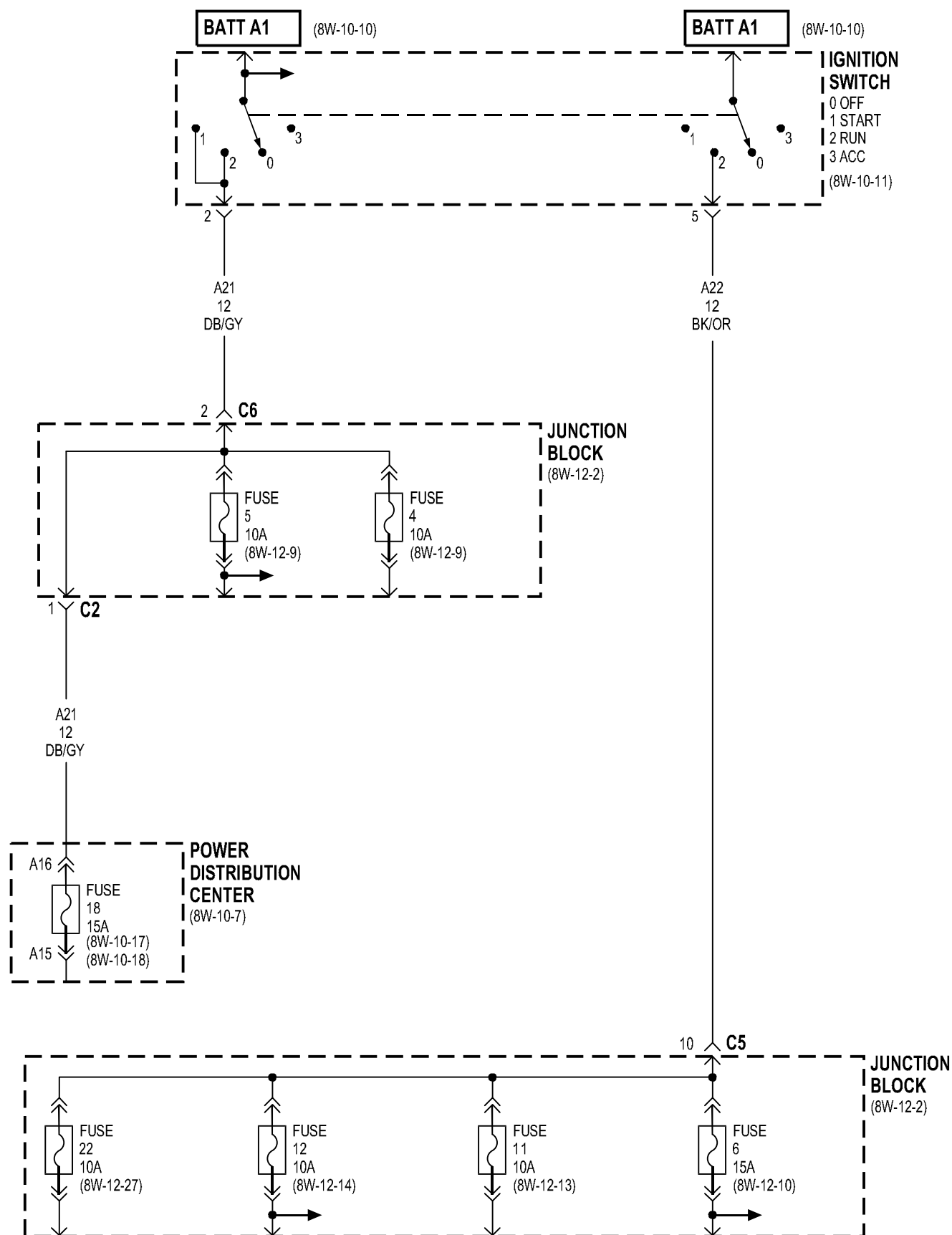


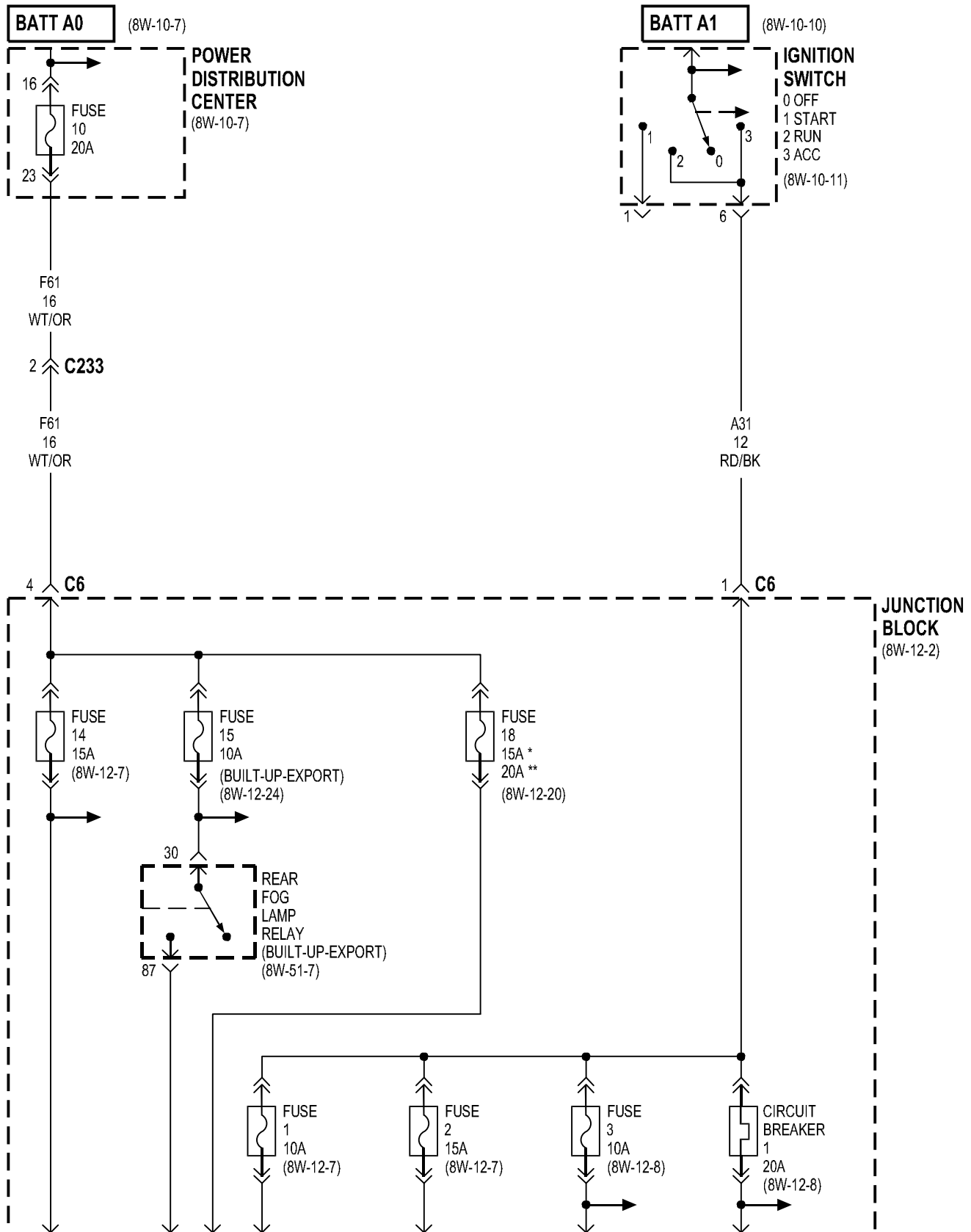




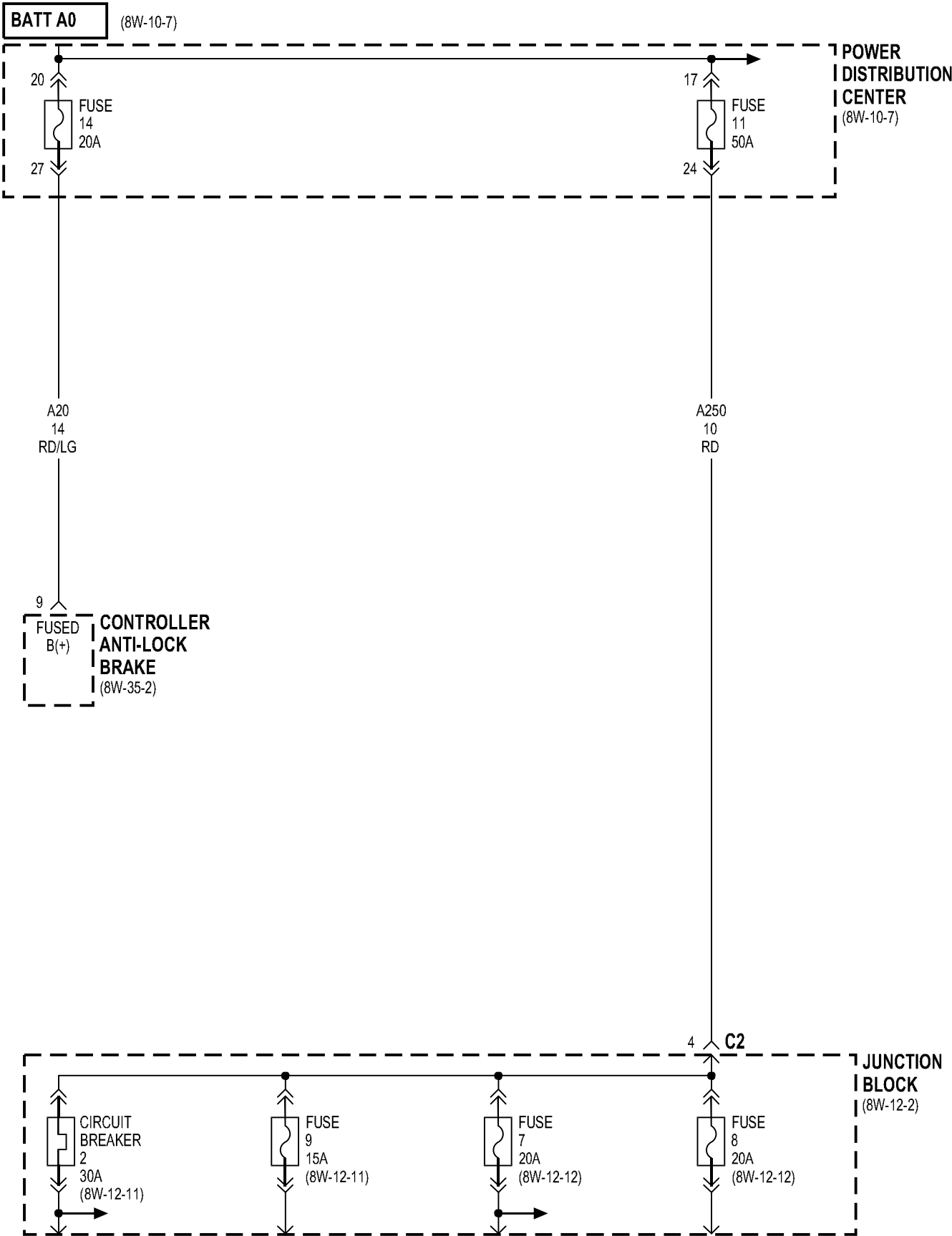




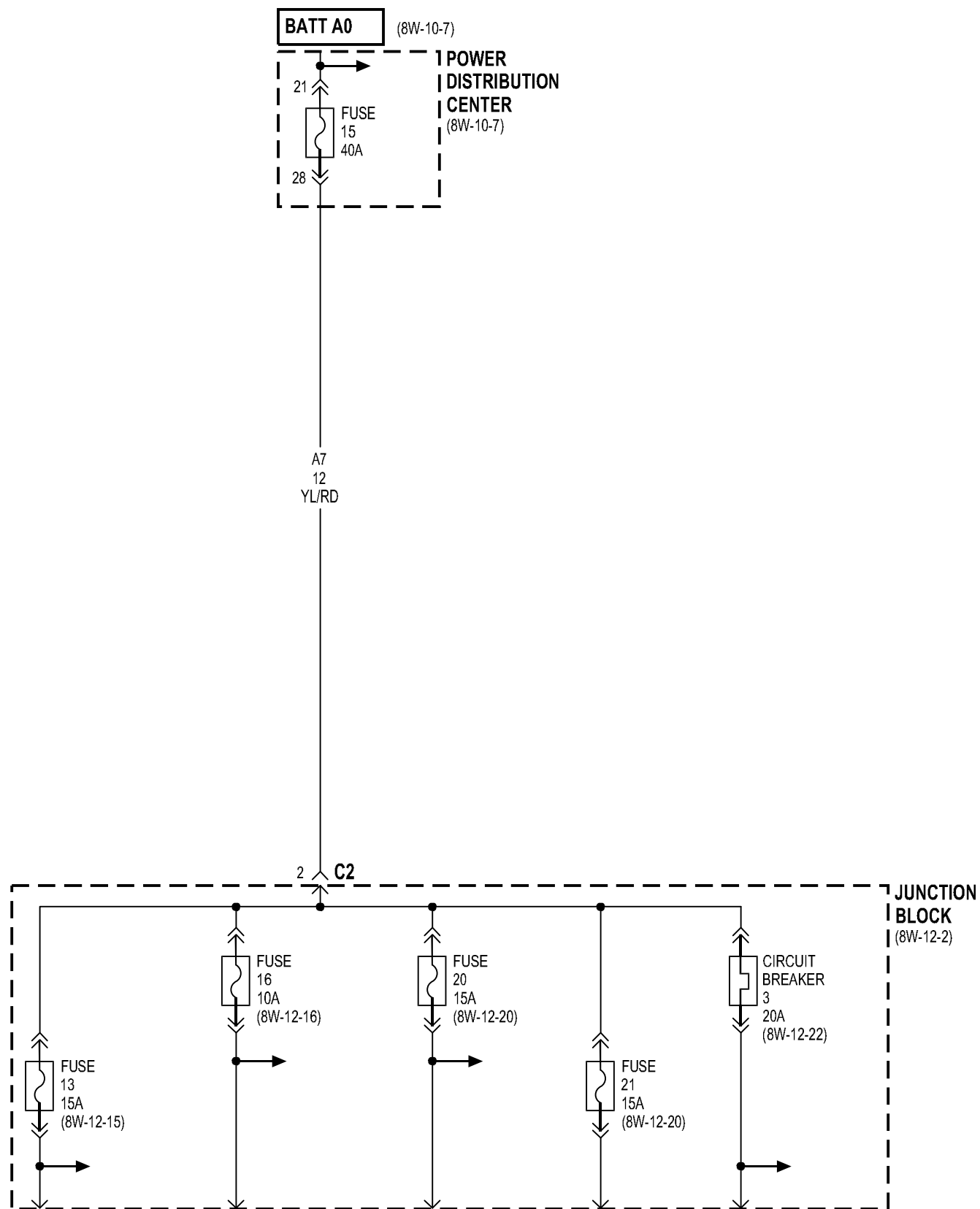


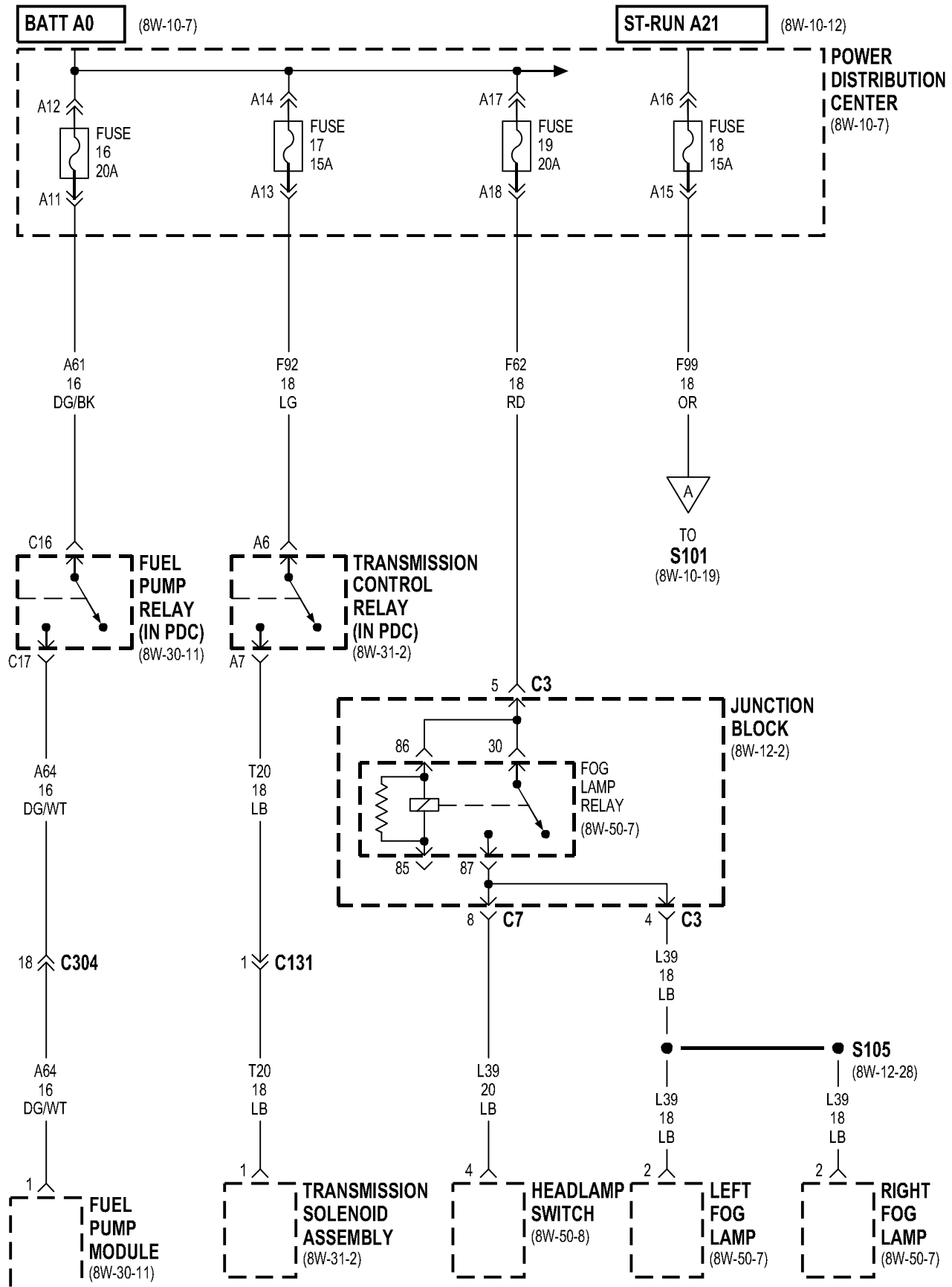


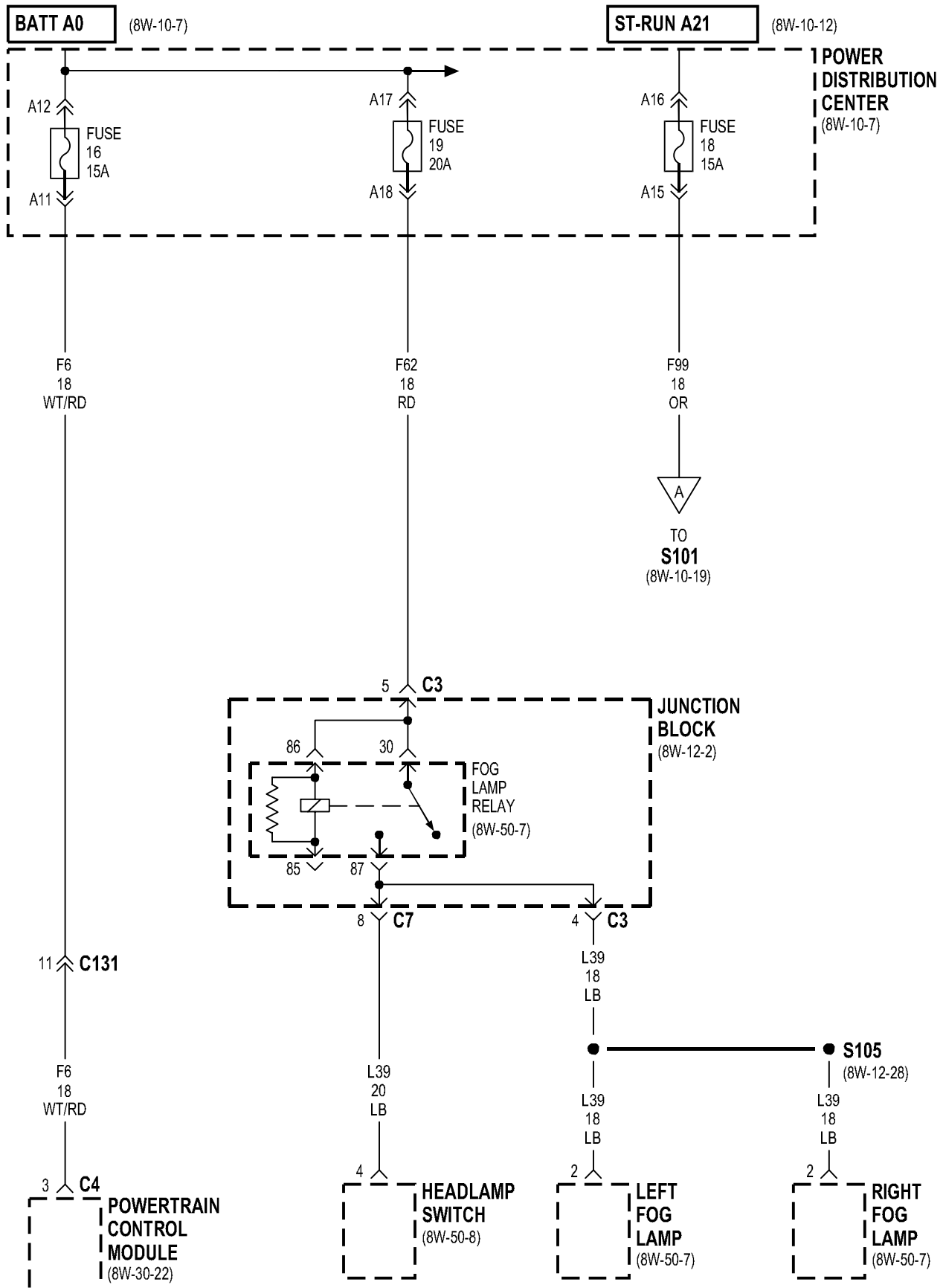
* GAS
** DIESEL

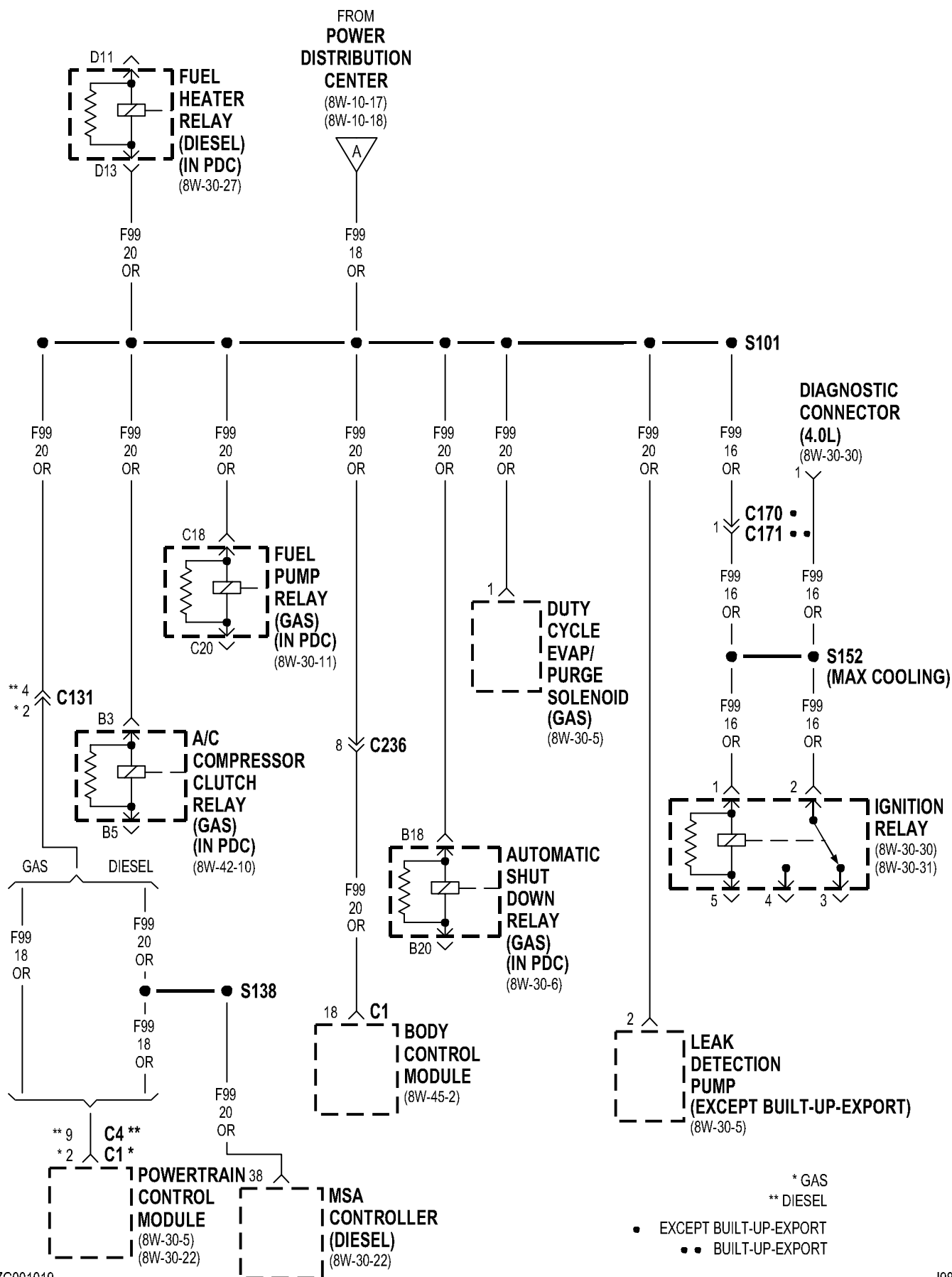


