

INTRODUCTION

This booklet contains Wiring Diagrams for 1978 vehicles listed in the contents below.

All diagrams contained in this booklet are based on the latest product information available at the time of publication approval. The manufacturer reserves the right to make product changes at any time.

CONTENTS

VEHICLE	CAB, ENGINE & CHASSIS WIRING DIAGRAM
C, K-10 thru 35	A-1, 2, 3, 4, 5
G-10 thru 35	B-1, 2, 3, 4
P-10 thru 35.	C-1, 2, 3
C, D-80.	D-1, 2, 3

ELECTRICAL CIRCUITRY, DIAGNOSTIC EQUIPMENT & PROCEDURES

CIRCUITS

An electrical circuit is a path from the source of electrical energy and back to the source. A usable circuit must contain four conditions:

- A source of electrical energy (battery or generator).
- A path from the source and back to the source. The "path" of a circuit in a vehicle can be a wire, and/or any metallic conductor such as the frame, body or engine.
- Resistance such as lamps, motors, etc.
- A switch to energize and de-energize the circuit.

In order to have a complete circuit, the electricity must return to the battery. If it starts at the generator, it must return to the generator. It is true, however, that the current returns to the source even in improperly operating circuits. Vehicle circuits may be classified as series circuits, or parallel circuits.

SERIES CIRCUITS

In series circuits, each electrical device is connected to other electrical devices in such a way that there is only one path for the current to follow, as it flows from the battery through the circuit and back to the battery as illustrated in figure 1.

PARALLEL CIRCUITS

In parallel circuits, electrical devices are connected by parallel wires. The current

divides; part of it flows into one device, part into another.

With circuits in parallel, each circuit can be switched on and off by itself since each receives current independently of the other circuits as shown in figure 1.

CIRCUIT MALFUNCTION

There are three electrical conditions that cause an inoperative circuit; these conditions are known as an "Open Circuit", a "Short Circuit" and a "Grounded Circuit".

OPEN CIRCUIT

Whenever there is a complete break or interruption in the normal current path, such as a break in wiring (figure 2) from the source of power to the electrical unit or within the unit itself, current will not flow. In an automotive circuit, current normally travels through the wires or cables, through switches and an electrical unit or units, such as the starter solenoid and cranking motor, and perhaps through another wire to ground and back to the source.

A break anywhere along this route results in an "open circuit" and the complete loss of power. In a sense, the break is a high, infinite resistance in the circuit. However, the symptoms will appear somewhat different than the typical high resistance circuit. That is, there will be no heat created by this type of resistance because there is no current flow. An ammeter will not register at all because there cannot be current flow through a completely broken (open) circuit. A voltmeter, depending on where it is placed in relation to the "open" may or may not give a reading. The proper use of meters is covered later.

Any abnormal resistance reduces the current flow in a circuit and leaves the unit intermittent or non-functioning.

An open or high-resistance circuit may occur as the result of a broken wire within the wiring harness, loose connections at terminals of electrical units, broken leads or wiring within the units, or poor ground connections between the unit and ground. Open circuits, depending on the type and location of the open can easily create a shorted or a grounded circuit condition.

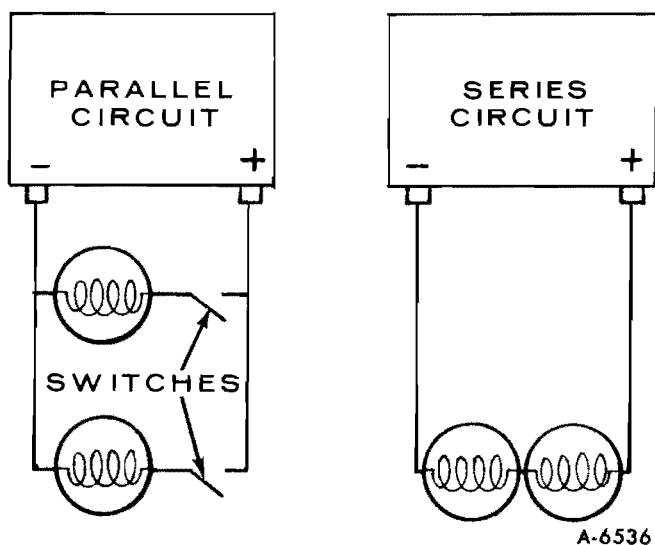


Figure 1 — Basic Circuits

SHORT CIRCUIT

The term "short circuit" is used to describe

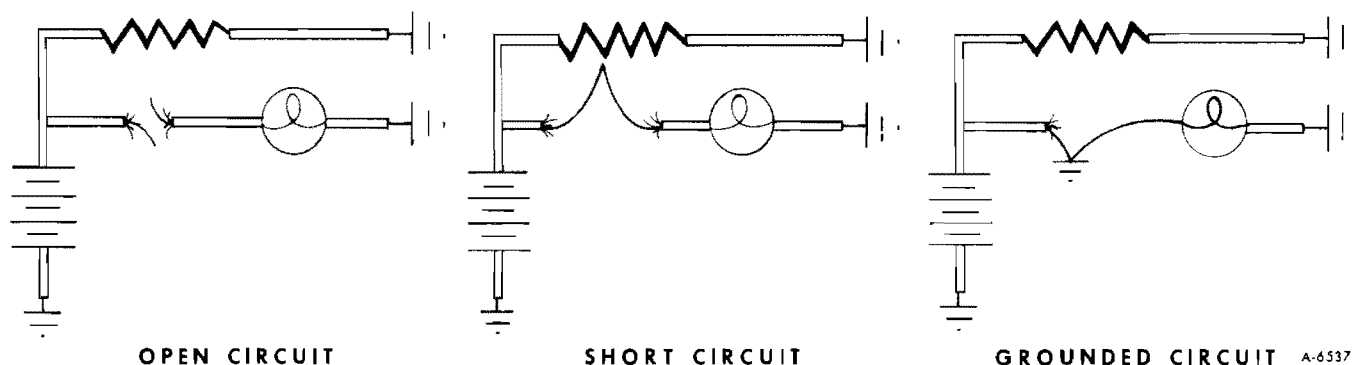


Figure 2— Circuit Malfunctions

another type of trouble or condition (figure 2) which can develop in electrical circuits or units. It refers to a circuit that is completed in the wrong way, such as two bare wires touching each other, so that the current bypasses part of the normal circuit. By-passing part of the normal circuit simply means that the current has found the path of least resistance and a higher current amperage, flow results. This can result in blown fuses, wiring or component overheat, burned parts and insulation and of course inoperative components.

A short in an electrical circuit causes more current to flow through the conductor than the conductor can handle. Too much current causes a conductor to heat up. If the overload is severe or lasts long enough, the wire will melt in two and the insulation will burn. Hot, smelly insulation is always a sign of trouble. If the wire melts through, there is no electrical path so the circuit then becomes an open circuit.

GROUNDING CIRCUIT

A grounded circuit is similar to a short circuit in that the current bypasses part of the normal circuit. In this instance, by going directly to ground. This may be caused by a wire touching ground, or part of the circuit within a unit coming in contact with the frame or housing of the unit (figure 2).

This condition may also be caused by deposits of oil, dirt and moisture around connections or terminals, with these deposits acting as an excellent path so that the current flows to ground. Again, current follows the path of the least resistance in attempting to complete its circuit back to ground.

CIRCUIT PROTECTION

To protect wiring and equipment from such

overloads, circuit protectors of some type are used.

FUSES

The most common protector in the vehicle circuit is a fuse. A fuse consists of a fine wire or strip of metal, inside a glass tube. The strip melts and interrupts the flow of current in the circuit when there is an overload caused by an unwanted short or ground. The fuse is designed to melt before the wiring or electrical components in a circuit can be damaged. Naturally, the cause must be located and corrected before the fuse is replaced or the new fuse will also blow.

Since different circuits handle different amounts of current, fuses of various ratings are used. Fuses are rated in amperes. Be sure to replace a blown fuse with a fuse of the correct rating.

CIRCUIT BREAKERS

Circuit breakers are another form of circuit protector. When a circuit overloads, it heats up a bimetallic strip in the breaker and the strip moves, opening its contacts temporarily, and breaking the circuit. When the bimetallic cools, it remakes the contact. So the circuit breaker opens and closes until the cause of the overload has been fixed or the circuit is opened with a switch.

FUSIBLE LINK

A fusible link is a short piece of wire connected into a heavy feed circuit of the wiring system. The wire is generally four gauge sizes smaller than the circuit it serves, and is used when that circuit is not protected by a fuse or circuit breaker.

The function of the fusible link is to melt before any damage can occur to the circuit itself when an overload develops.

The fusible links are marked on the insulation with wire gauge size because of the heavy

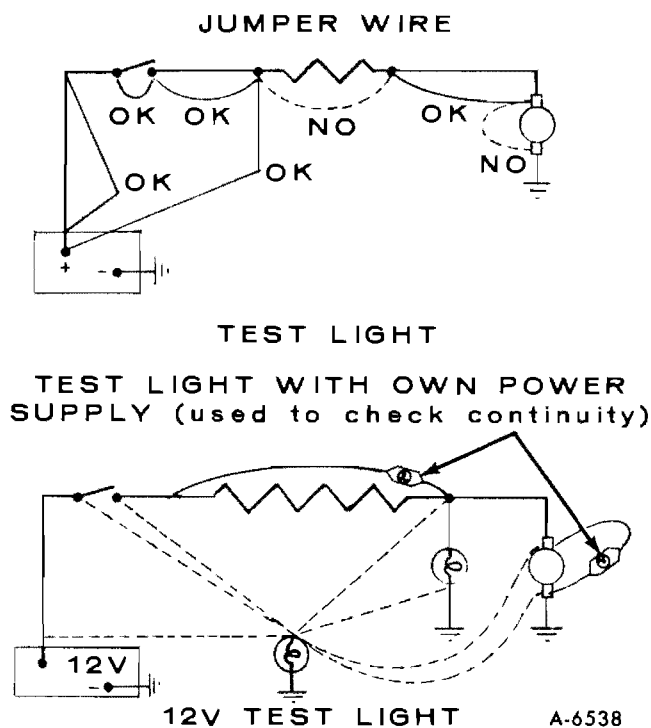


Figure 3 — Diagnostic Procedures

insulation which makes the link appear a heavier gauge than it actually is. Engine compartment wire harnesses incorporate fusible links. The same size wire with special insulation must be used when replacing a fusible link.

DIAGNOSTIC EQUIPMENT

The diagnosis of any circuit problem is based on two things:

- The service technician must follow a definite step by step procedure that includes the use of test equipment.
- The diagnosis depends on the individual's ability to understand the indications given by the test equipment.

There are various types of test equipment. Most of these units have a special purpose and are limited to one specific step in the diagnosis procedure.

JUMPER WIRE

The jumper wire is simply a piece of wire usually fitted with an alligator clip at each end. The technician can bypass parts of a

circuit by substituting the jumper wire for other wires or for switches. If the resistance unit operates when jumper wire is used, the wire or switch portion of the circuit between the leads of the jumper wire is faulty as shown in figure 3.

CAUTION: A jumper wire must not be used to bypass the resistance unit (i.e., a bulb) because the low resistance substitution could overload and damage the vehicle wiring.

TEST LIGHT

There are two types of test lights available:

- One requires outside power.
- The other has its own power supply.

The type that requires outside power is simply a 12-volt bulb with a pair of wires attached. It uses the vehicle battery as a power source. This test light may be made from an insulated (2 wire type) socket and bulb using the wires as probes on the other. The test light is used in series or in parallel with parts of a circuit in order to check continuity. When one lead to the lamp is grounded and the other lead is moved from one circuit connection to the other, the test light is being used in parallel to locate the open circuit. The open circuit is between the last point of light operation and the point where the light no longer glows (figure 3).

The test light with its own power supply is usually obtained commercially. It consists of a pencil shaped unit with self contained battery, bulb, probe and ground lead fitted with an alligator clip. It is used primarily for testing components not connected directly to a power source.

COMPASS

An ordinary magnetic compass is a valuable tool for use in locating grounded circuits. The compass makes use of the fact that a wire carrying current creates a magnetic field.

In circuits that are protected by a circuit breaker, the technician should be able to locate a short or ground quickly through the use of an ordinary magnetic compass. This is accomplished by turning on the circuit and following the wiring with a compass, the

compass will "kick" each time the circuit breaker closes.

As it passes the point of the short or ground, the compass will stop "kicking". Thus, the problem can be pinpointed without removing trim, cover plates or tape. If the circuit is fused, the problem can be located in the same manner by substituting a circuit breaker for the fuse.

CIRCUIT BREAKER

By using a circuit breaker as a substitute for a fuse, the technician can more effectively use other tools to locate troubles.

A turn signal flasher makes a convenient circuit breaker. Solder a lead to each of the two prongs on the signal flasher, then solder an end cap from an old fuse to the end of each lead. If this unit is inserted in the junction block in place of a fuse, it may operate too fast to produce good compass needle deflection. To slow it down, insert a generator field control rheostat in series with the flasher, one clip on a flasher lead, the other clip in the junction block. By cutting in additional resistance, the flasher rate of the unit may be slowed down to produce good compass needle deflection.

DIAGNOSTIC METERS

AMMETER

The ammeter is used to measure the flow of current through a conductor. The circuit has to be broken and the meter inserted into the break so that all the current, in an electrical circuit, flows through the meter. The ammeter is placed in series with the circuit being tested. That is, the circuit must be opened and the meter inserted, thereby completing the circuit. Since all electrons in the electrical circuit must pass through the ammeter, the meter will indicate the number of amperes per second, passing through it.

The ammeter must be connected so that the current flows through it in the proper direction. Care must be taken to connect its positive terminal to the positive side of the circuit and the negative terminal to the negative side.

NOTE: Due to the low resistance (good conduction) of the shunt, located within the ammeter, the meter would act as a direct short if it were hooked across a potential voltage without some additional resistance connected in series in the circuit. Remember to connect meter terminals according to polarity. Refer to figure 4 for correct connection.

VOLTMETER

The voltmeter is used to measure the electrical pressure-voltage drop of a resistance unit in a circuit. A voltmeter senses and registers the voltage drop through a resistance unit. It therefore is also pressure sensitive. This type of hookup is referred to as "parallel" because unlike the ammeter, covered previously, the voltmeter is not inserted into a circuit, but rather parallels an existing circuit.

