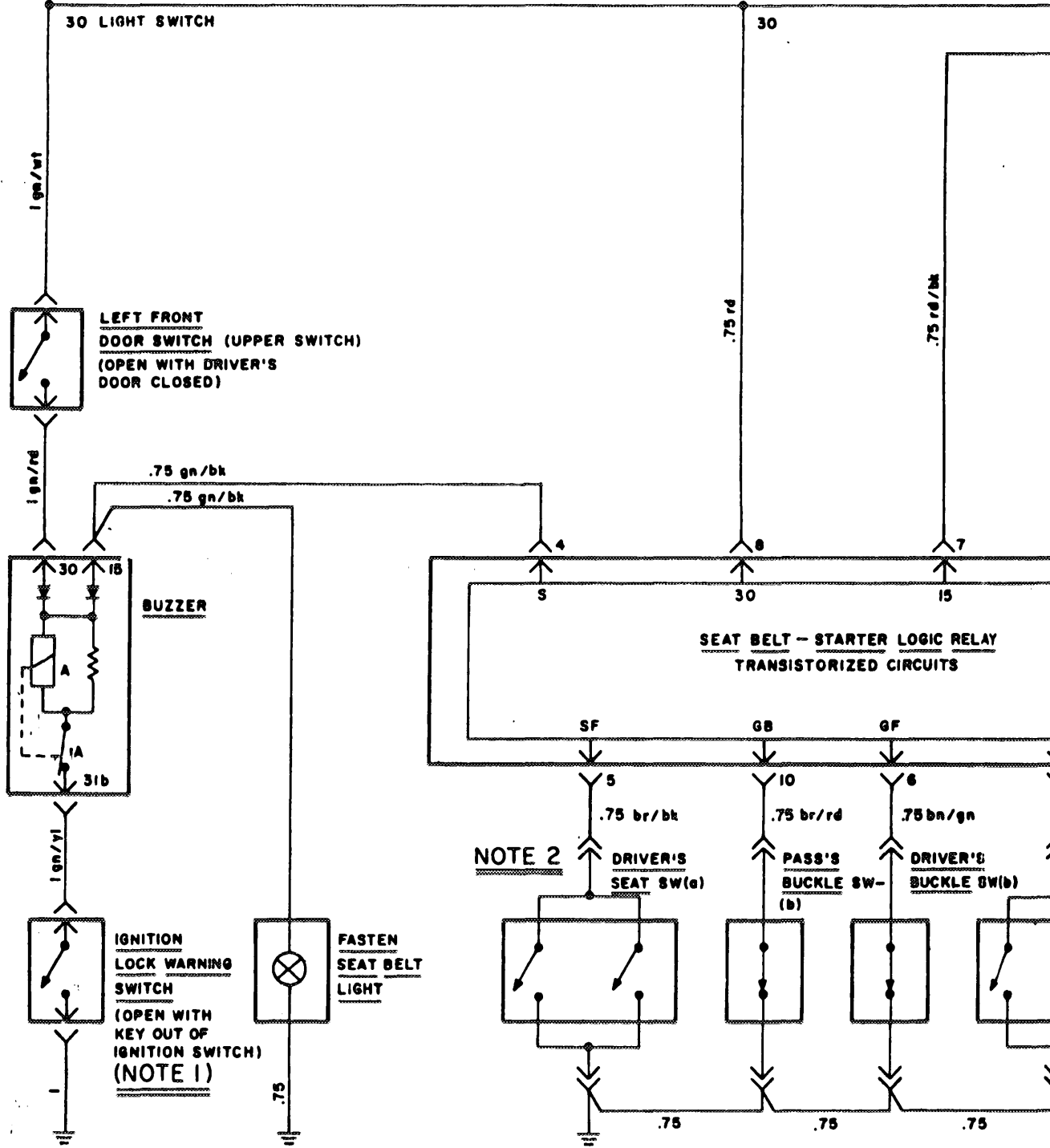