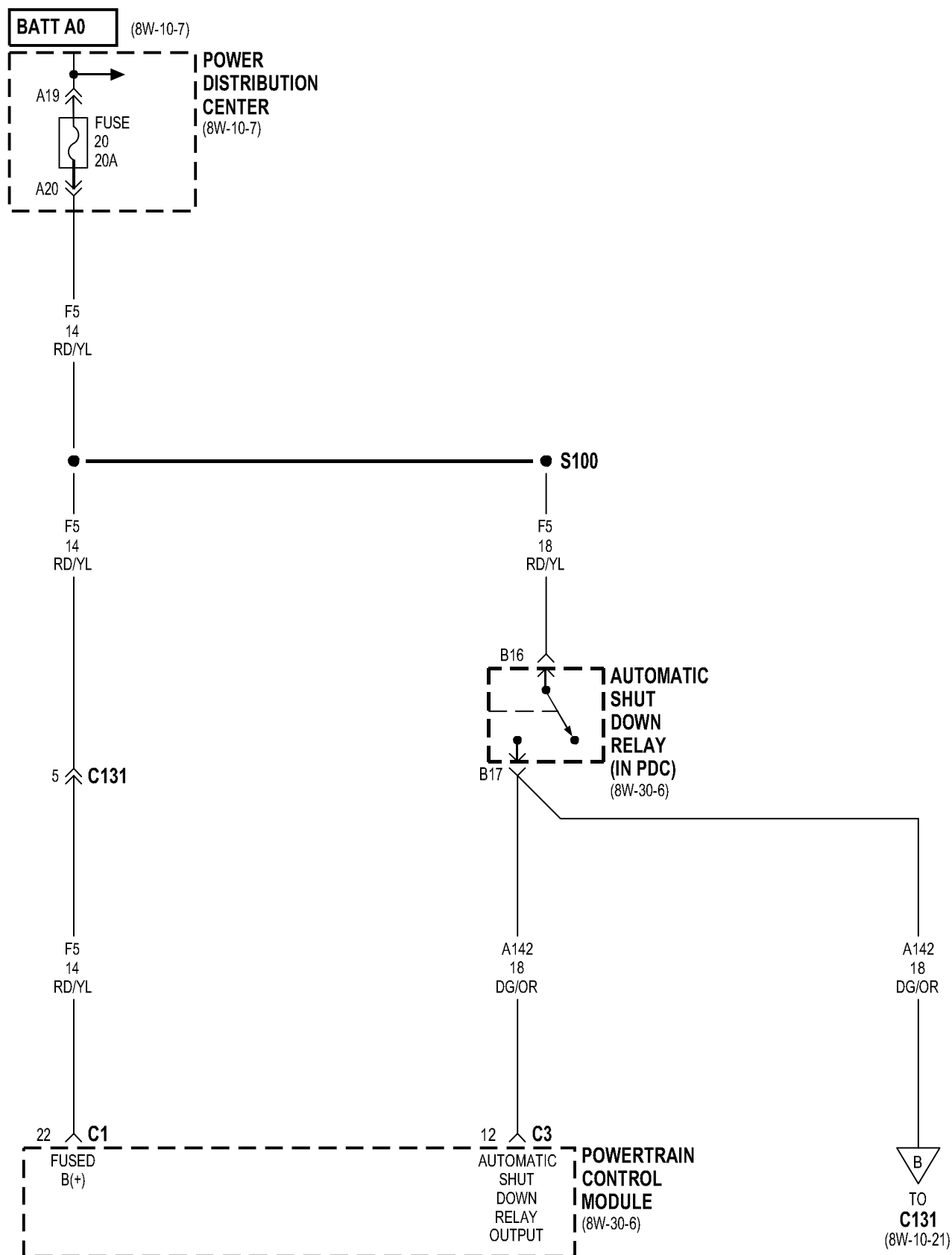


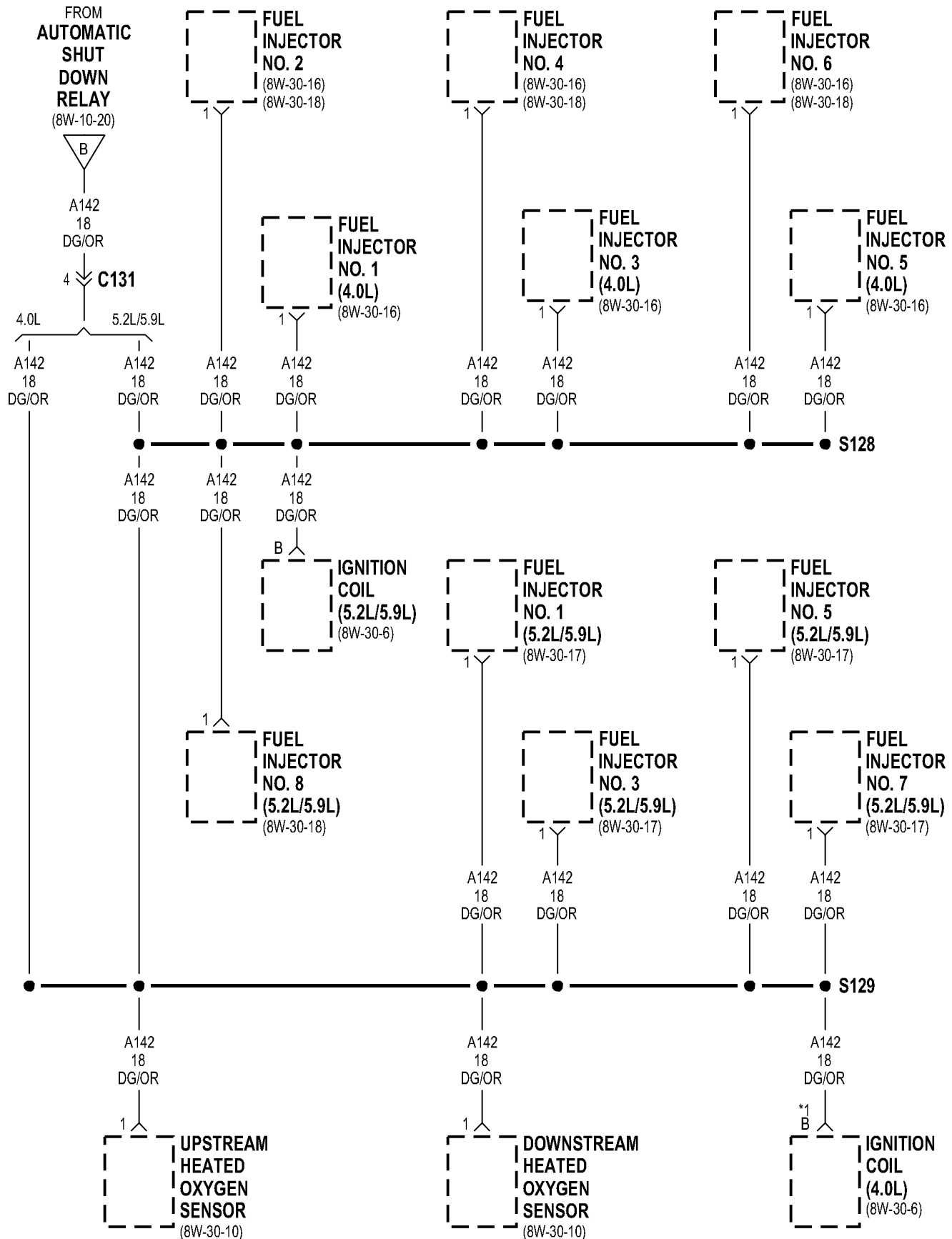




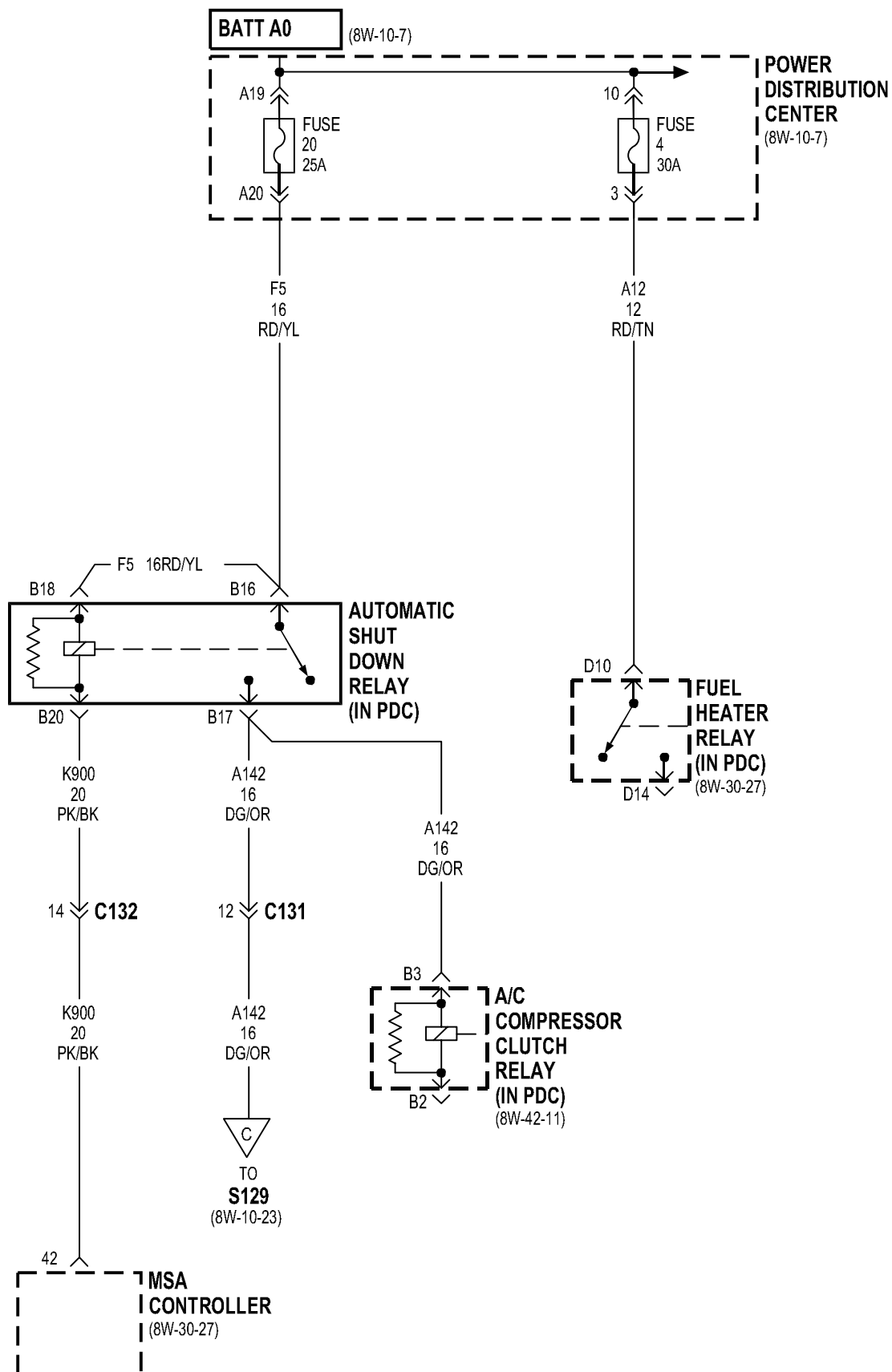


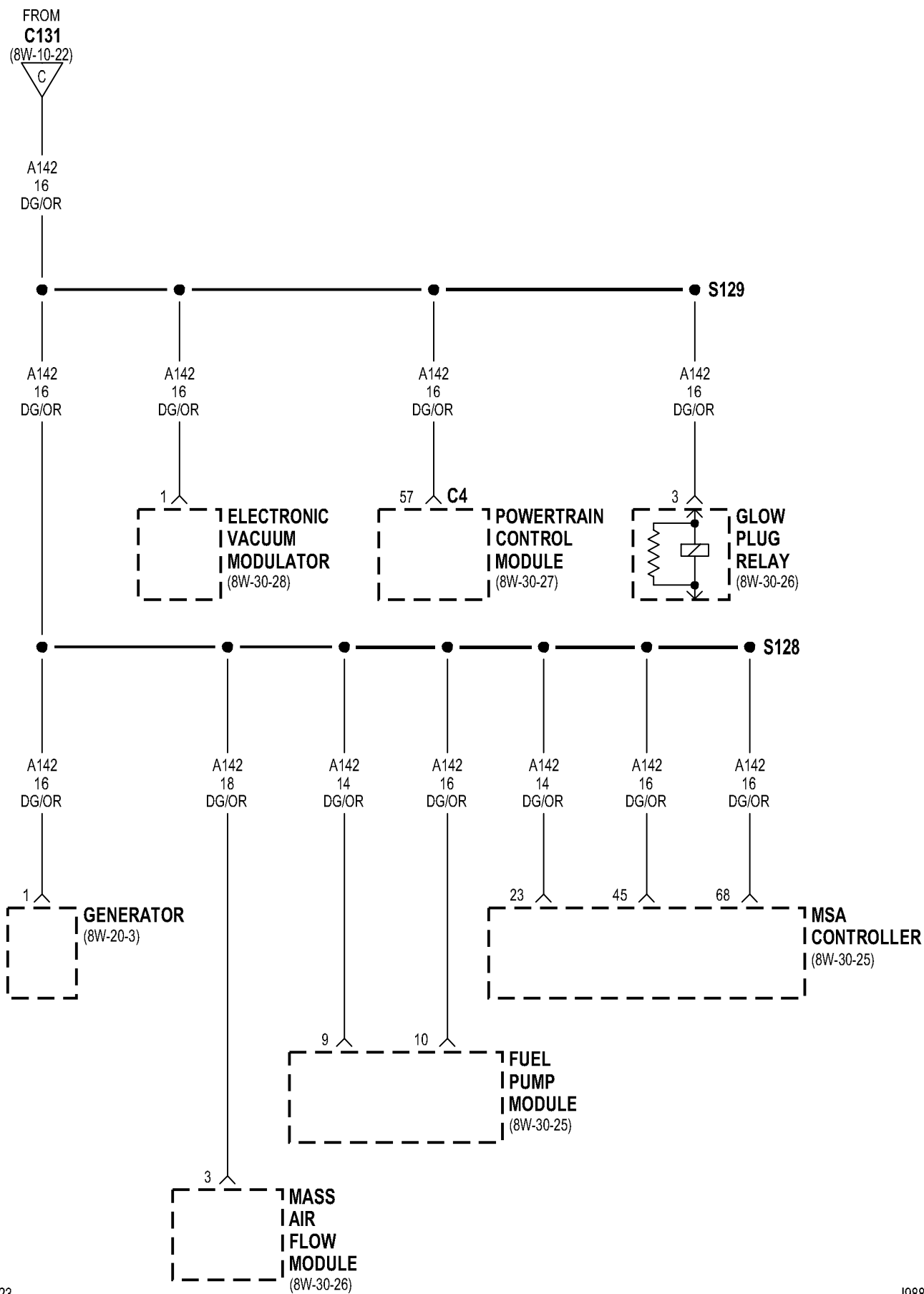






* RHD

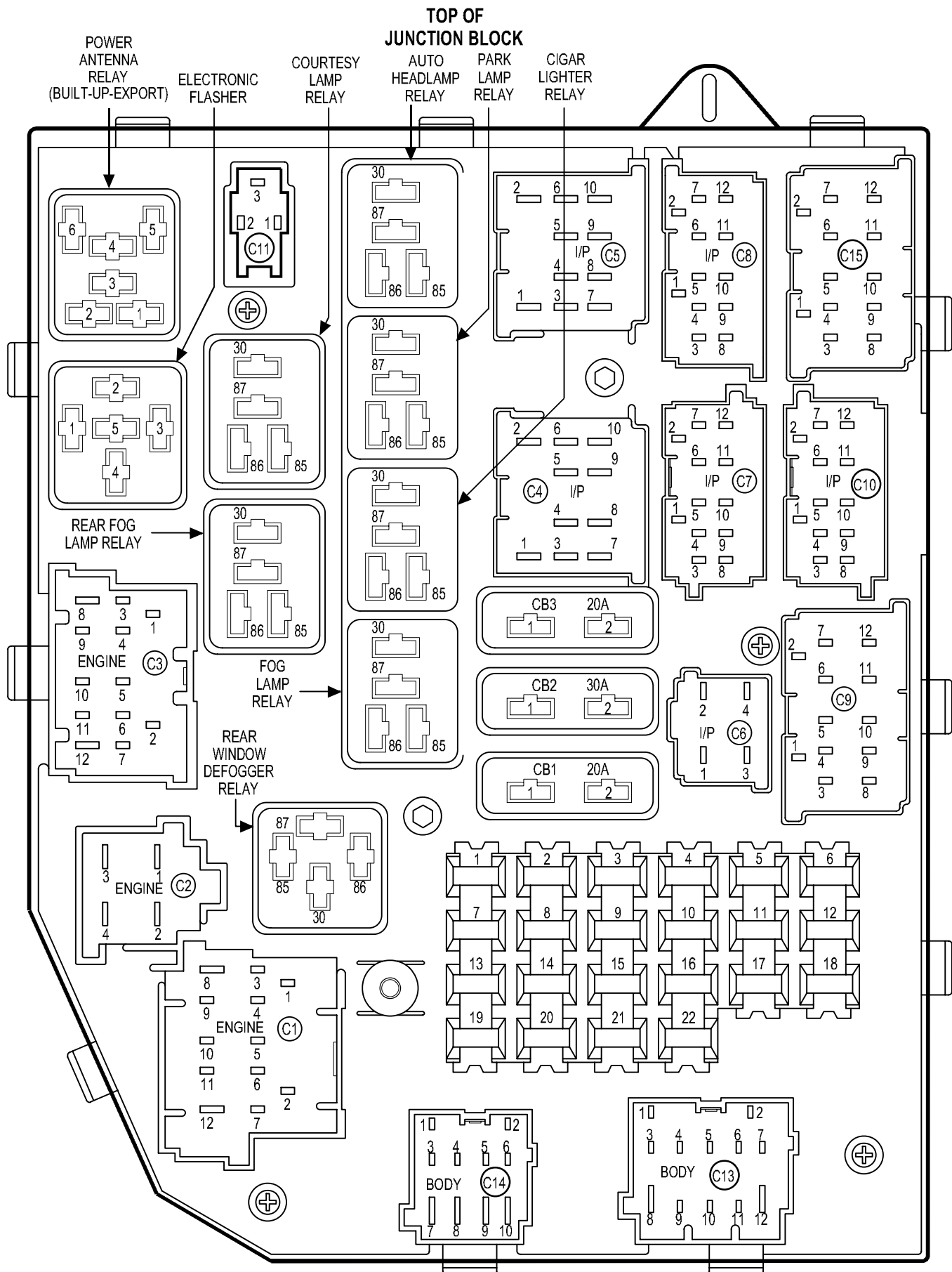




8W-12 JUNCTION BLOCK

Component	Page
A/C Heater Control	8W-12-14
Aftermarket Trailer Tow Connector	8W-12-12
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Automatic Headlamp Relay	8W-12-28
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Fuse 3 (JB)	8W-12-8
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Fuse 7 (JB).	8W-12-12
Fuse 8 (JB).	8W-12-12
Fuse 9 (JB).	8W-12-11
Fuse 10 (JB)	8W-12-13
Fuse 11 (JB)	8W-12-13
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Fuse 15 (JB)	8W-12-24
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Fuse 17 (JB)	8W-12-18
Fuse 18 (JB)	8W-12-20
Fuse 18 (PDC)	8W-12-9
Fuse 20 (JB)	8W-12-20
Fuse 21 (JB)	8W-12-20
Fuse 22 (JB)	8W-12-27
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Component	Page
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Left Back-Up Lamp	8W-12-21
Left Courtesy Lamp	8W-12-16, 26
Left Fog Lamp	8W-12-28
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Right Fog Lamp	8W-12-28
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FUSES