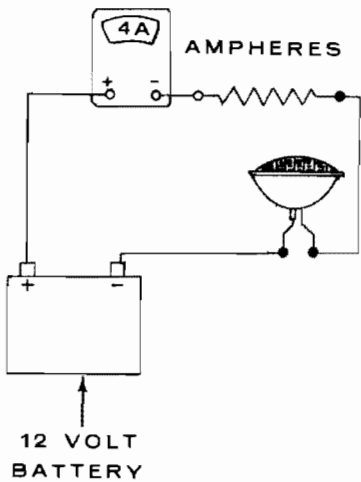
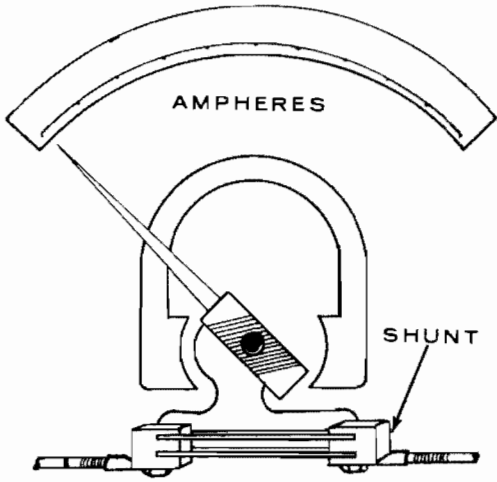
The difference between ammeter and voltmeter hookup is that it directs all the current through the ammeter, while the voltmeter hookup creates, and in effect is, an additional (parallel) circuit.

Current flowing through a parallel circuit divides according to the ratio between the resistances, therefore, the internal resistance of the voltmeter would take too much current from the circuit and give an untrue reading of the voltage drop across the resistance unit being measured. Besides an untrue reading, allowing too much current through its circuitry would burn up the moving coil.

The moving coil will operate only if the current flows through it in the proper direction, so care must be taken to connect its positive terminal to the positive side of the circuit and the negative terminal to the negative side.

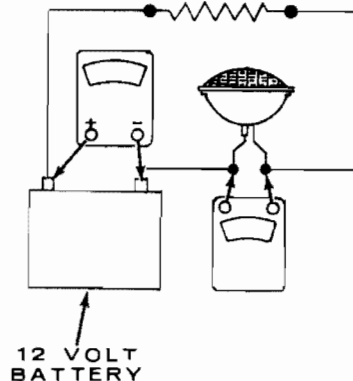
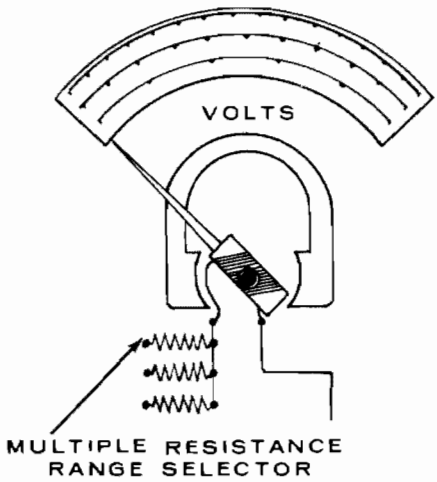
NOTE: Remember, due to the high resistance of the voltmeter, it must be connected in parallel with the resistance unit being tested. If connected in series, that is, inserted into the circuit so that there is no resistance unit between the meter probes, the nature of the circuit would be changed and the reading would have no particular value or significance. Remember also to connect meter terminals according to polarity. Refer to figure 4 for correct connection.

AMMETER



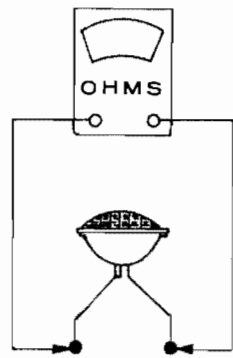
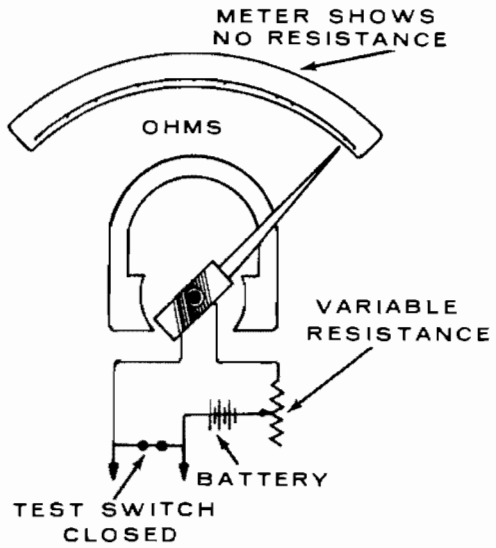
- AMMETER**
- 1 Connected in series IN a circuit according to polarity.
 - 2 Measures current flow.
 - 3 Used in a closed circuit.

VOLTMETER



- VOLTMETER**
- 1 Connected in parallel to a circuit or part of a circuit according to polarity.
 - 2 Measures voltage drop: This is the difference between voltage at its two leads.
 - 3 Used in a closed circuit.

OHMMETER



- OHMMETER**
- 1 Has its own supply of power.
 - 2 USED ONLY WHEN UNIT IS DISCONNECTED from its original circuit.
 - 3 Measures resistance directly on meter.

Figure 4 — Basic Meters and Connections

OHMMETER

Both the ammeter and the voltmeter are designed to indicate values in a circuit where current is flowing. To test the condition of a unit when it is disconnected from the circuit, a third variation of the basic meter, an ohmmeter, is used.

The ohmmeter is an instrument designed to indicate resistance directly in ohms. This property is obtained by connecting a low voltage dry cell and a variable resistor in series with the meter and two test probes as illustrated in figure 4.

When the probes are connected together, the circuit is completed causing the meter needle to deflect. The variable resistance is then used to calibrate the meter to zero. Zero is

full scale deflection indicating no resistance between the test probes. When the probes are held apart, the needle moves to the maximum (infinite) resistance side of the scale. This reading indicates that the resistance between the probes is so high that no current will flow through the circuit.

A resistance between the probes, varies the amount of current flow and therefore changes the needle deflection.

CAUTION: *Since the ohmmeter is designed to use its own batteries, the unit will be destroyed if it is used as an ammeter or voltmeter on a live circuit. Refer to figure 4 for correct installation.*

CIRCUIT TABULATION

The electrical harness connectors, illustrated in the wiring diagrams, are used with a "Circuit Tabulation Chart" to aid in circuit identification. Both the illustration and the chart will provide assistance during diagnostic, repair and replacement procedures.

Because some harness connectors carry wires for different circuit functions, numbers have been assigned to each connector cavity to distinguish one circuit from another; the numbers are displayed in the connector illustration, showing the physical characteristics of the connector in addition to its circuit wire location.

The circuit tabulation chart, an electrical diagnostic aid promoting circuit identification, lists the circuit number, wire color and circuit function of each wire.

CIRCUIT TABULATION

Circuit Number	Circuit Color	Circuit Name
2	Red	Feed, Battery - Unfused
3	Pink	Feed, Ign. Sw. "On" & Crank" Controlled, Unfused
4	Brown	Feed, Ign. Sw. "Accsy & On" Controlled, Unfused
5	Yellow	Neutral Safety Start Sw. or Start Relay Feed
6	Purple	Starter Solenoid Feed
7	Yellow	Primary Ignition Resistance By-Pass
8	Gray	Instrument and Panel Lights (Fused No. 44 Cir.)
9	Brown	Tail, License, Park and Side Marker Lamp Feed
10	Yellow	Dimmer Sw. Feed
11	Light Green	Headlamp Feed, Hi-Beam
12	Tan	Headlamp Feed, Lo-Beam
13	Purple	Front Parking Lamps
14	Light Blue	L.H. Indicator and Front Directional Lamps
15	Dark Blue	R.H. Indicator and Front Directional Lamps
16	Purple	Directional Signal Sw., Feed From Flasher
17	White	Directional Signal Sw., Feed From Stop Sw.
18	Yellow	Stop and Directional Lamp or Directional Lamp Only - Rear L.H.
19	Dark Green	Stop and Directional Lamp or Directional Lamp Only - Rear R.H.
20	Light Blue	Stop Lamp (Only)
21	Pink	Spot Light
22	Black	Direct Ground - Trailer
24	Light Green	Back Up Lamp Feed
25	Brown	Feed, Voltage Regulator Controlled
26	Dark Blue	Field Circuit (F) (Gen/Reg.)
27	Brown	Traffic Hazard Sw., Feed from Hazard Flasher
28	Black	Ground, Horn Sw. Controlled
29	Dark Green	Horn Feed
30	Pink	Fuel Gauge to Tank Unit
31	Tan	Oil Pressure, Engine
32	Yellow	Map Light Feed
33	Tan-White	Warning Light - Brake
34	Purple	Fog or Drive Lamp
35	Dark Green	Ground, Eng. Coolant Temp. Sw. Controlled (Hot)
36	Light Green	Ground, Eng. Temp. Sw. Controlled (Cold)
37	Light Green	Ground, Eng. Metal Temp. Sw. Controlled (Hot)
38	Dark Blue	Flasher Fused Feed

Circuit Number	Circuit Color	Circuit Name
39	Pink-Black	Feed, Ign. Sw. "On and Crank" Controlled - Fused
40	Orange	Feed, Battery - Fused
41	Brown-White	Feed, Ign. Sw. "Accsy and On" Controlled - Fused
42	Yellow	Feed, A/C Auto Relay Con- trolled
43	Yellow	Radio Feed
44	Dark Green	I.P. and Lights Feed (Usually light Sw. to Fuse)
45	Black	Marker and Clearance Lamps (Trailers)
46	Dark Blue	Rear Seat Speaker Feed from Single Radio or Right Stereo
47	Dark Blue	Auxiliary Circuit (Trailer)
50	Brown	Feed, Ign. Sw. "On" Con- trolled - Fused
51	Yellow	Blower Resistor Feed - Low
52	Orange	Feed, Blow Sw. "Hi" or Selectro Sw. "Max Cold" Con- trolled
53	Light Green	Valve Release Solenoid to Control Box
54	Dark Green	Control to Shield
55	Orange	Kick Down Solenoid Feed
56	Tan	Amplifier to Transducer
57	Orange	L.H. Cornering Lamp Feed
58	Black	R.H. Cornering Lamp Feed
59	Dark Green	Compressor Feed
60	Orange-Black	Feed, Battery, Circuit Breaker Protected
61	Yellow	Ground, Resistive, Auto A/C Amb. Sensor Controlled
62	Light Green	Ground, Resistive, Auto A/C Feed Back Pot Controlled
63	Tan	Feed, Blower Sw. "Medium 1" Controlled
64	Brown	Blower Sw. Feed from A/C Selector Sw.
65	Purple	Blower Motor Feed
66	Light Green	Feed, A/C Selector Sw. Con- trolled (Comp. Ct.)
67	Blue	Feed, A/C Freon Press, Cut- Out Sw. Controlled
68	Yellow-Black	Ground, Resistive, Low Cool- and Probe Controlled
69	Gray	Ground Low Coolant Module Controlled
70	Pink	Feed, Relay Controlled, Ign. Sw. Controlled
71	Black	Ground, A/C Selector Sw. "Def" Controlled
72	Light Blue	Feed, Blower Sw. "Medium 2" Controlled
73	Purple-White	Feed, Blower Sw. "Medium 3" Controlled

CIRCUIT TABULATION

Circuit Number	Circuit Color	Circuit Name
74	Light Green	Feed to Throttle Switch
75	Dark Blue	Feed, Ign. Sw. "On and Crank" Controlled - Fused
76	Pink	Feed, Ign. Sw. Controlled
78	Light Blue	Electric Choke Feed
80	Light Green	Ground Key Warning Buzzer
83	Dark Green	Feed, Cruise Engage Sw. "Retard" Controlled
84	Dark Blue	Feed, Cruise Engage Sw. "Engage" Controlled
85	White	Ground, Cruise Indicator Regulator Controlled
86	Brown	Feed, Cruise Brake Release Sw. Controlled
90	Pink	Feed, Cutout Sw. Controlled, Cir. Brkr. Protected
91	Gray	Windshield Wiper - Low
92	Purple	Windshield Wiper - Hi
93	White	Windshield Wiper Motor Feed
94	Pink	Windshield Washer Sw. to Washer
95	Dark Green	Ground, Pulse Wiper Sw. Controlled
96	Brown	Feed, Pulse Wiper Rheostat Sw. Controlled
99	Black-White	Windshield Washer Low Fluid
101	Dark Blue	Resistor Output to Blower Relay
102	White	S1 Alternator - Regulator Sensing Circuit
105	Black	Ammeter - Generator
106	Gray	Ammeter - Battery
107	Dark Blue	Over Speed Warning Light
111	Black	Ground, Anti-Ski Low Air Sw. Controlled
112	Dark Green	Telltale Temperature Gauge (Hot)
115	Light Blue	Speaker Return, RT rr Stereo
116	Yellow	Speaker Return, LF rr Stereo
117	Dark Green	Speaker Return, RT Frt. Stereo
118	Gray	Speaker Return, LF Frt. Stereo
119	White	Generator (Alternator) to Regulator
120	Purple	Electric Fuel Pump Feed
121	White	Tachometer to Coil
125	Yellow	Door Jamb Switch
126	Black	Seat Back Lock Feed
130	Brown-White	Generator (Alternator) Ext. Resist. 2 Ohms/Foot
131	Black-Pink	Generator (Alternator) Ext. Resist. 1 Ohm/Foot
132	White	Ground, Fuel Economy Sw. Controlled, Amber Telltale
133	Yellow	Ground, Fuel Economy Sw. Controlled, Grn. Telltale
135	Dark Green White	Ground, Resistive, Temp. Gauge Sender Controlled