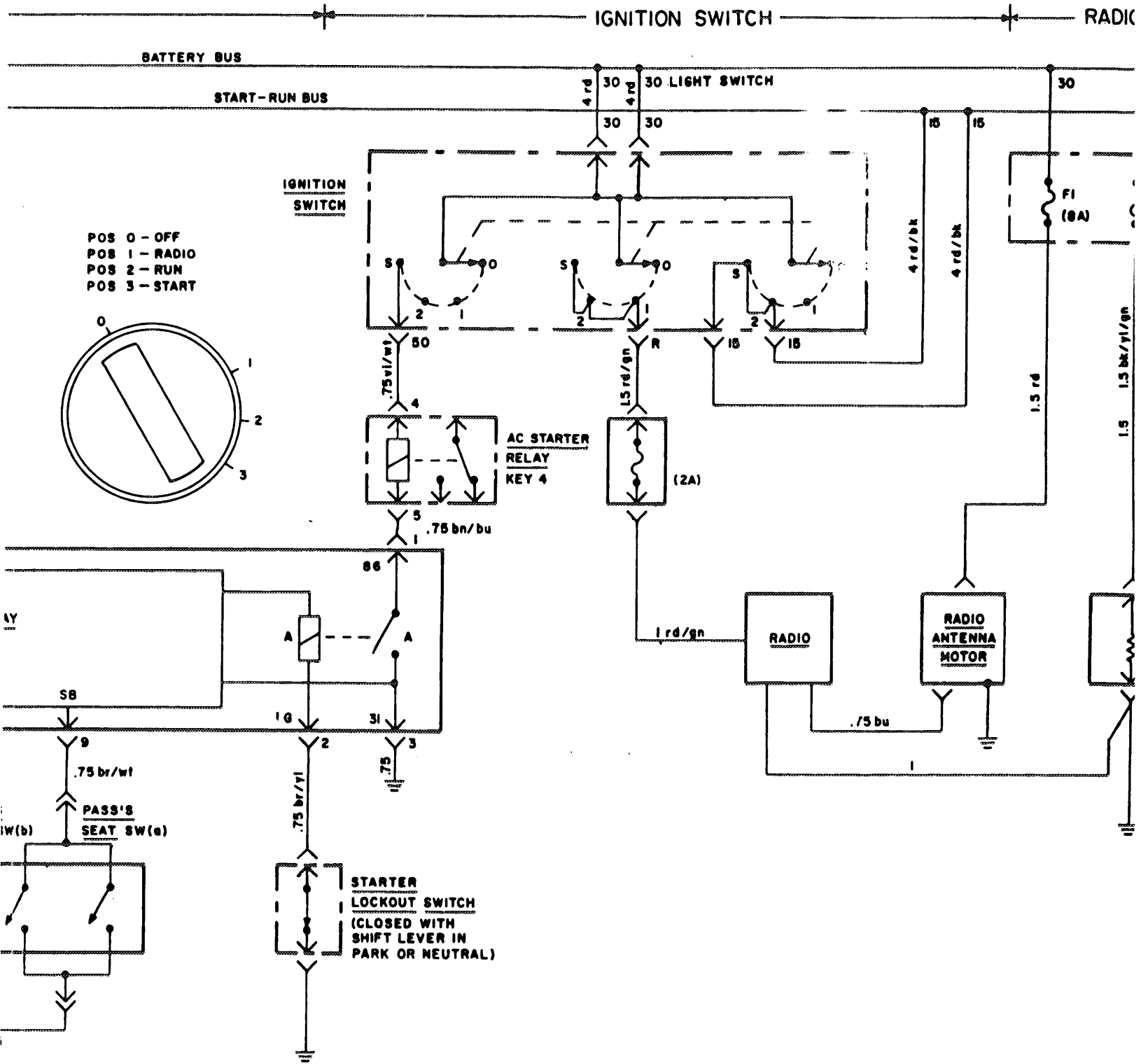