FUSE NO.	AMPS	FUSED CIRCUIT	FEED CIRCUIT
1	10A	X12 18RD/GY	INTERNAL
2	15A	A31 18RD/BK	INTERNAL
3	10A	INTERNAL	INTERNAL
4	10A	G5 18DB/WT	INTERNAL
5	10A	INTERNAL	INTERNAL
6	15A	INTERNAL	INTERNAL
7	20A	INTERNAL	INTERNAL
8	20A	F70 14PK/BK	INTERNAL
9	15A	L16 18RD/LG	INTERNAL
10	10A	INTERNAL	INTERNAL
11 *	10A	F12 18DB/WT	INTERNAL
11 **	10A	F12 20DB/WT	INTERNAL
12	10A	INTERNAL	INTERNAL
13	15A	INTERNAL	INTERNAL
14	15A	INTERNAL	INTERNAL
15 •	10A	INTERNAL	INTERNAL
16	10A	INTERNAL	INTERNAL
17	15A	INTERNAL	INTERNAL
18 *	15A	L11 16LG/BK	INTERNAL
18 **	20A	L11 16LG/BK	INTERNAL
19	-	-	-
20	15A	INTERNAL	INTERNAL
21	15A	F38 18OR	INTERNAL
22	10A	F20 18WT	INTERNAL

* GAS

** DIESEL

• BUILT-UP-EXPORT

CIRCUIT BREAKERS

CIRCUIT BREAKER	AMPS	FUSED CIRCUIT	FEED CIRCUIT
1	20A	INTERNAL	INTERNAL
2	30A	INTERNAL	INTERNAL
3	20A	INTERNAL	INTERNAL

ELECTRONIC
FLASHER

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

AUTOMATIC
HEADLAMP
RELAY

CAVITY	CIRCUIT	FUNCTION
30	INTERNAL	FUSED B(+)
85	714 20BK/OR	AUTOMATIC HEADLAMP RELAY CONTROL
86	INTERNAL	FUSED B(+)
87	F34 16TN/BK	AUTOMATIC HEADLAMP RELAY OUTPUT

**CIGAR
LIGHTER
RELAY**

CAVITY	CIRCUIT	FUNCTION
30	INTERNAL	FUSED B(+)
85	Z1 18BK	GROUND
86	A31 18RD/BK	FUSED IGNITION SWITCH OUPUT (RUN-ACC)
87	F30 18RD/DB	FUSED IGNITION SWITCH OUTPUT (RUN-ACC)

**COURTESY
LAMP
RELAY**

CAVITY	CIRCUIT	FUNCTION
30	INTERNAL	COURTESY LAMP RELAY OUTPUT
85	M112 20BR/LG	COURTESY LAMP RELAY CONTROL
86	INTERNAL	FUSED B(+)
87	INTERNAL	GROUND

**FOG
LAMP
RELAY**

CAVITY	CIRCUIT	FUNCTION
30	INTERNAL	FUSED B(+)
85	L95 20DG/YL	FOG LAMP RELAY CONTROL
86	INTERNAL	FUSED B(+)
87	INTERNAL	FOG LAMP RELAY OUTPUT

**PARK
LAMP
RELAY**

CAVITY	CIRCUIT	FUNCTION
30	INTERNAL	FUSED B(+)
85	L79 20TN	PARK LAMP RELAY CONTROL
86	INTERNAL	FUSED B(+)
87	INTERNAL	PARK LAMP RELAY OUTPUT

**POWER
ANTENNA
RELAY
(BUILT-UP
-EXPORT)**

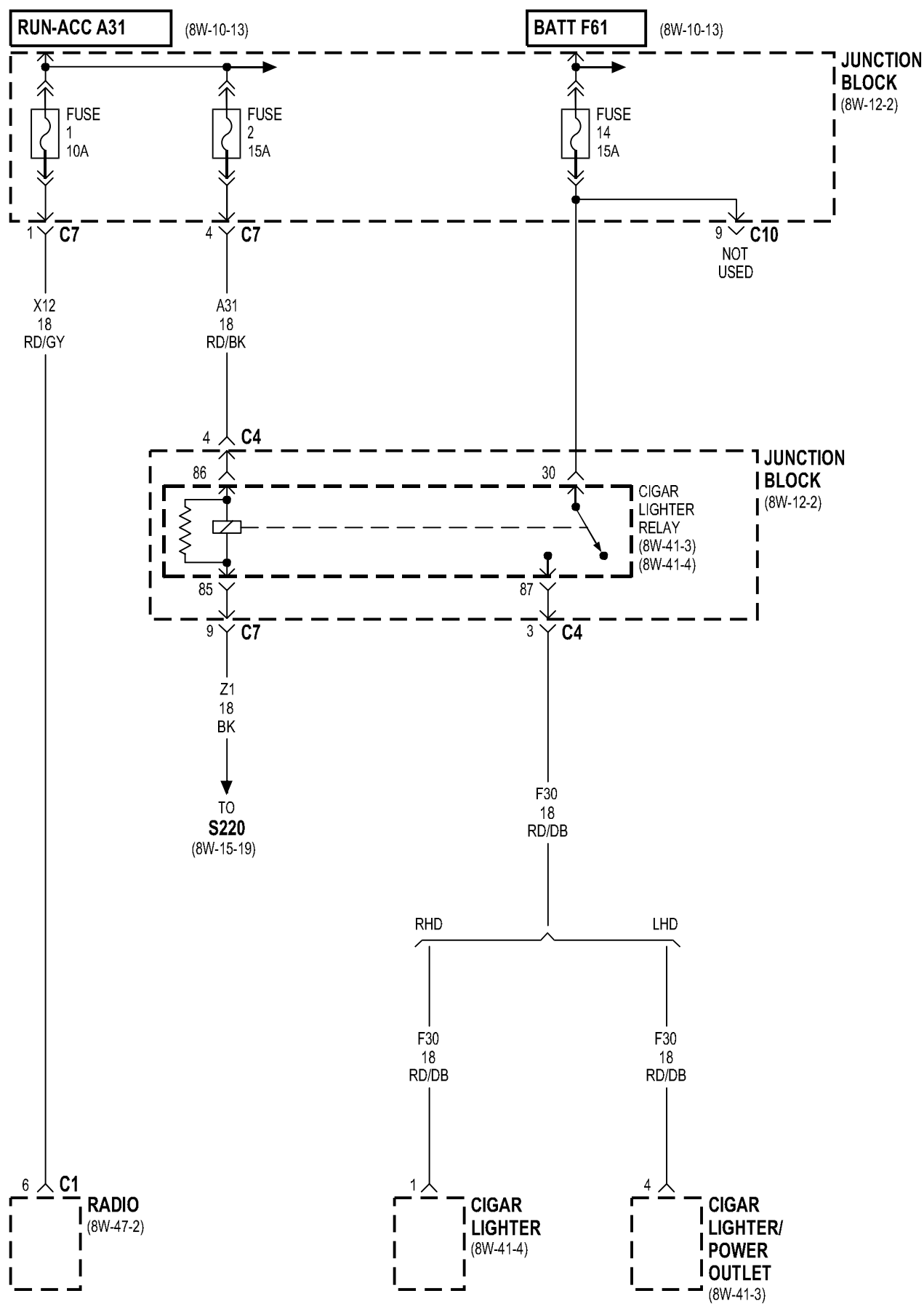
CAVITY	CIRCUIT	FUNCTION
1	INTERNAL	FUSED B(+)
2	INTERNAL	GROUND
3	INTERNAL	RADIO 12 VOLT OUTPUT
4	X16 20GY	POWER ANTENNA DRIVER
5	X14 20WT	POWER ANTENNA DOWN CONTROL
6	X17 20DG	POWER ANTENNA UP CONTROL