Circuit Number	Circuit Color	Circuit Name
139	Pink-Black	Feed, Ign. Sw. "On and Crank" Controlled - Fused
140	Orange	Feed, Battery - Fused
141	Brown-White	Feed, Ign. Sw., "Accsy and On" Controlled
142	Black	Rr Compartment Lid Lock Release
143	Pink	Feed Radio Sw. "On" Controlled
144	Yellow	Feed to Pwr Ant Sw.
145	Dark Green	Feed, Pwr Ant Up, Relay Con- trolled
150	Black	Ground Circuit - Direct
151	Black	Ground Circuit - Direct
152	Black	Ground Circuit - Direct
153	Black	Ground Circuit - Direct
154	Black	Ground Circuit - Direct
155	Black	Ground Circuit - Direct
156	White	Ground Circuit - Sw. Controlled Body Interior Lamps - such as Dome, Courtesy, Map Warning, etc.
157	Gray	Ground Circuit - Sw. Controlled - Body Interior Lamps - such as Dome, Courtesy, Map, Warning etc.
158	Black-Orange	Ground Circuit - Sw. Controlled - Body Interior Lamps - such as Dome, Courtesy, Map, Warning etc.
159	Tan	Ground, Key Warning Buzzer
160	White	Power Antenna Down
161	Black	Power Antenna Up
162	Gray	Power Top - Up
163	Purple	Power Top - Down
164	Dark Blue	Window Control LF Up
165	Brown	Window Control LF Down
166	Dark Blue- White	Window Control RF Up
167	Tan	Window Control RF Down
168	Dark Green	Window Control LR Up
169	Purple	Window Control LR Down
170	Light Green	Window Control RR Up
171	Purple-White	Window Control RR Down
172	Light Green	Vent Control LF Close
173	Yellow	Vent Control LF Open
174	Dark Green	Vent Control RF Close
175	Purple	Vent Control RF Open
176	Dark Green	Power Seat Fore
177	Yellow	Power Seat Aft or Recline
178	Dark Green	Power Seat - 6-Way Fore and Aft
179	Tan	Power Seat - 6-Way Solenoid - Rear - Up and Down
180	Light Green	Power Seat - 6-Way Solenoid - Front - Up and Down

CIRCUIT TABULATION

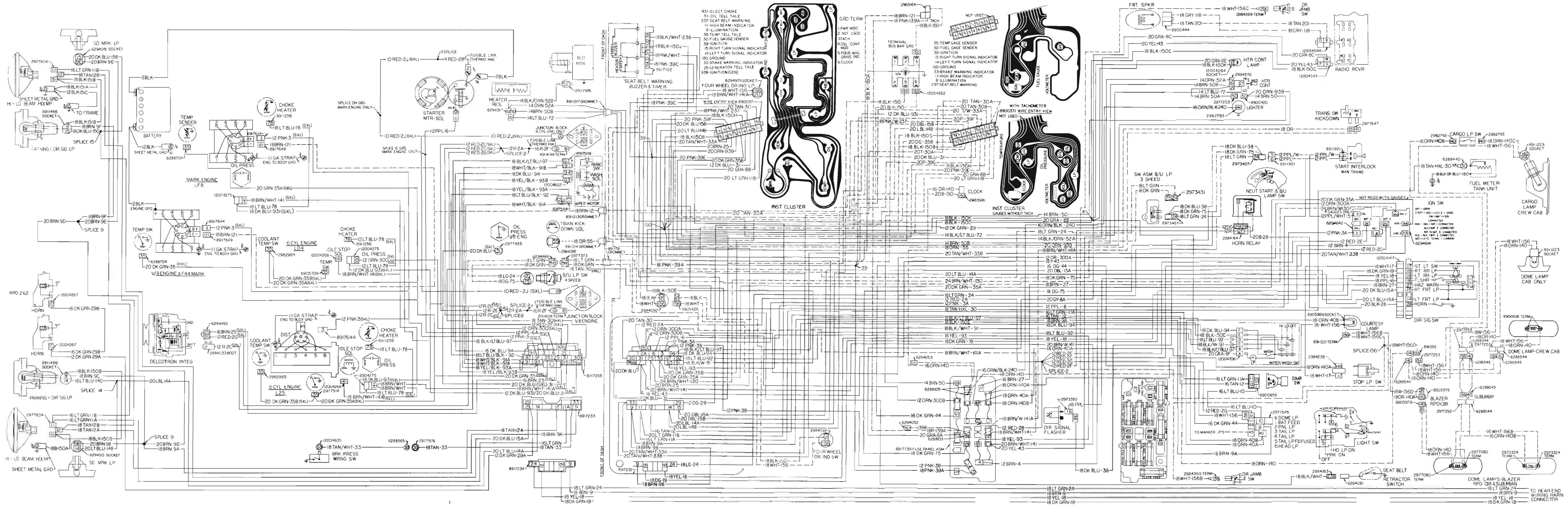
Circuit Number	Circuit Color	Circuit Name
181	Light Blue	Power - Solenoid - Fore and Aft
182	Yellow	Power Seat - 6-Way - Aft and Down
183	Light Blue	Tailgate or Center Partition Window Up
184	Tan-White	Tailgate or Center Partition Window Down
185	Tan	Vent Control LR Open
186	Gray	Vent Control LR Close
187	Dark Blue	Vent Control RR Open
188	Light Blue	Vent Control RR Close
189	Dark Green	Power Seat - 4-Way - Fore and Down
190	Yellow	Power Seat - 4-Way - Aft and Up
191	Light Green	Power Seat - 4-Way Solenoid - Up and Down
192	Purple	Defogger - Hi or Single Speed
193	Purple-White	Defogger - Low Speed - 0.38 Ohms per foot
194	Black	Electric Door Lock - Unlock
195	Light Blue	Electric Door Lock - Lock
198	Light Green Black	Ground, Resistive, A/C In-Car Sensor Controlled
199	Brown	Rear Seat Speaker - Feed from Radio Left Stereo
200	Light Green	Front Speaker - Feed From Radio Single or Right Stereo
201	Tan	Front Speaker - Feed from Radio - Left Stereo
202	Black	Ground, Compressor over Heat Sw. Controlled
203	Light Blue	Rear A/C Potentiometer Feed
204	Dark Blue	Thermal Limiter Feed
205	White-Black	Seat Belt Seat Sensor to Belt Retractor (Grd)
206	Dark Blue	Neutral Start Sw. to Buzzer and Lamp
207	Yellow	Seat Sensor to Neutral Start Sw. (Lamp and Buzzer Grd)
208	Gray	Sw. Controlled Ground (TCS)
209	Purple	Park Brake Warning Lamp
210	White	Power Seat - 6-Way - Fore and Down - "A" Body
211	Dark Blue	Power Seat - 6-Way - Aft and Up - "A" Body
212	Yellow- Black Stripe	LH Seat Sensor
213	Dark Blue	Center Seat Sensor
214	Gray	RH Seat Sensor
215	Tan-Black	LH Sw.
216	Dark Blue- White	Center Buckle Sw. (Feed)
217	Gray-White	RH Sw.
218	Dark Green	Interlock Relay - Ground (Provided by Electronics)

Circuit Number	Circuit Color	Circuit Name
219	Light Green- Black	Starter Interlock Controlled Starter Feed
220	Yellow	Starter Interlock Buz and Lp Feed
221	Brown	Lo Level Actuation Passenger System
222	Dark Blue	Common Return Hi & Lo Fire Circuits Passenger
223	Light Blue	Bumper Sw. Actuation
224	Light Green	Lo Pressure Warning
225	Purple	Warning Lamp Ground
226	Orange	Warning Lamp Sensor
227	Tan	Recorder to Sensor Power Feed
228	Yellow	Warning Lamp Feed
229	Pink	Sensor & Bumper Sw. Power Feed
230	Pink	Recorder Power Feed
231	Light Blue	Driver Low Level Actuation
232	Dark Blue	Driver Return
233	Dark Green	Hi Level Actuation Passenger
234	Tan	Ign. Sw. Cont Air Rest Feed
237	Yellow	Feed, Belt Warn Timer Controlled (Timed 39 Ct.)
238	Black	Seat Belt Warn System-Buzzer Ground to Belt Assy Sw.
239	Pink-Black	Feed, Ign. Sw. "On & Crank" Controlled - Fused
240	Orange	Feed, Battery - Fused
242	Tan	Feed, Throttle Control Spark Valve Controlled
243	Black-White	Feed, Drive Selector Sw. Controlled
244	Purple	Feed, LT F/D Solenoid Relay Controlled
245	Dark Blue	Feed, RT F/D Solenoid Relay Controlled
246	Dark Green	Feed, ADL Lock Relay Coil
247	Brown	Feed, to A/C Shut-Off Relay
248	Dark Blue	Feed, to A/C Compressor Harn Relay Controlled
249	Dark Green	Feed, From A/C Harn
252	Yellow	Ground, ADL Module Unlock Output Controlled
253	Dark Brown	Ground, ADL Module Lock Output Controlled
254	Light Green	Ground, ADL LT Unlock Relay Coil
255	Yellow	Ground, ADL RT Unlock Relay Coil
256	Dark Blue	Ground, Module Controlled, Lamp Out Indicator
257	Brown	Ground, A/C Press, Sw. Controlled
260	Black	Theft Deterrent - Hood Sw.
261	Yellow	Theft Deterrent - Alarm Arm