SAFETY INTERLOCK CIRCUITS

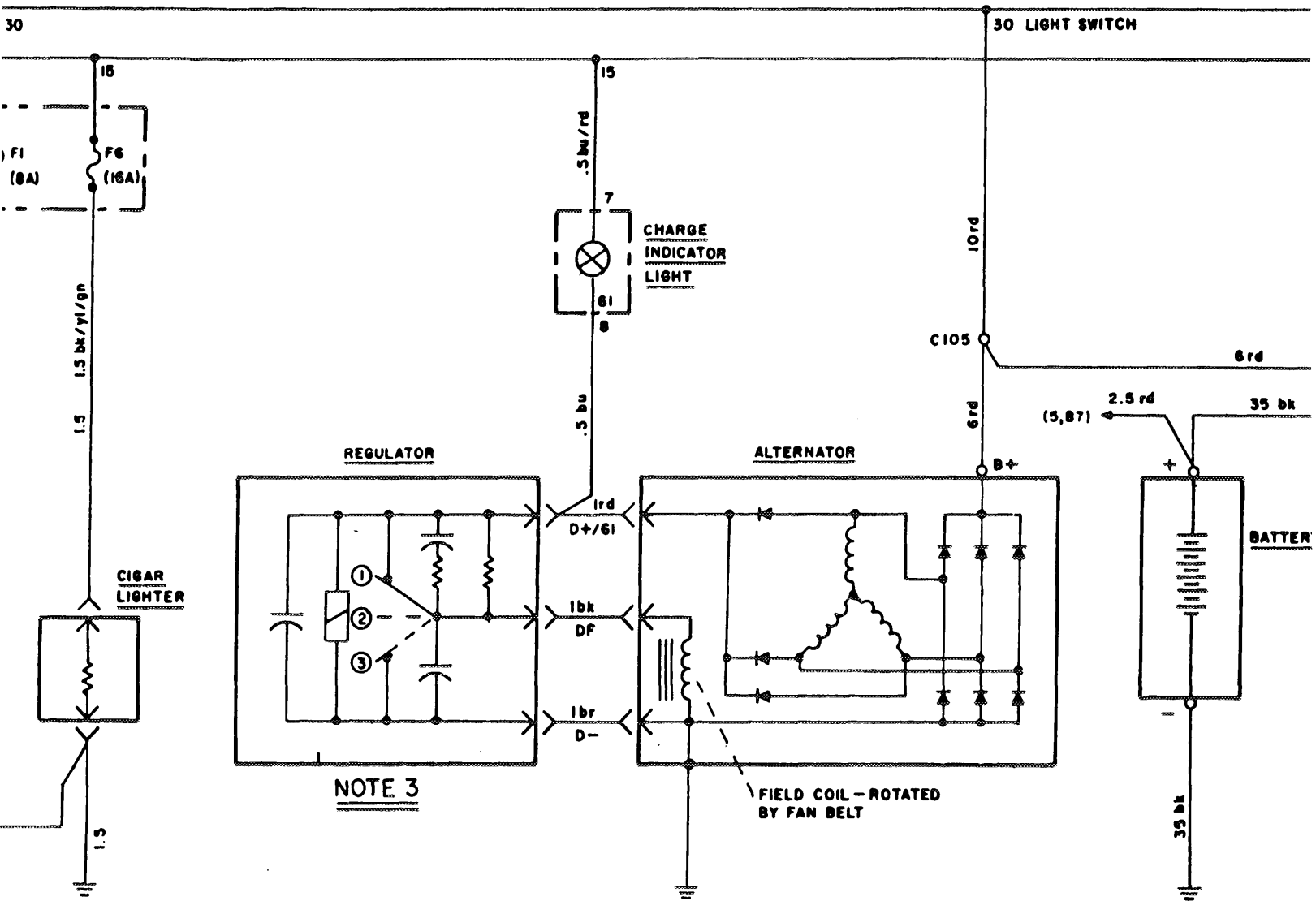


NOTE 1: IGNITION KEY MUST BE TURNED TO RUN POSITION AND THEN TO OFF BEFORE SWITCH WILL CLOSE

NOTE 2: (a) SWITCH UNIT HAS TWO PARALLEL SWITCHES OPEN WITH SEAT UNOCCUPIED
(b) SWITCHES CLOSED WITH BELT UNBUCKLED



HES
ED



NOTE 3

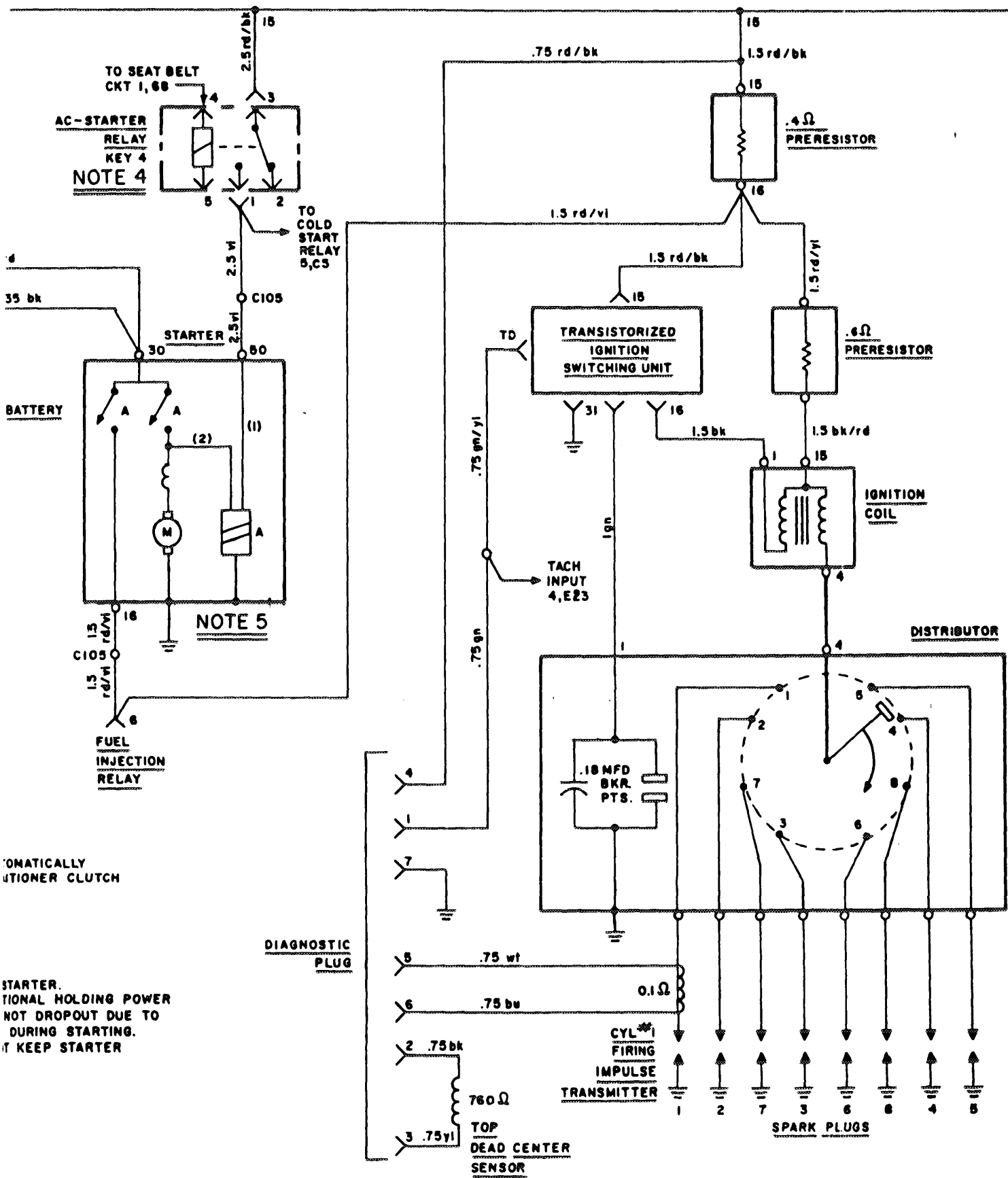
NOTE 3: FOR NORMAL OPERATION REGULATOR SHOULD BE SET TO PRODUCE BATTERY BUS VOLTAGE BETWEEN 13.9V AND 14.8V @ 2200 RPM
 POS 1 - ENGINE OFF / BATTERY UNDERCHARGED
 POS 2 - NORMAL OPERATION
 POS 3 - BATTERY OVERCHARGED

NOTE 4: THE AC/STARTER RELAY AUTOMATICALLY DISCONNECTS THE AIR CONDITIONER DURING ENGINE CRANKING

NOTE 5: WINDING (1) WILL ENGAGE STARTER. WINDING (2) PROVIDES ADDITIONAL H- TO ASSURE STARTER DOES NOT DROI LOW BATTERY BUS VOLTAGE DURING WINDING (2) ALONE WILL NOT KEEP 1 ENGAGED.

INDICATES
 WAYS GROUNDED.