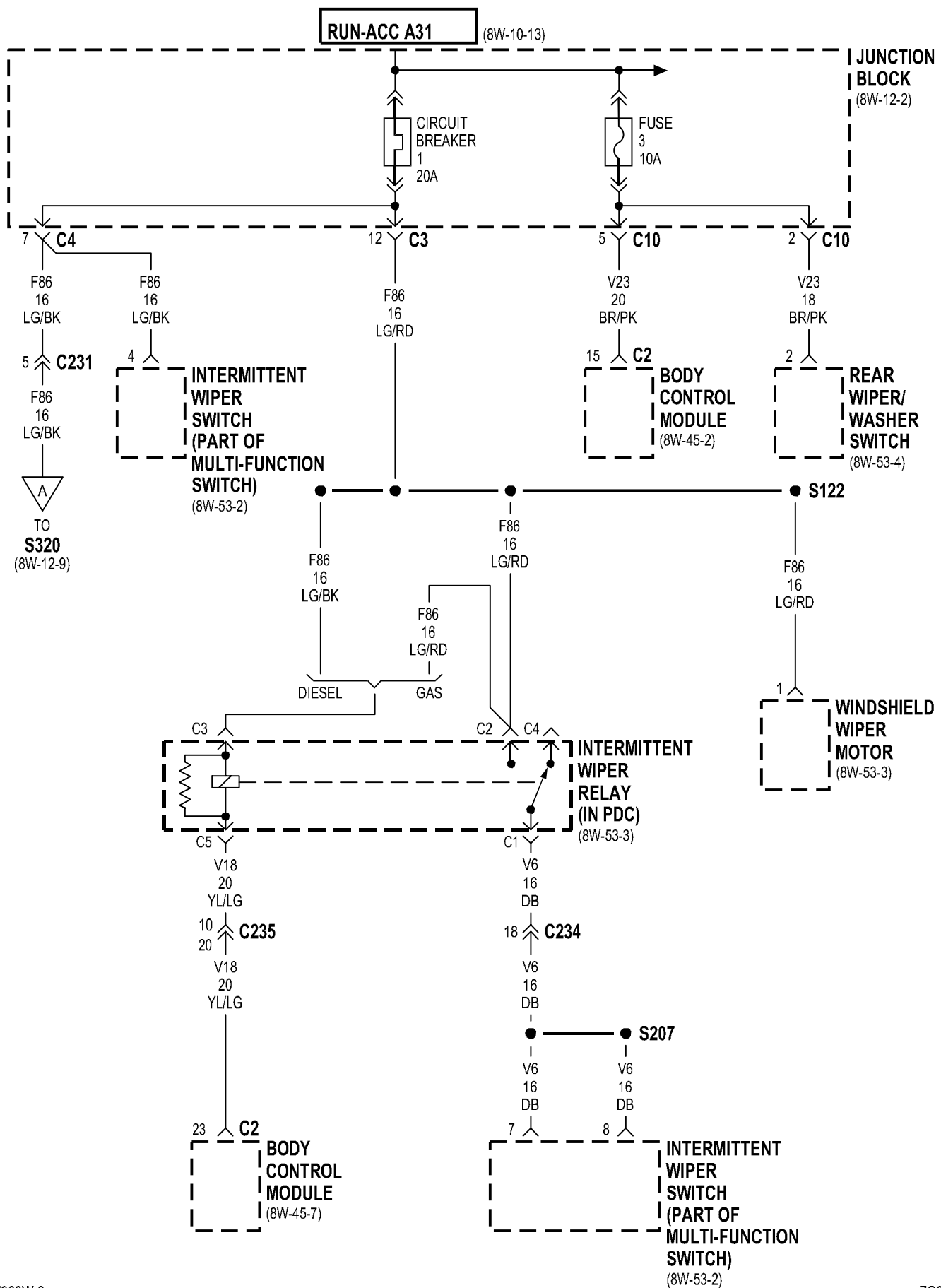
**REAR
FOG LAMP
RELAY
(BUILT-UP
-EXPORT)**

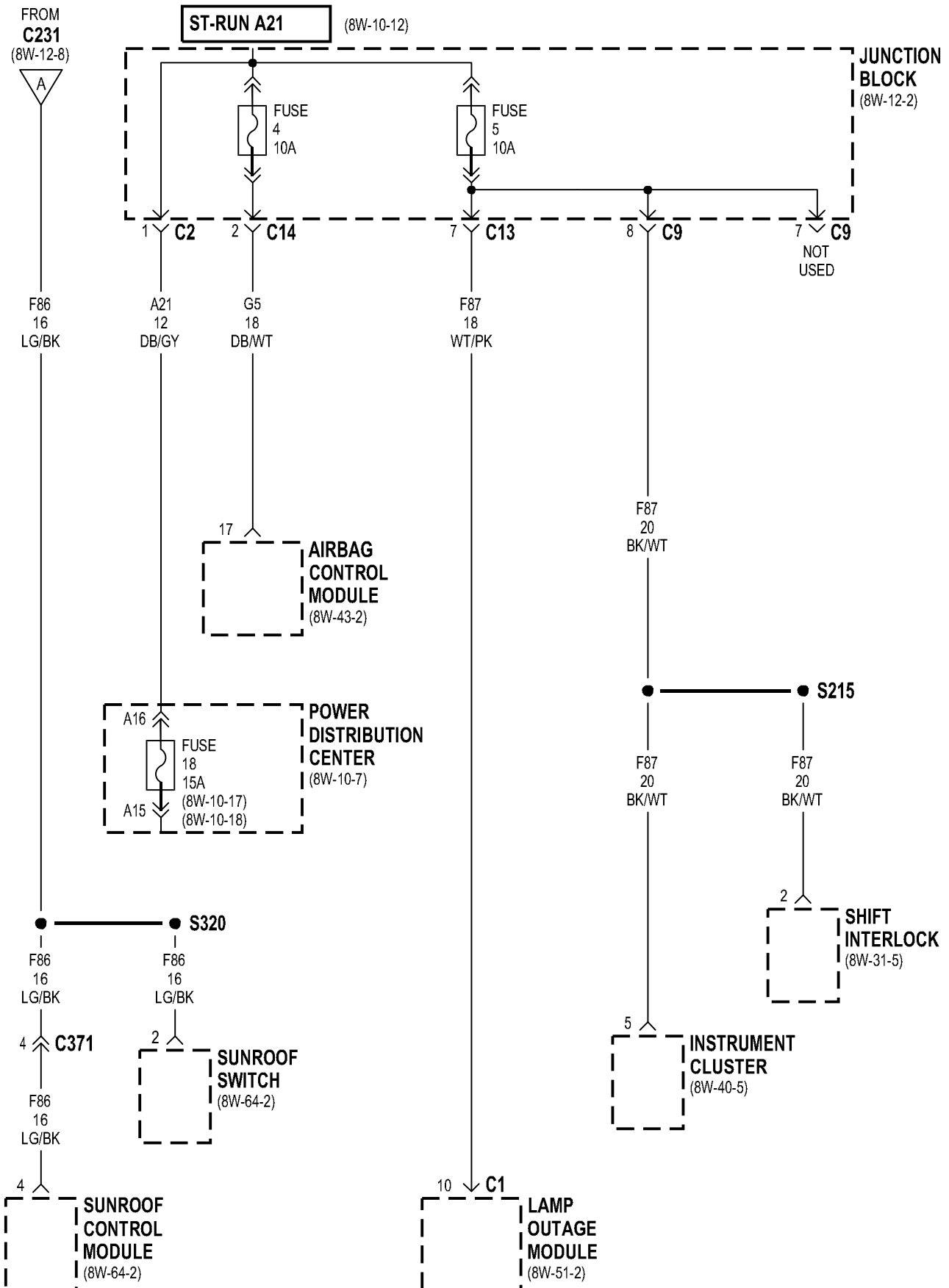
CAVITY	CIRCUIT	FUNCTION
30	INTERNAL	FUSED B(+)
85	L96 20LG/RD	REAR FOG LAMP RELAY CONTROL
86	L95 18DG/YL	FUSED B(+)
87	L36 18LG	REAR FOG LAMP RELAY OUTPUT