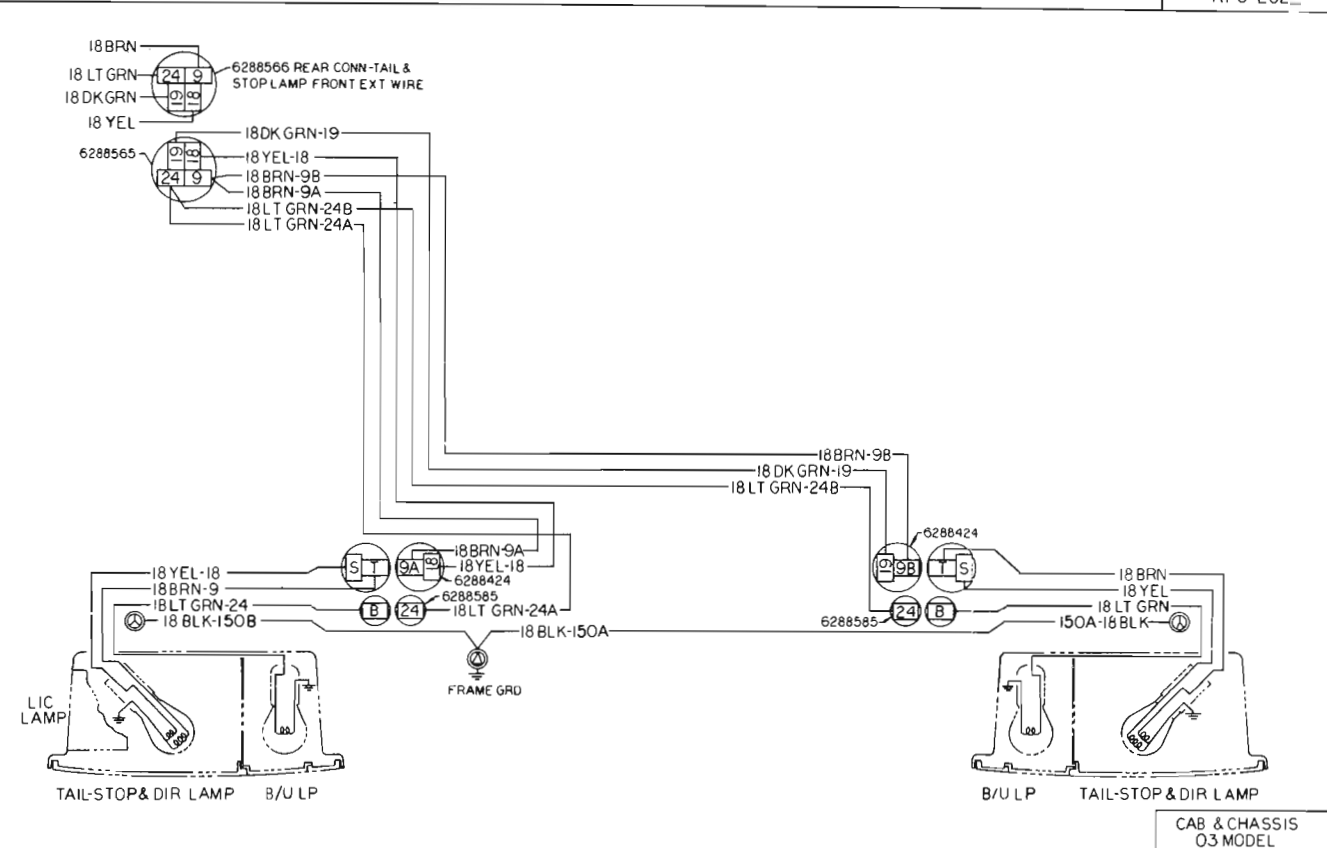
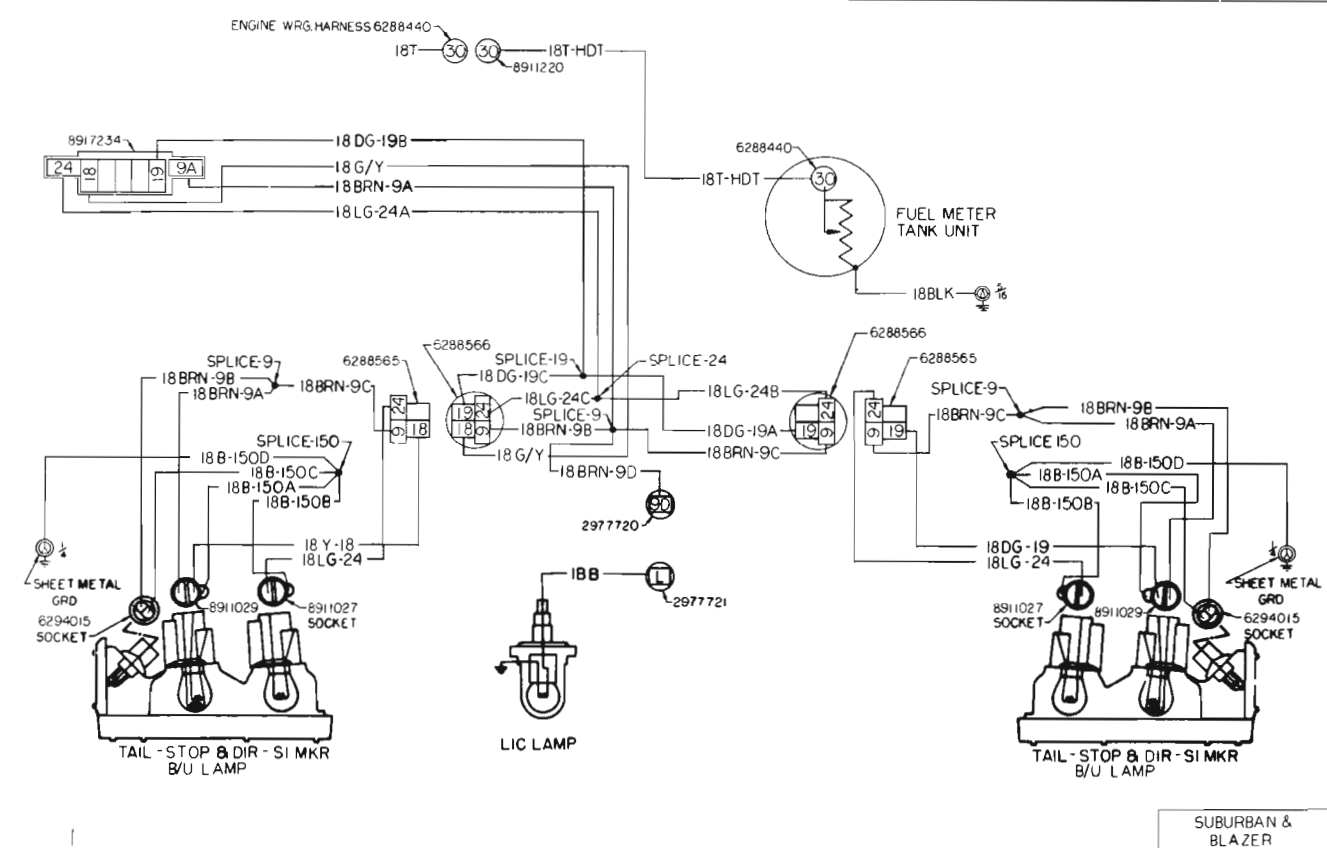
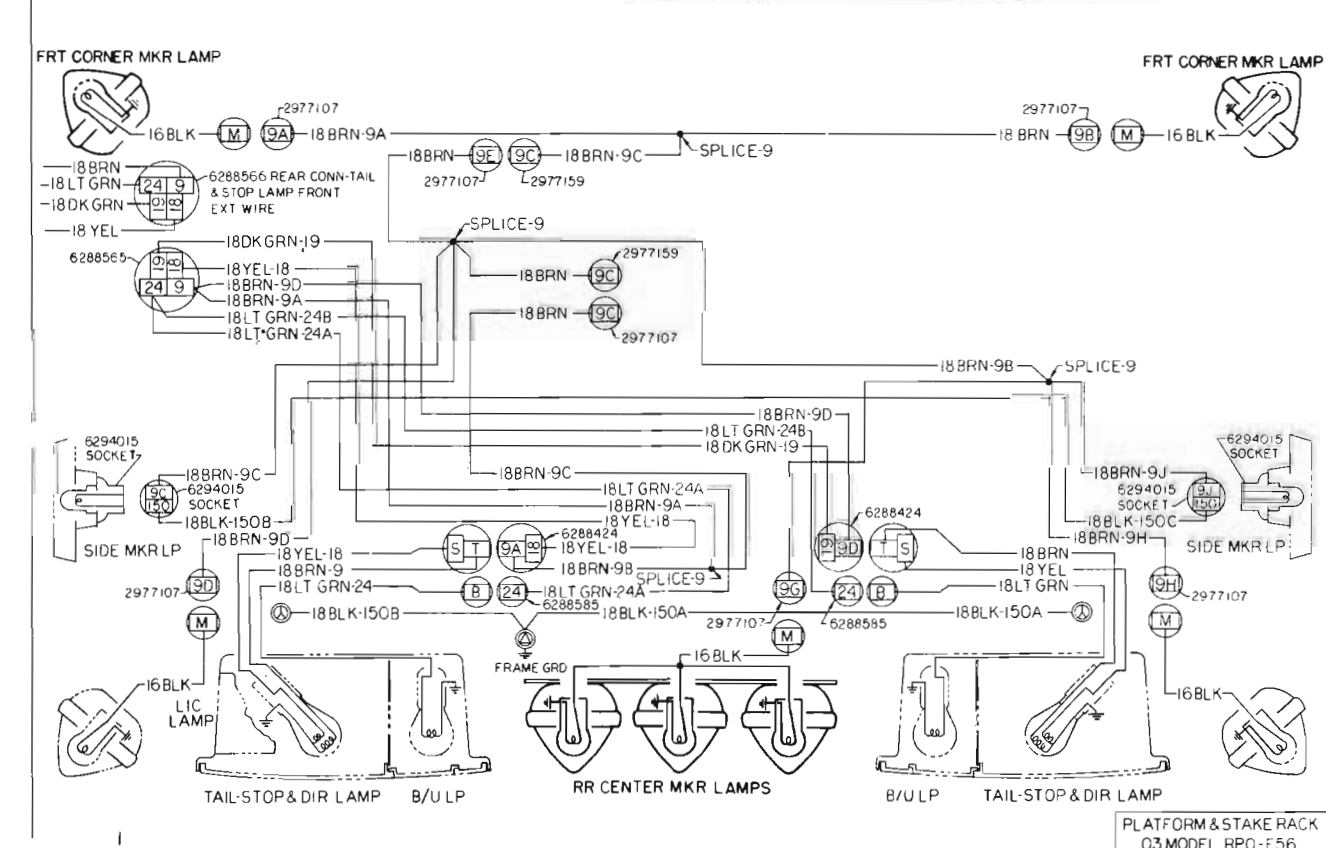
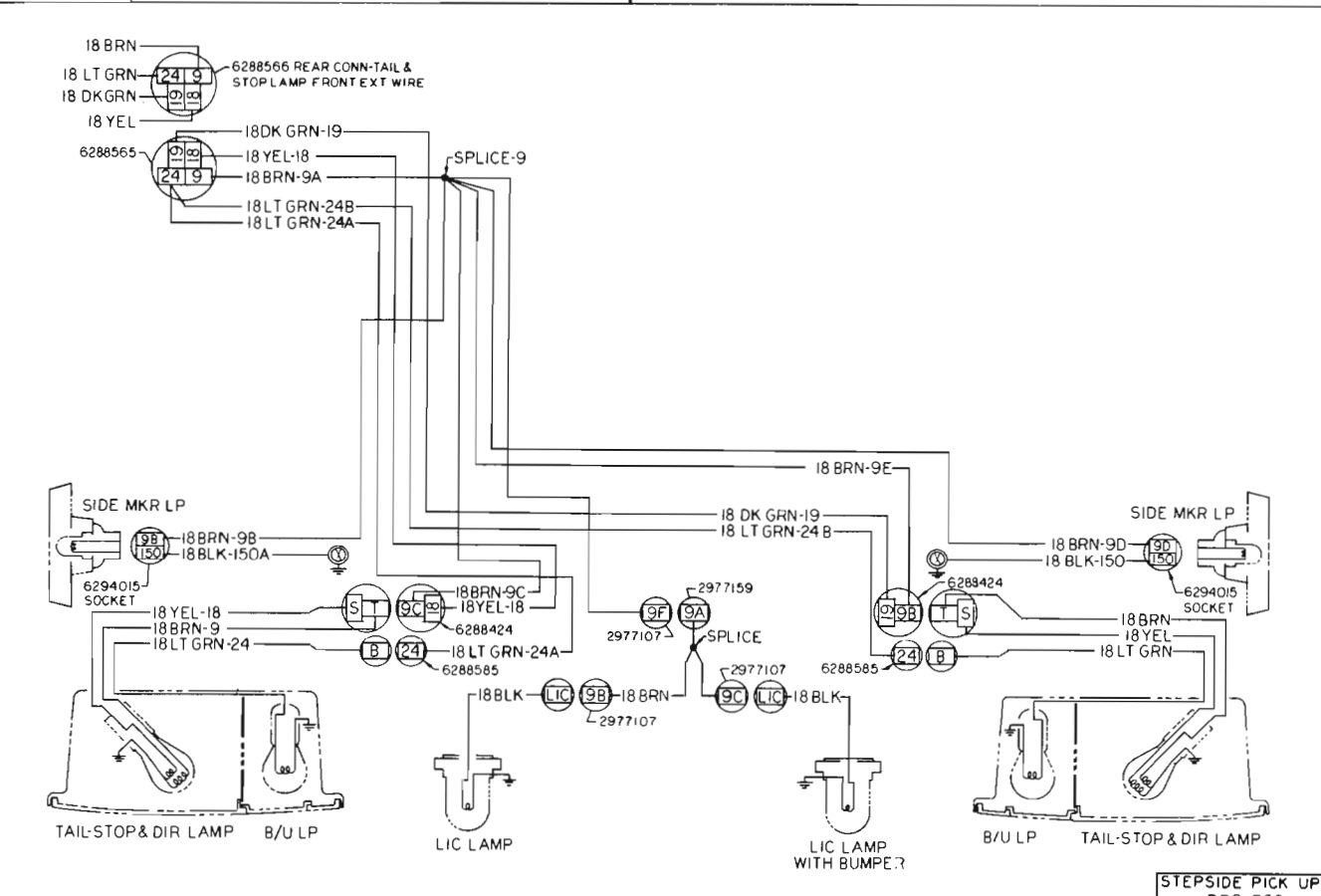
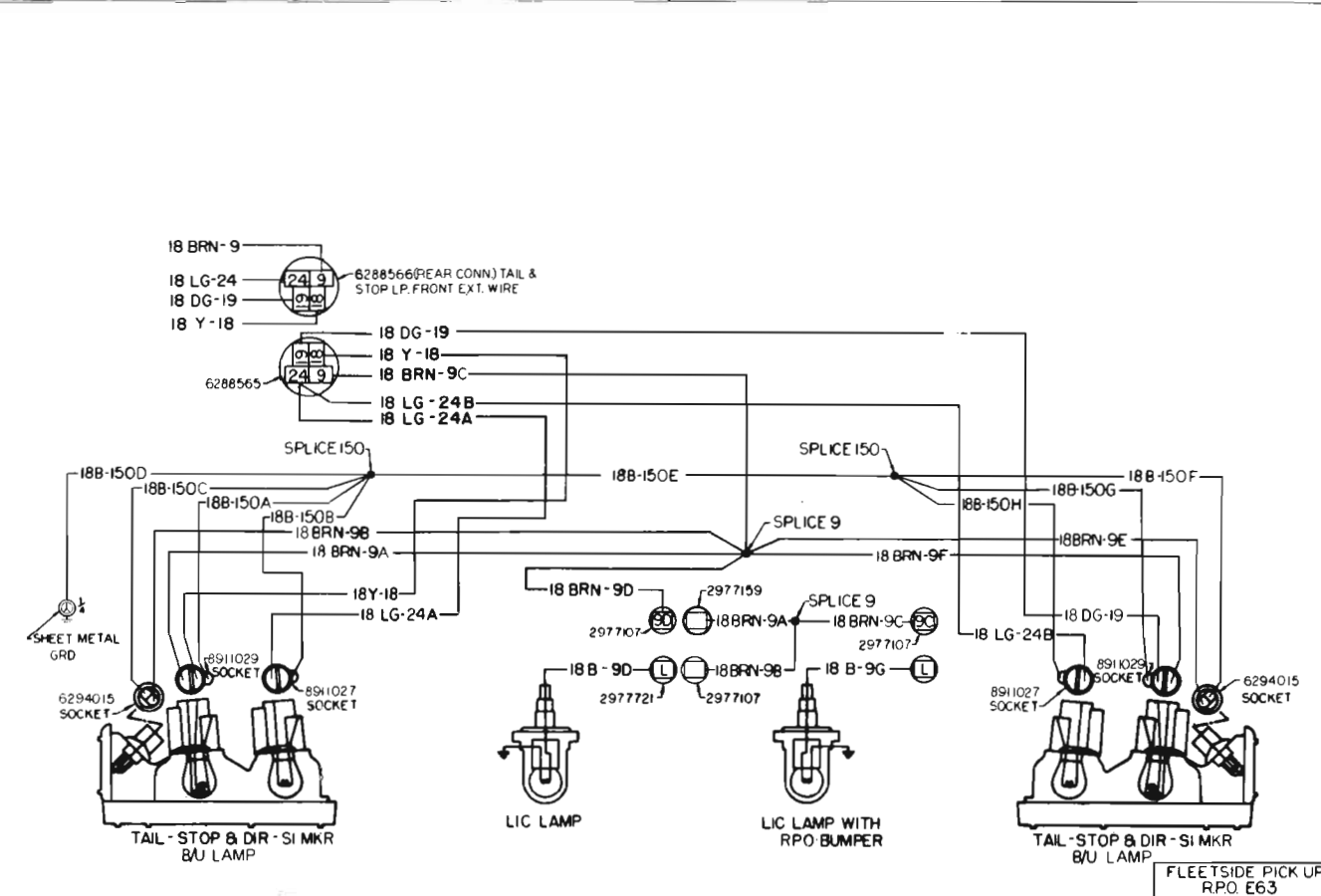
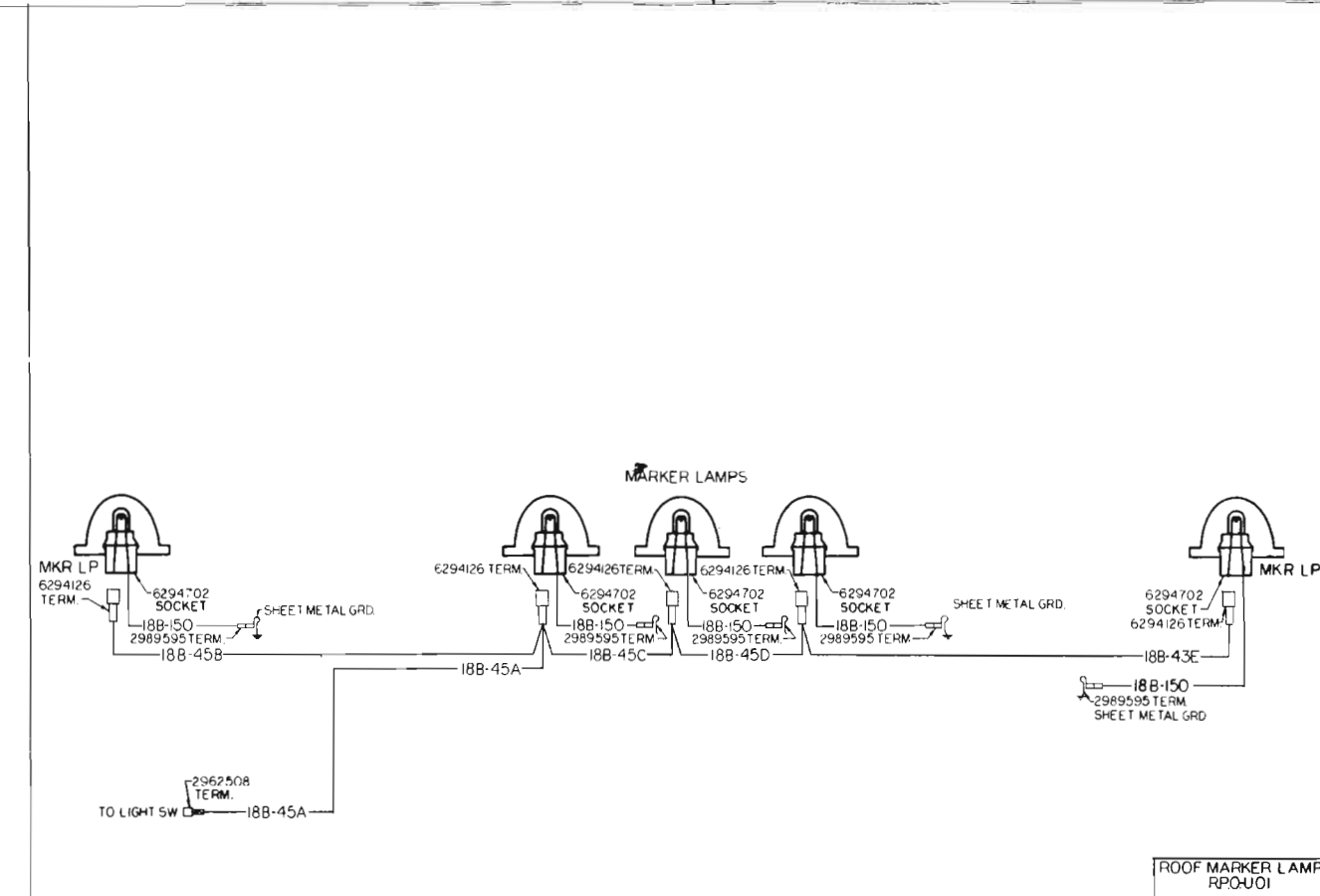
CIRCUIT TABULATION