IGNITION CIRCUIT

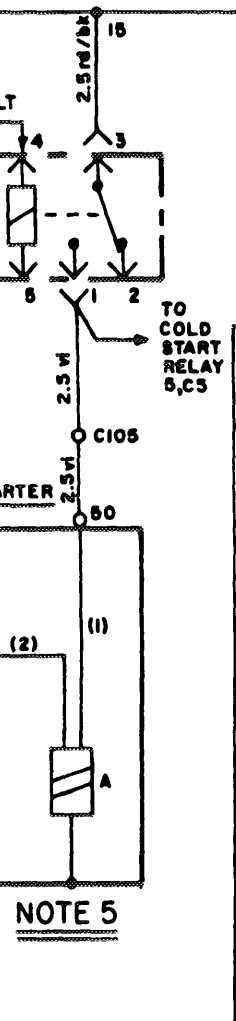
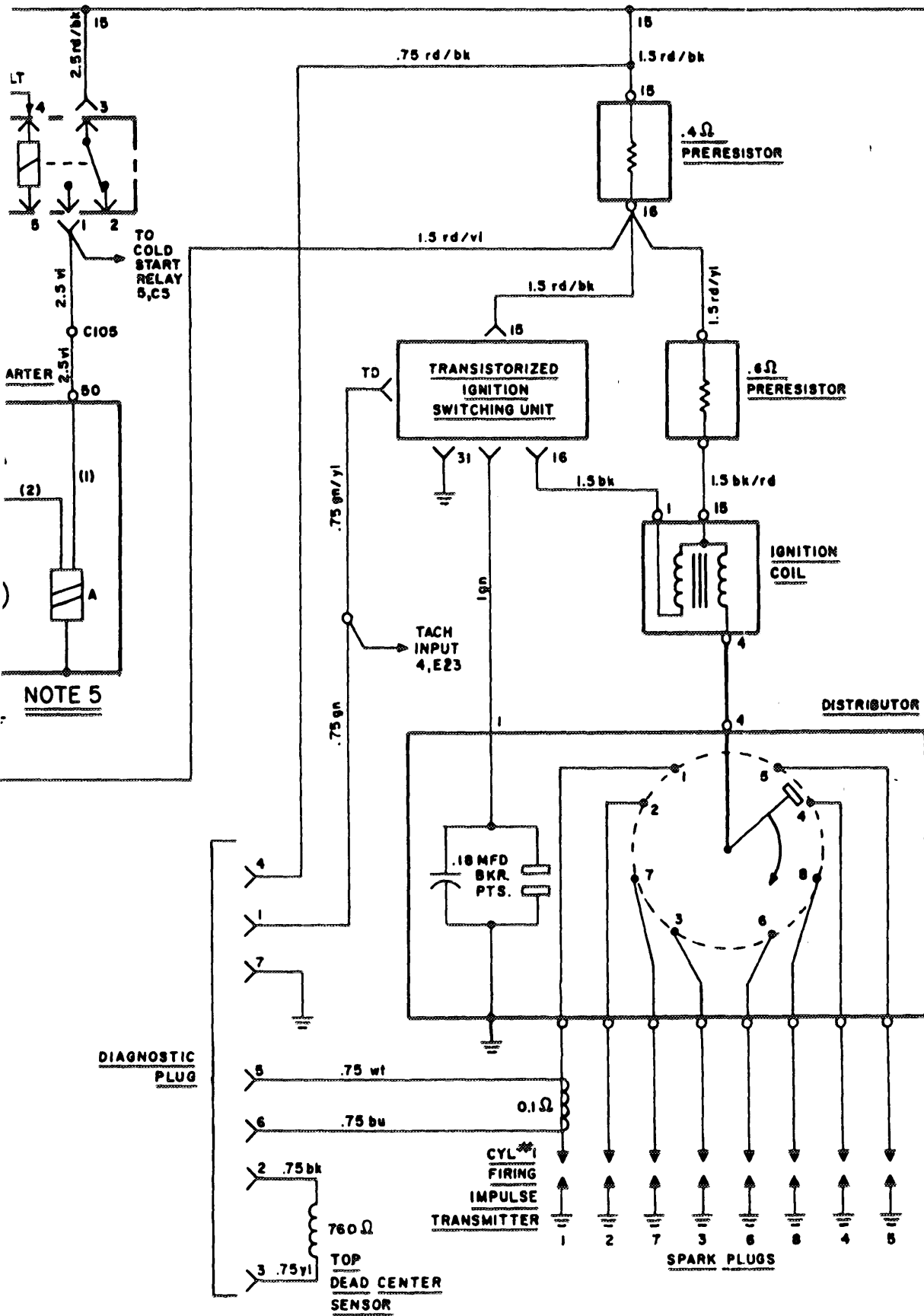