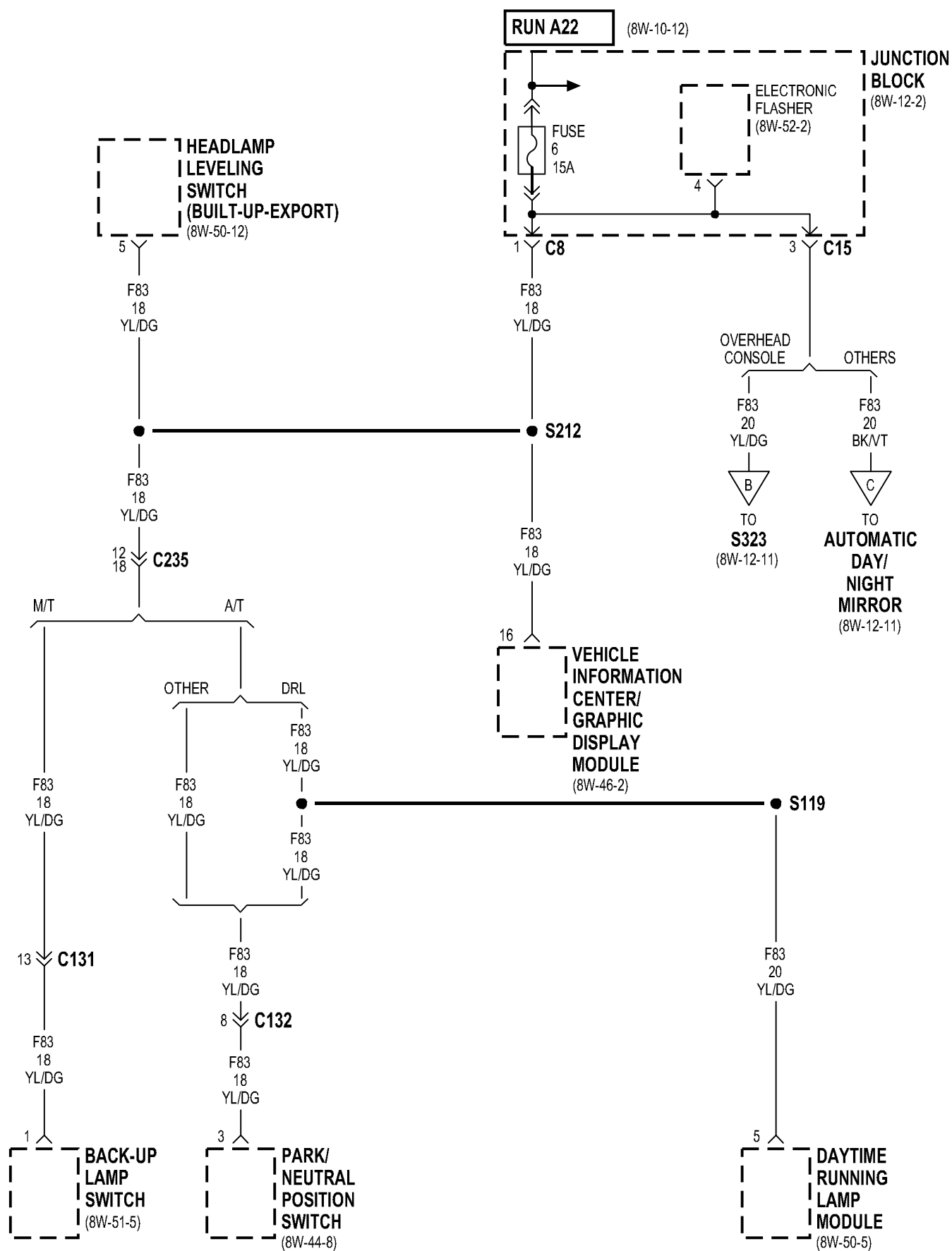
**REAR
WINDOW
DEFOGGER
RELAY**

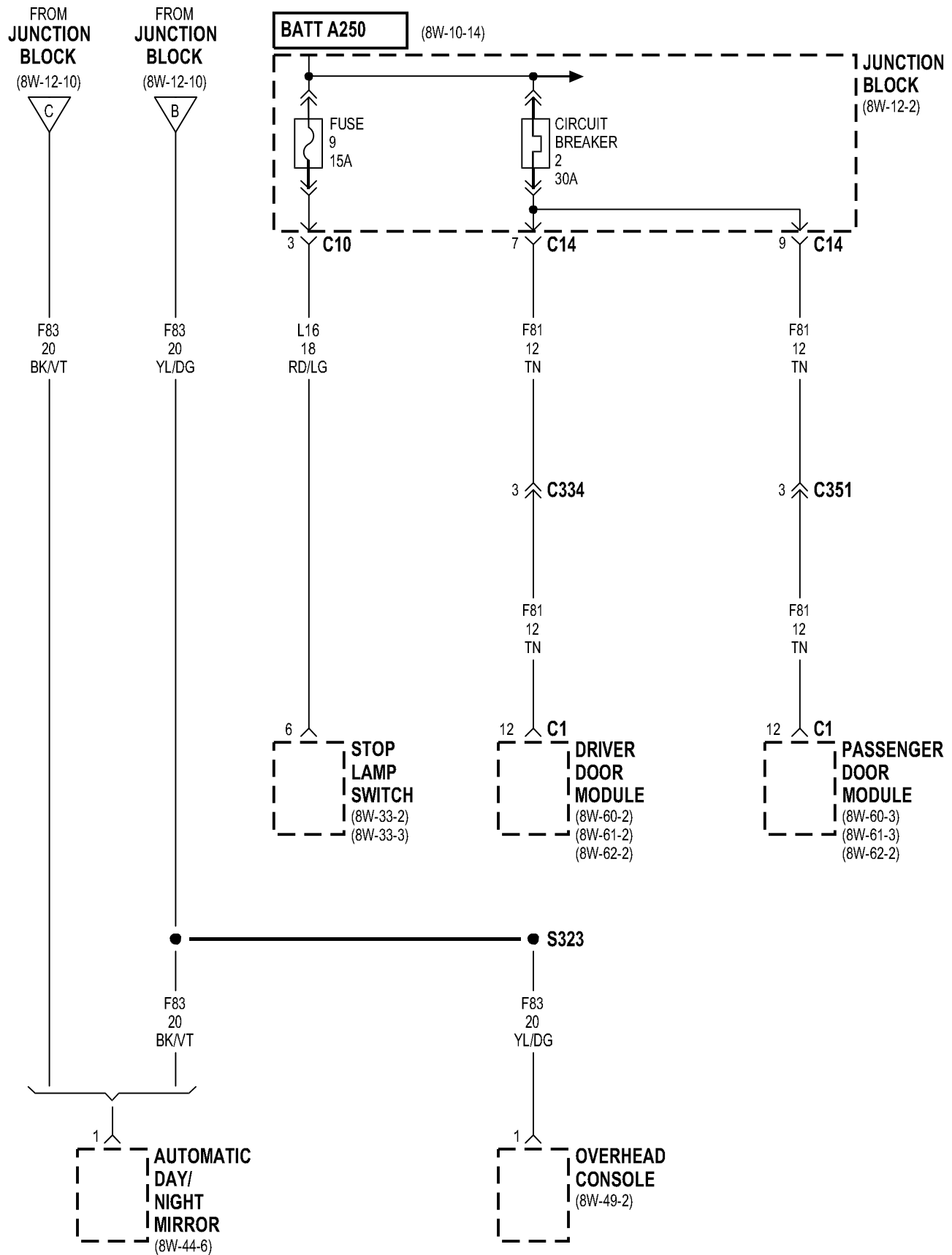
CAVITY	CIRCUIT	FUNCTION
30	INTERNAL	FUSED B(+)
85	C14 20WT/RD	REAR WINDOW DEFOGGER RELAY CONTROL
86	INTERNAL	FUSED B(+)
87	INTERNAL	REAR WINDOW DEFOGGER RELAY OUTPUT

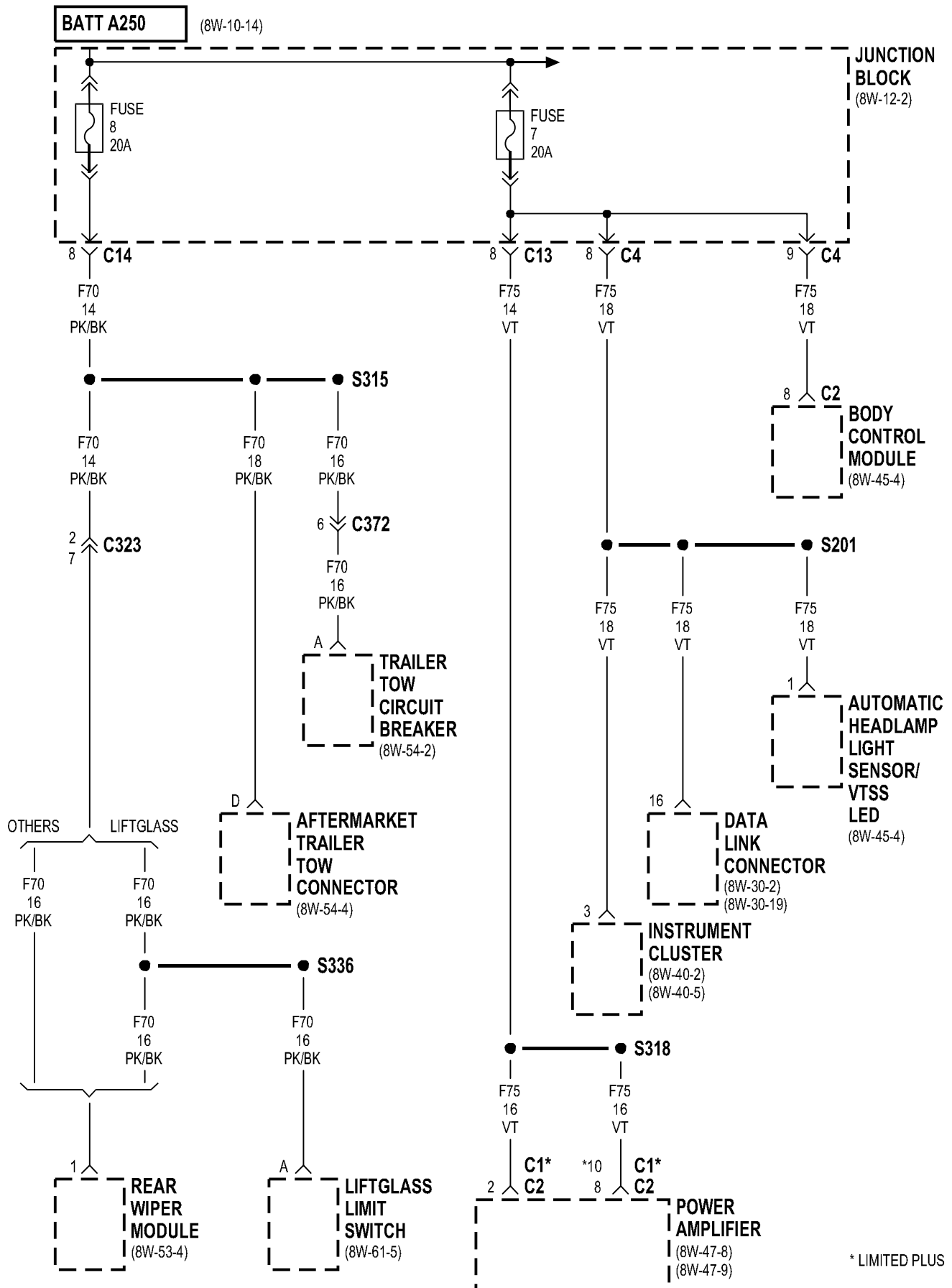












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