Circuit Number	Circuit Color	Circuit Name	Circuit Number	Circuit Color	Circuit Name
262	Light Green	Theft Deterrent - Key - Door Unlock and Alarm Disarm	618	Yellow-Black	Feed, LT Side Trailer and Direction
263	Light Blue	Theft Deterrent - Alarm	619	Green-White	Feed, RT Side Trailer and Direction
264	Dark Green	Theft Deterrent - Arm Indication	756	Dark Green-White	Feed, Vac Sol Controlled (For Electronic Distributor)
265	Black-White	Theft Deterrent - Alarm Output	801	Brown	Feed, EFI Battery Controlled, Fusible Link Protected
266	Pink	Theft Deterrent - Alarm Arm Abort	804	Purple	Feed, EFI, Ign. Sw. "Crank" Controlled, Fusible Link Protected
267	Dark Green	Pwr Seat - Fore and Up Recliner	807	Purple	Feed, EFI Battery Controlled, Fused
268	Yellow	Pwr Seat - Aft and Down Recliner	808	Dark Blue	Feed, EFI Module Fast Idle Valve Output and 3 Circuit Controlled - Fused
269	Light Green	Pwr Seat - Sol Up and Down Recliner	810	Tan	Feed, Distributor Electronics Controlled
270	Black-Yellow	Feed, Amplifier to Potentiometer	811	White	Feed, EFI Module Group Two Injector Output Controlled Fusible Link Protected
271	Purple	Ground, Potentiometer Controlled	812	Pink	Feed, EFI Module Group One Injector Output Controlled Fusible Link Protected
272	Light Green	Feed, Potentiometer Rheostat Controlled	813	White	Feed, EFI Distributor Trigger and 815 Circuit Controlled, Fused
273	Yellow	Feed, Hdip Sw. to Amplifier, Hdip Sw. Controlled	814	Yellow	Feed, EFI Distributor Trigger and 815 Circuit Controlled, Fused
274	Dark Green-White	Feed, Hdip Sw. to Amplifier	815	Black	Feed, EFI Module Distributor Trigger Output Controlled, Fused
275	Light Green	Feed, Neut Saf Start Sw. "Park" Controlled	816	Pink	Accelerator Enrichment Input #2
276	Light Green	Recl. Mtr. Feed, Power St. Fwd.	817	Tan	Accelerator Enrichment Input #1
277	Light Blue	Recl. Mtr. Feed, Power St. Recliner	818	Light Green	Accelerator Enrichment Sw. Supply Voltage
278	Dark Green	Amplifier to Photocell	819	Black-White	Closed Throttle Sw.
280	Pink	Feed, P.M. Motor Up Cycle (Deck Lid Pull Down)	820	Orange	Wide Open Throttle Switch
281	White	Ground, Relay Coil Down Cycle (Deck Lid Pull Down)	821	Dark Green	Ground, EFI Module Coolant Temp. Sensor Output Controlled
291	Dark Blue	Ground, Heated Glass Timer, On-Off Sw. Controlled	822	Dark Blue	Ground, Resistive, Coolant Temp. Sensor Controlled
292	Light Blue	Feed, Heated Glass Timer, On-Off Sw. Controlled	823	Gray	Ground, EFI Module Air Temp. Sensor Output Controlled
293	Purple-White	Feed, Heated Glass Timer Controlled	824	Orange	Ground, Resistive, Air Temp. Sensor Controlled
294	Tan	Door Lock Motor - Unlock	827	Dark Green	Feed, EFI Module Elec Fuel Pump Output Controlled - Fused
295	Gray	Door Lock Motor - Lock	828	Gray	Feed, EFI, Ign. Sw. "On & Crank" Controlled, Fused
300	Orange	Feed, Ign. Sw., "On" Controlled - Unfused	831	Brown	Feed, EFI Module EGR Solenoid Output Controlled, Fused
339	Pink-Black	Feed, Ign. Sw. On and Crank Controlled Fused			
340	Orange	Feed, Battery - Fused			
350	Pink-White	Feed, Ign. Sw. "On" Controlled - Fused			
394	Light Green-Black	Ground, LT F/D Remote Handle Sw. Controlled			
395	Light Blue	Ground, RT F/D Remote Handle Sw. Controlled			
402	Light Green	Feed, Electronic Cruise Control Valve			
439	Pink-Black	Feed Ign. Sw. "On & Crank" Controlled - Fused			
440	Orange	Feed, Battery - Fused			





Cab, Engine and Chassis Wiring—C,K-10 thru 35—A-1



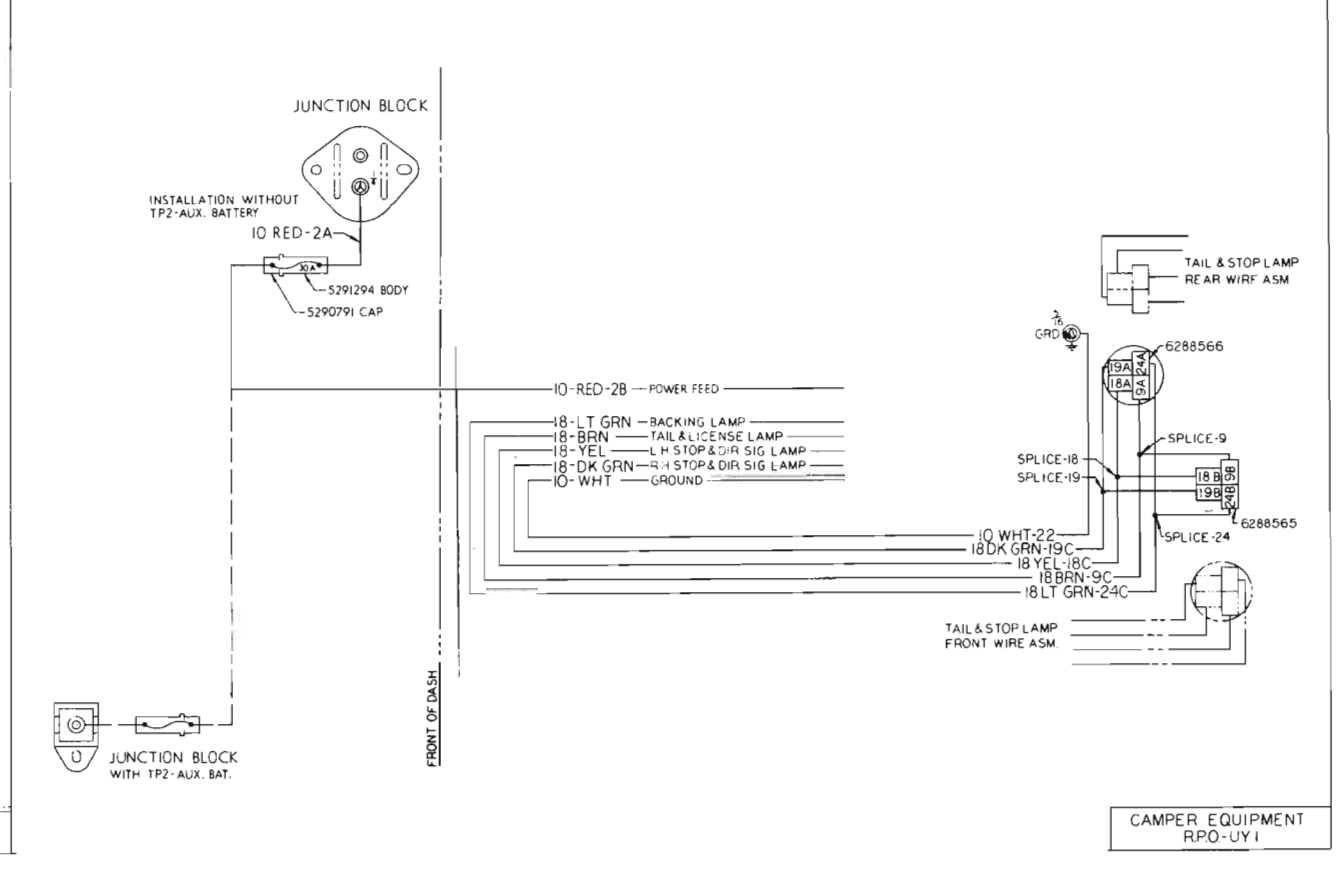
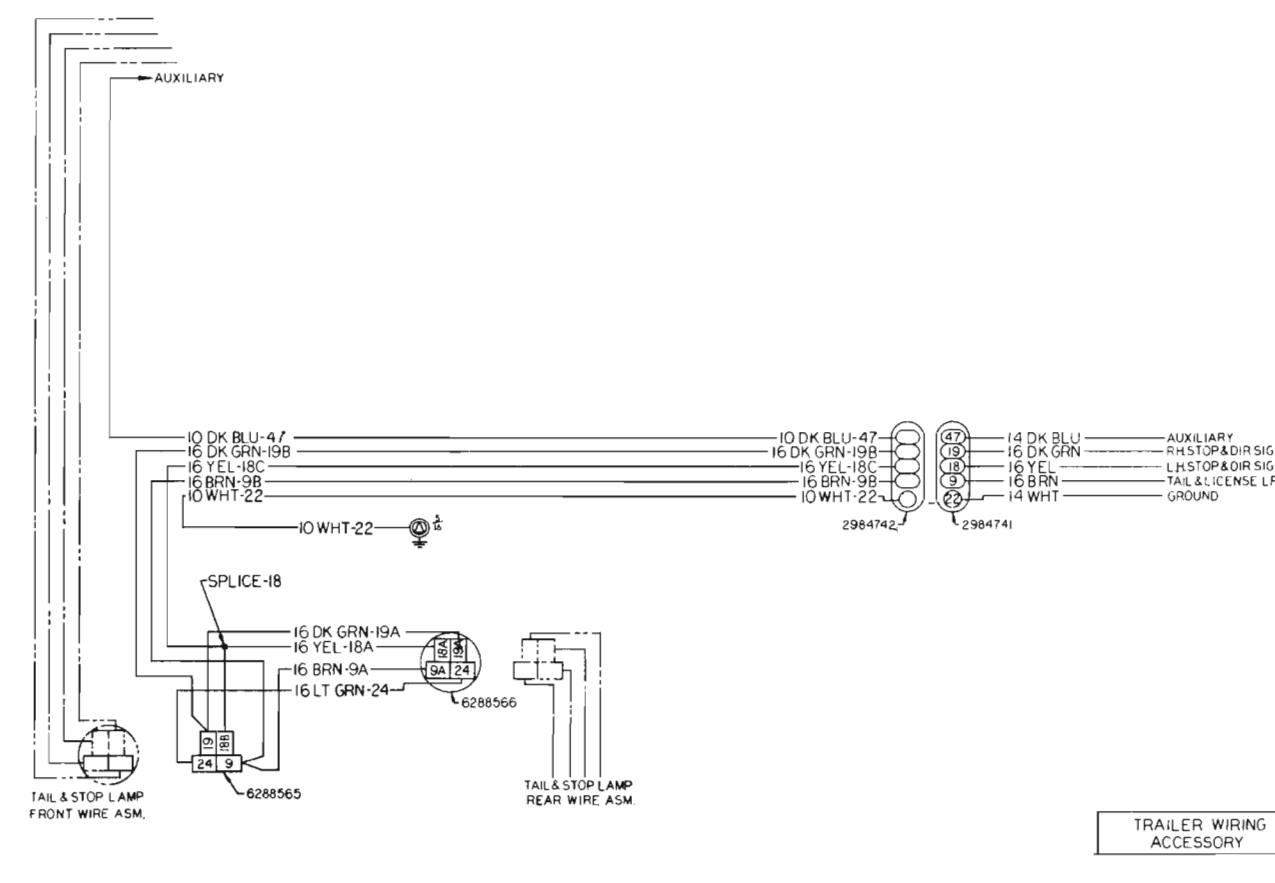
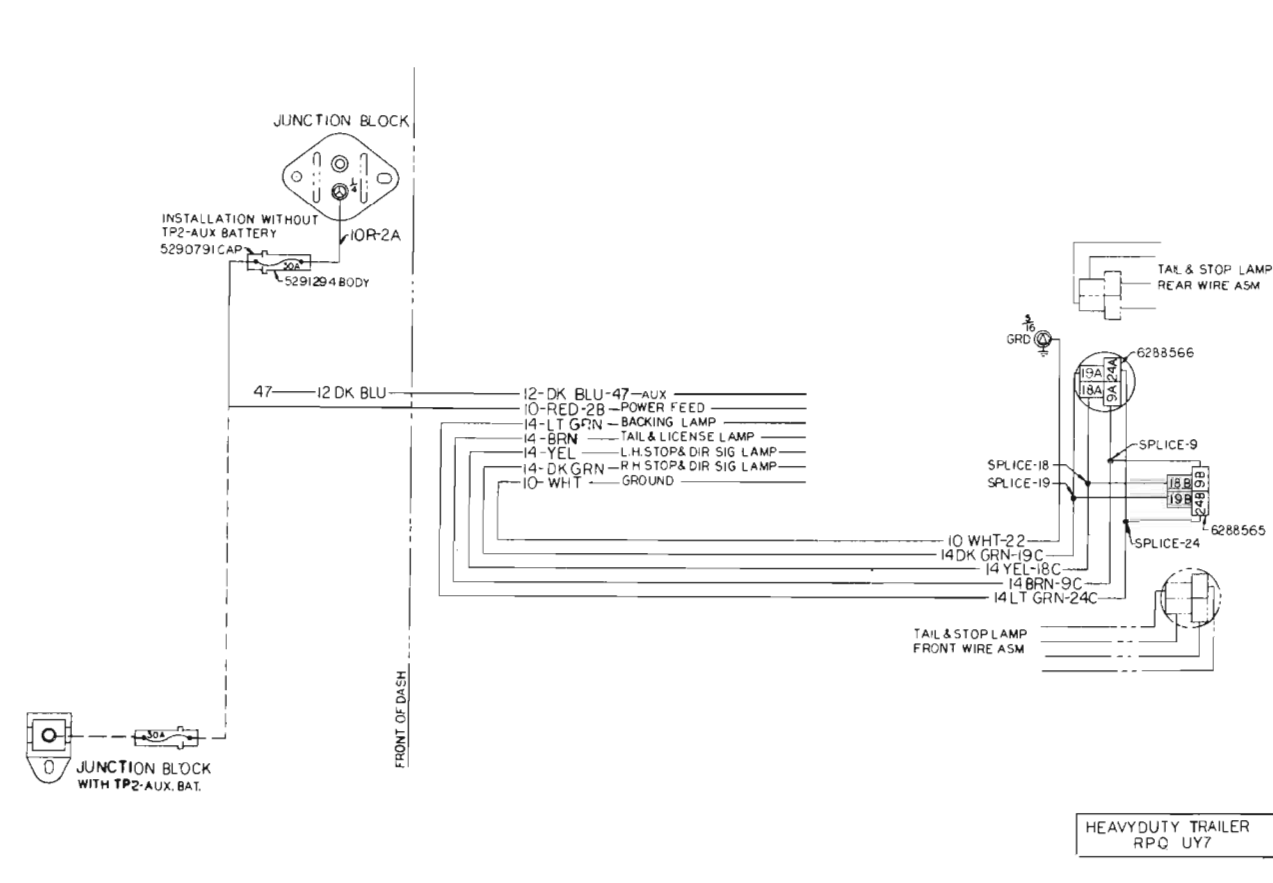
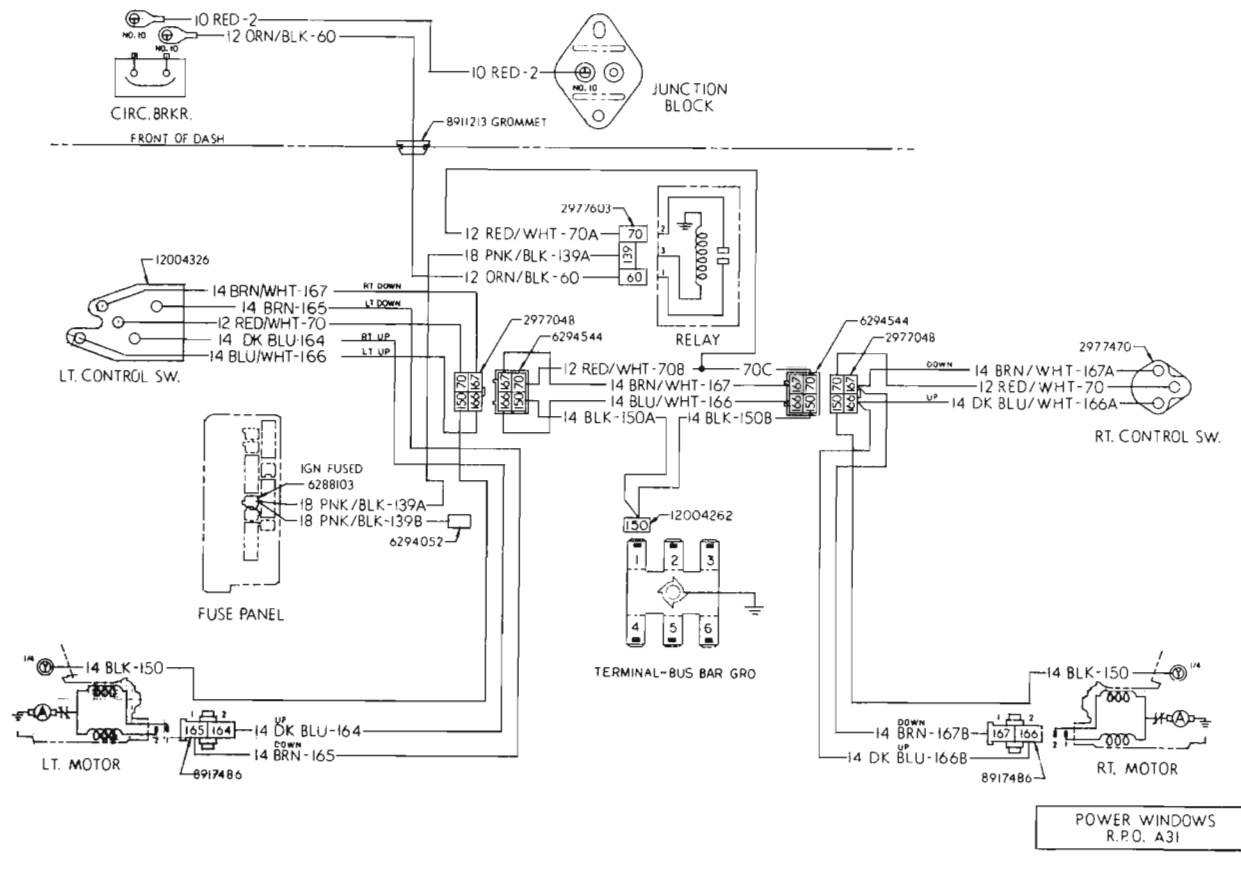
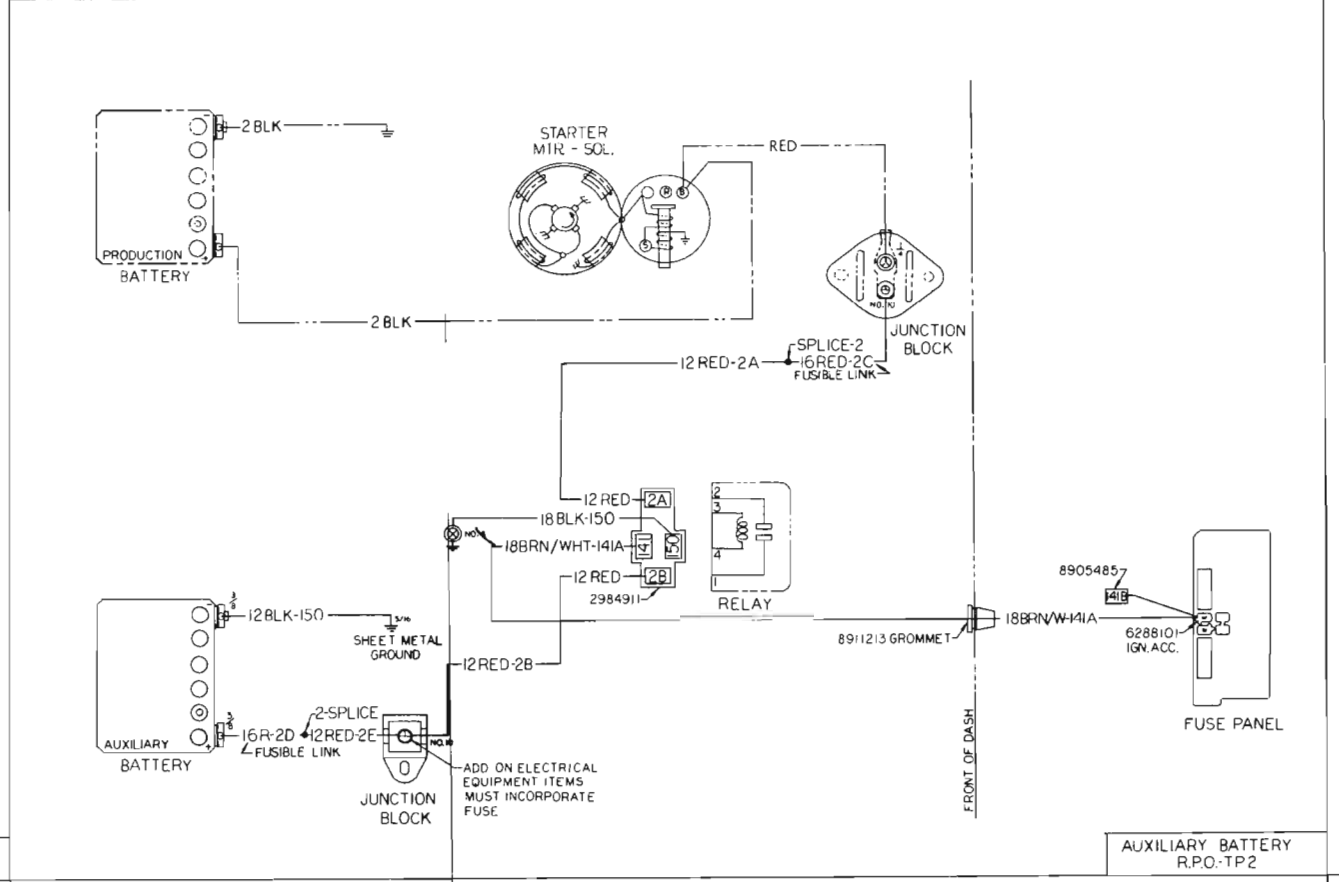
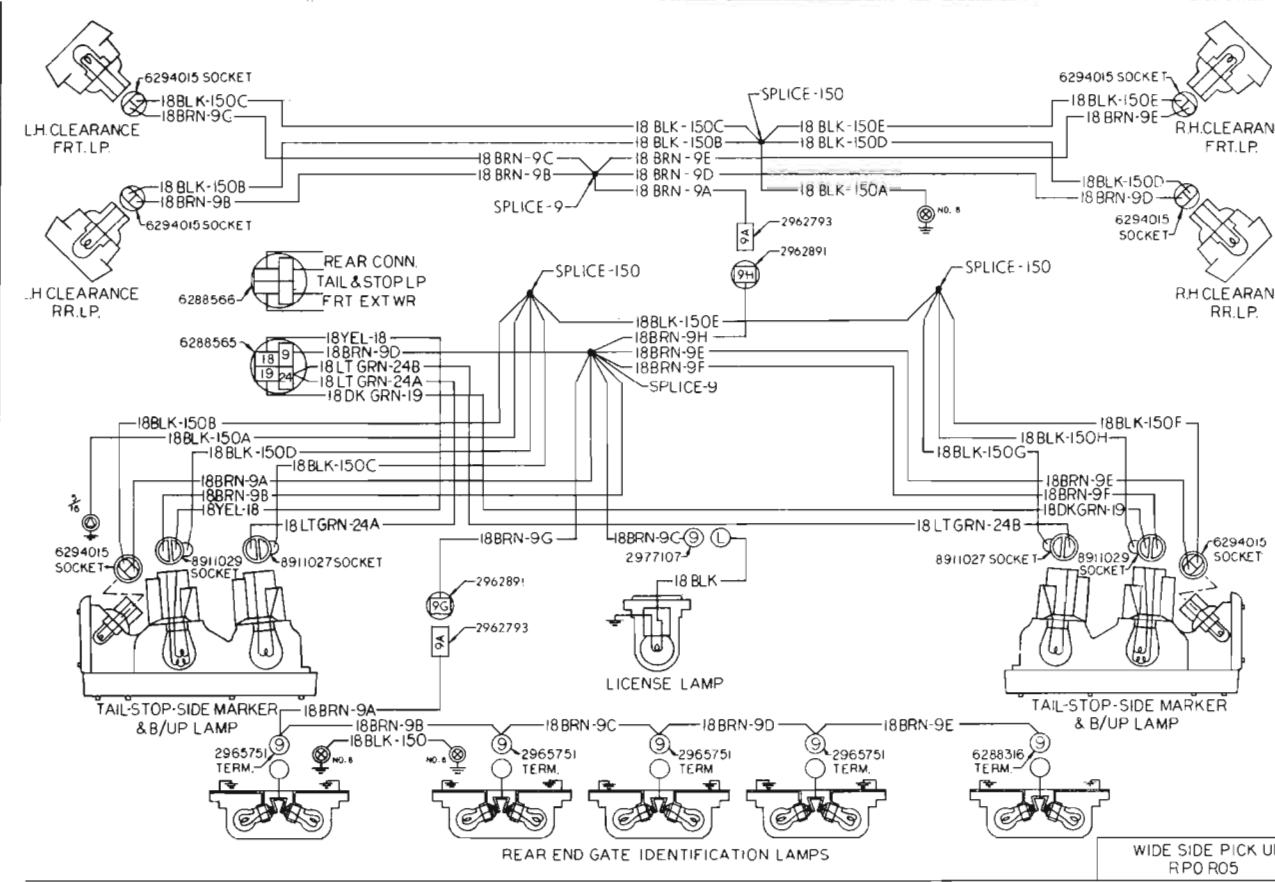
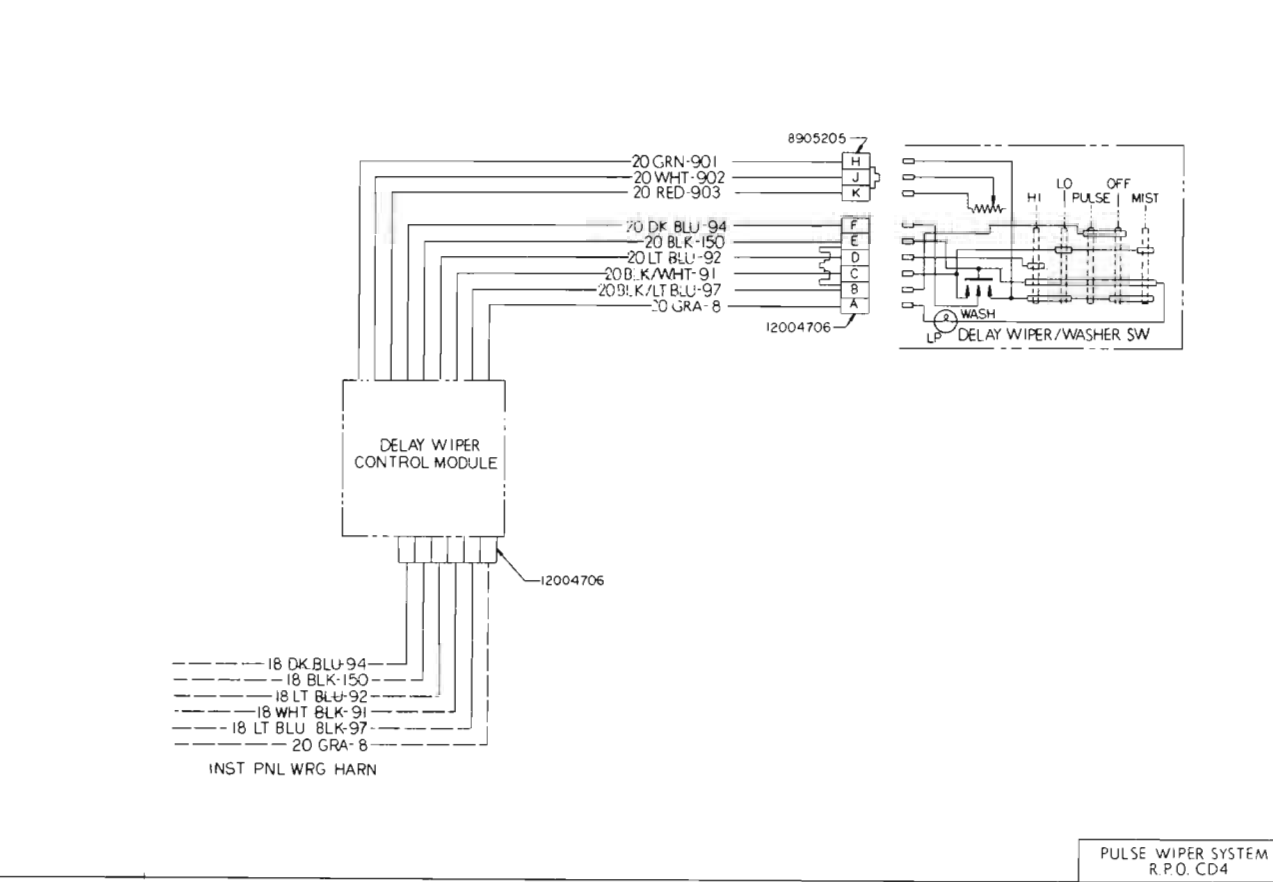
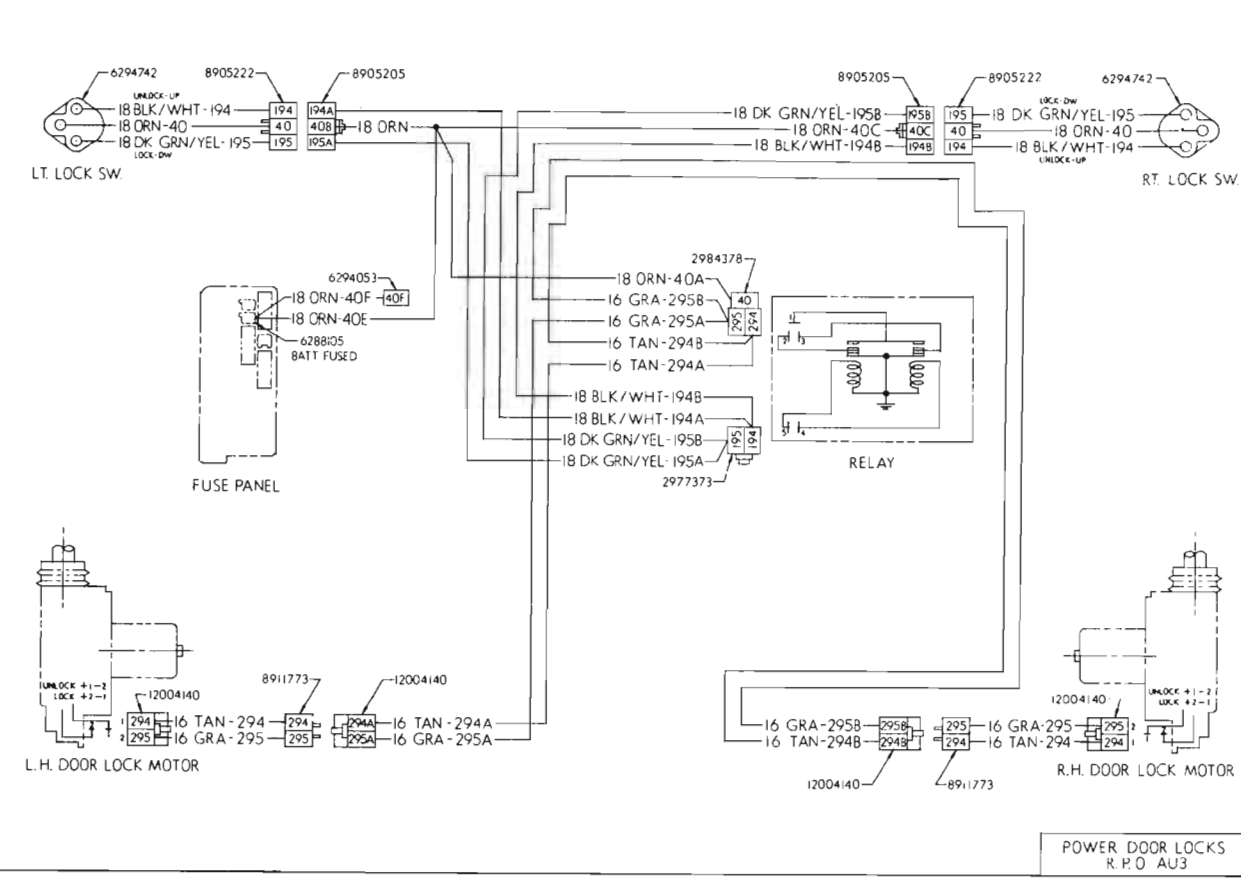
LEGEND

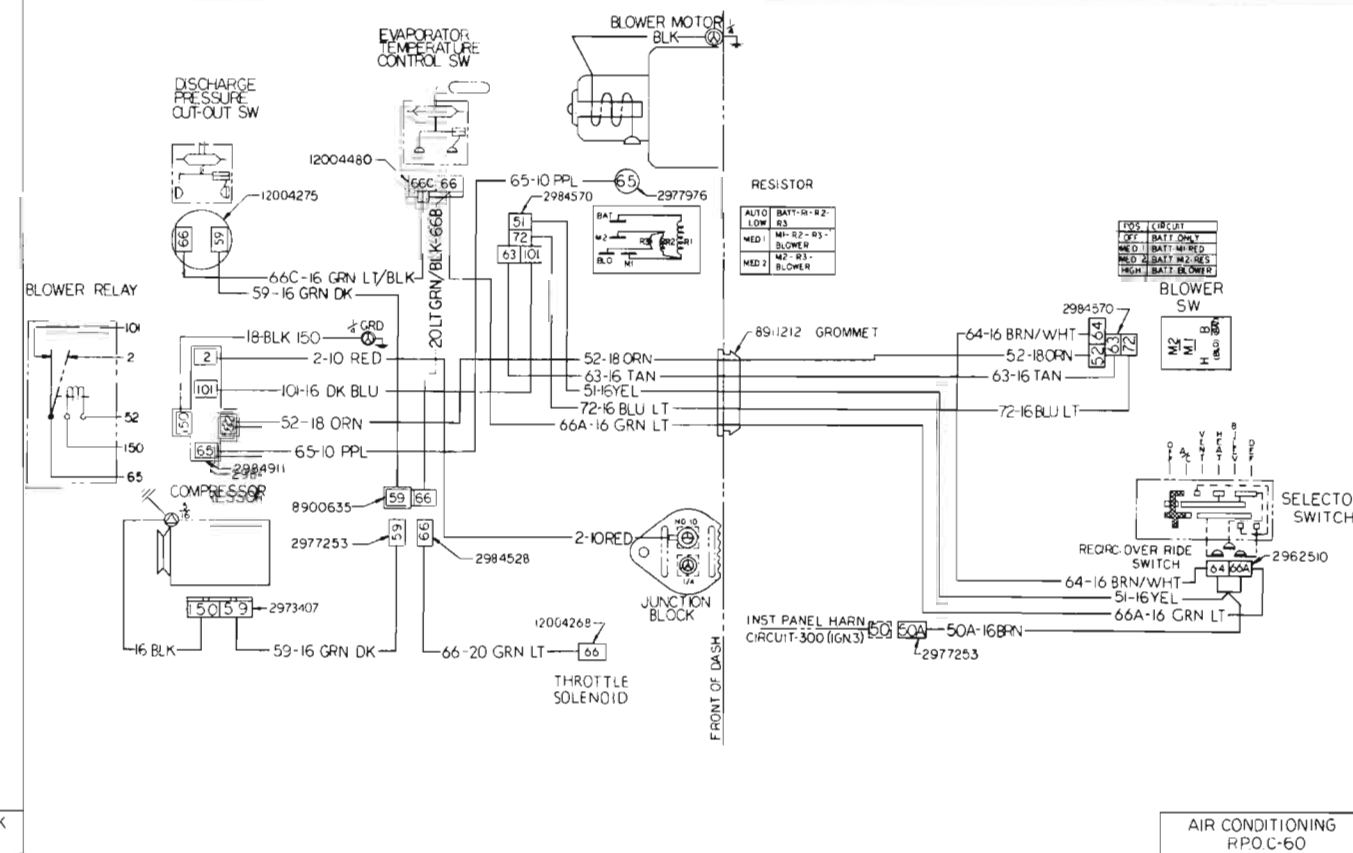
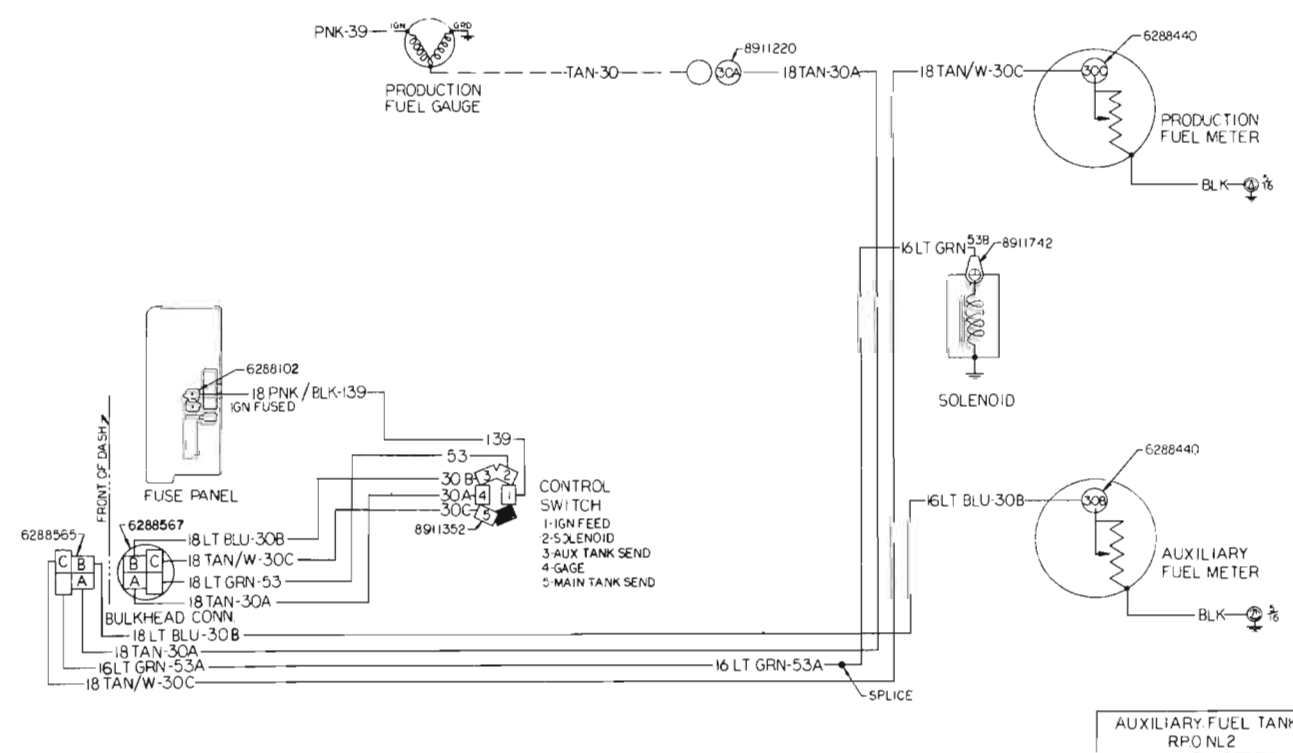
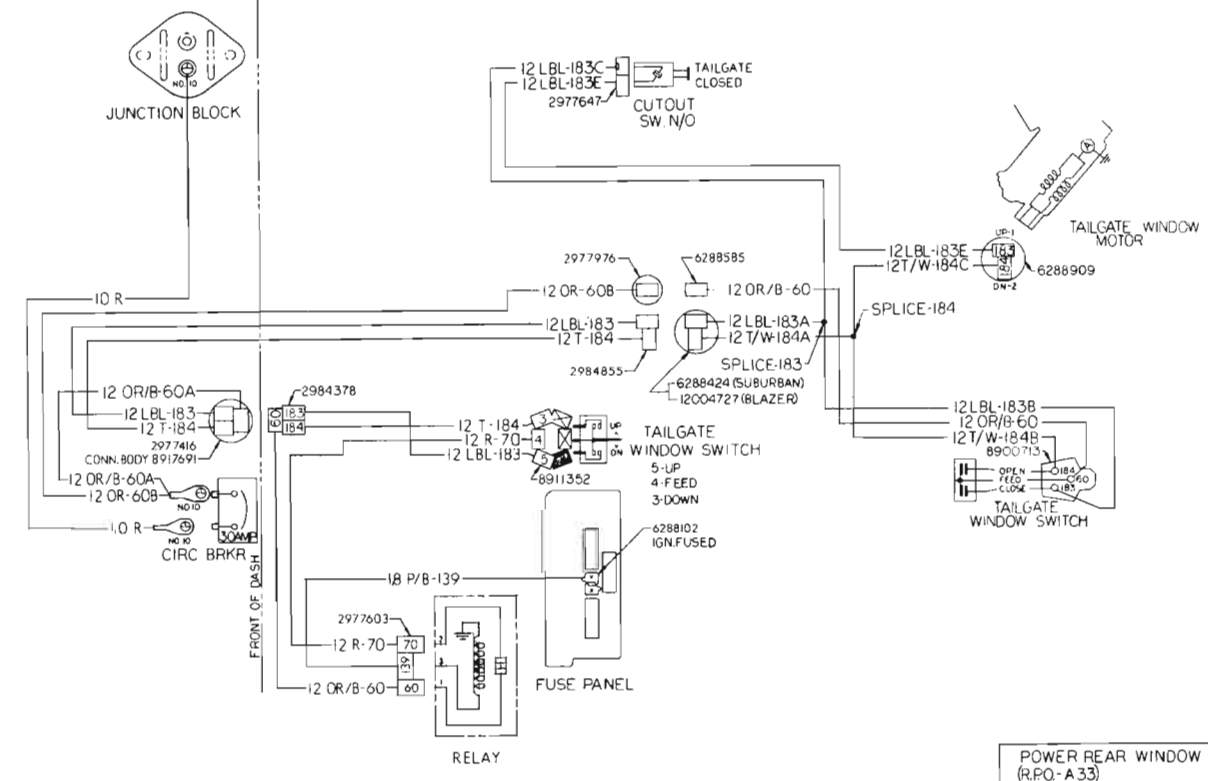
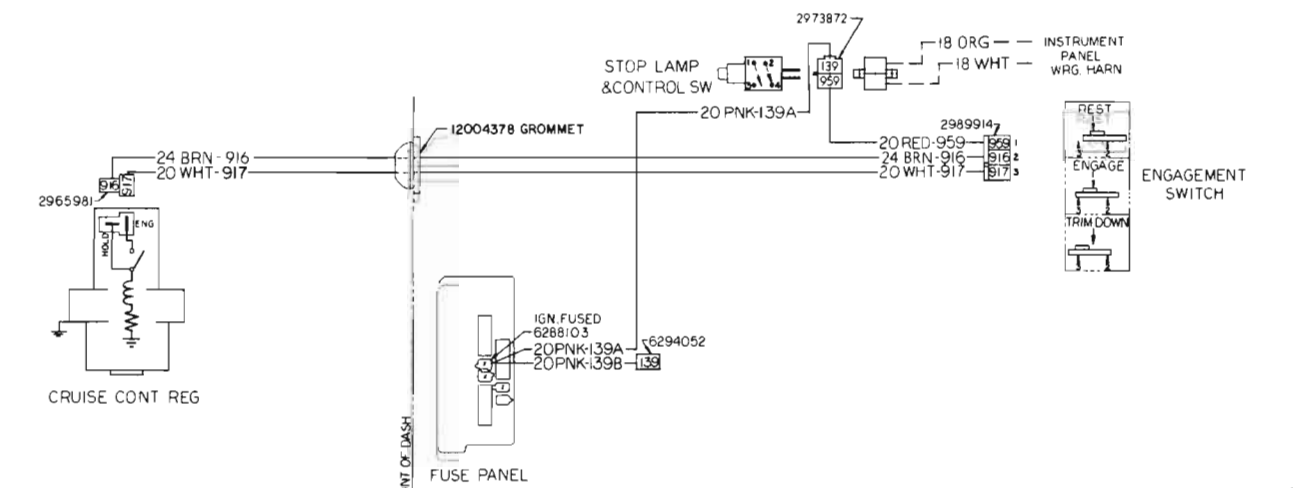
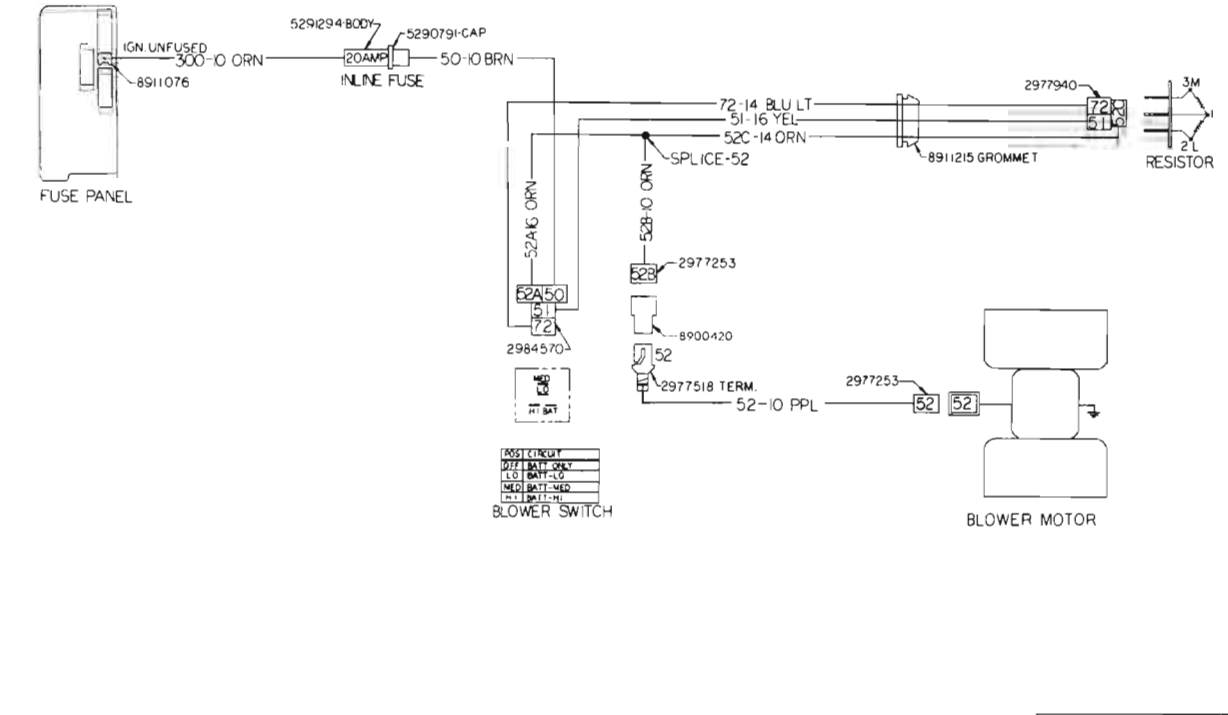
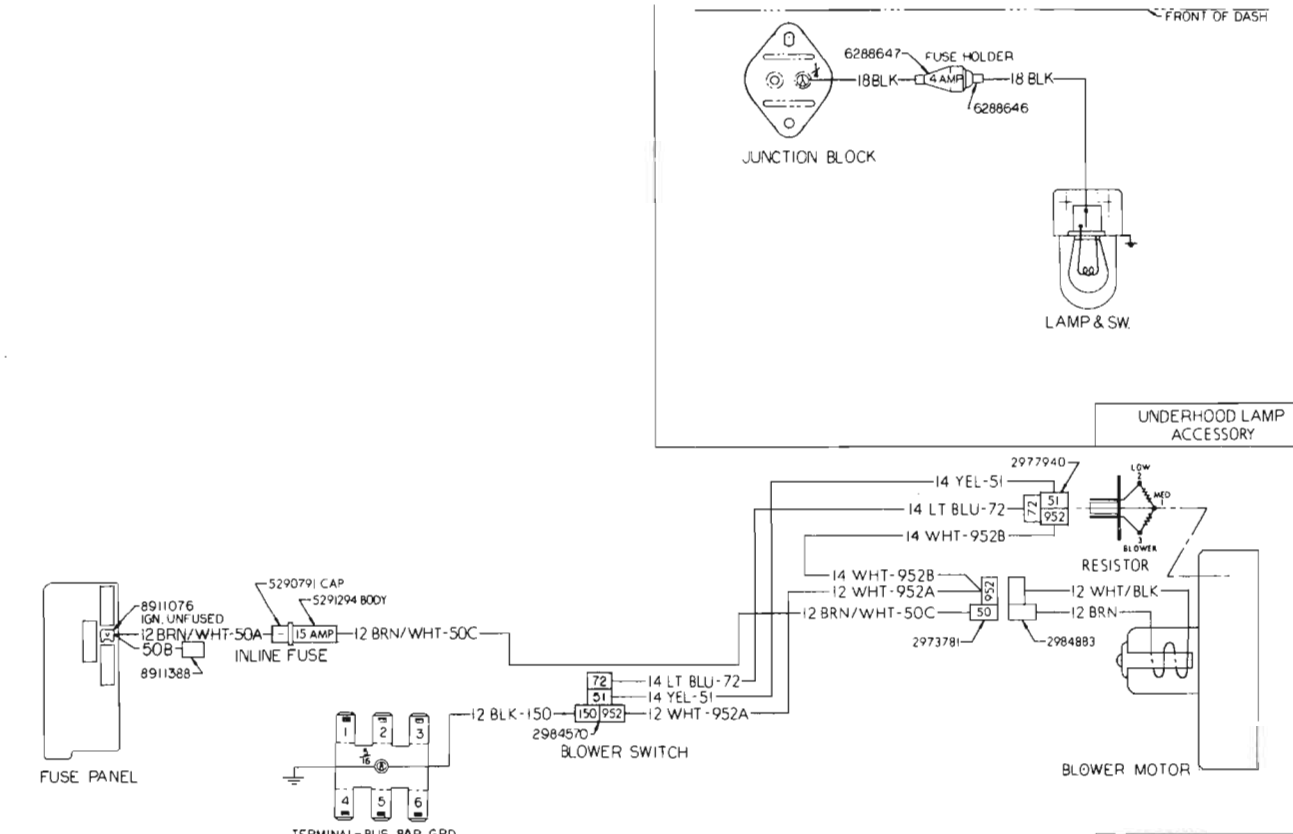
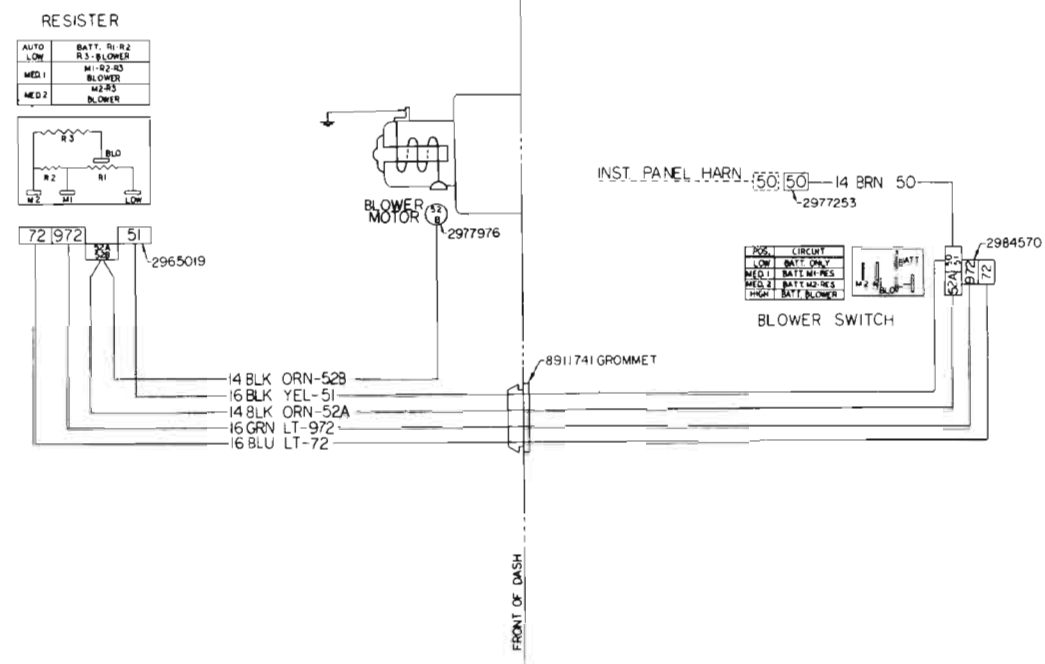
--- PRODUCTION WIRING
- - - RPO WIRING

< DENOTES NOT USED
> DENOTES USED
ALL 300-350-400 ENGINES
AND HD-454 ENGINES (4-1)
WITH GAUGES (2-3)

SYM STUD SIZE

⊕ 2	⊗ 1/4
⊕ 4	⊗ 5/16
⊕ 6	⊗ 3/8
⊕ 8	⊗ 7/16
⊕ 10	⊗ 1/2
⊕ 12	⊗ 5/8





LEGEND

— PRODUCTION WIRING
- - - RED WIRING

< DENOTES NOT USED
> DENOTES USED
ALL 308-350 400ENGINES
AND HD 454 ENGINES (F44)
WITH GAUGES (2-23)

SYM STUD SIZE

⊕ 2	⊕ 1/4
⊕ 4	⊕ 5/16
⊕ 6	⊕ 3/8
⊕ 8	⊕ 7/16
⊕ 10	⊕ 1/2
⊕ 12	⊕ 5/8