OMATICALLY
TIONER CLUTCH

STARTER.
TIONAL HOLDING POWER
NOT DROPOUT DUE TO
DURING STARTING.
IF KEEP STARTER

IGNITION CIRCUIT

A
B
C
D
E
F
G
H



20 | 21 | 22 | 23 | 24 | 25

GLOVE BOX LIGHT

TURN SIGNAL

A

B

C

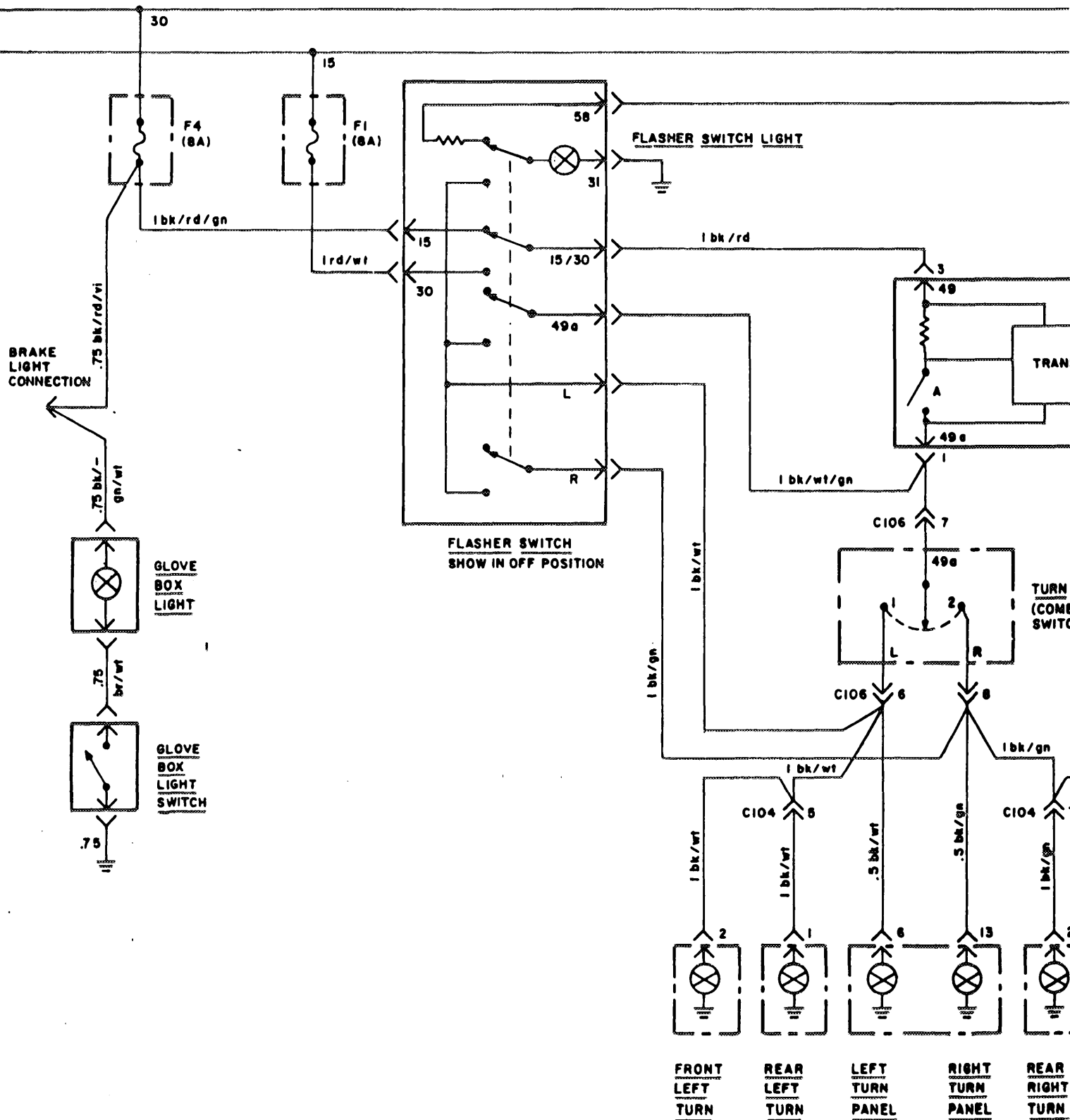
D

E

F

G

H



1

2

3

4

5

6

FRONT
LEFT
TURN

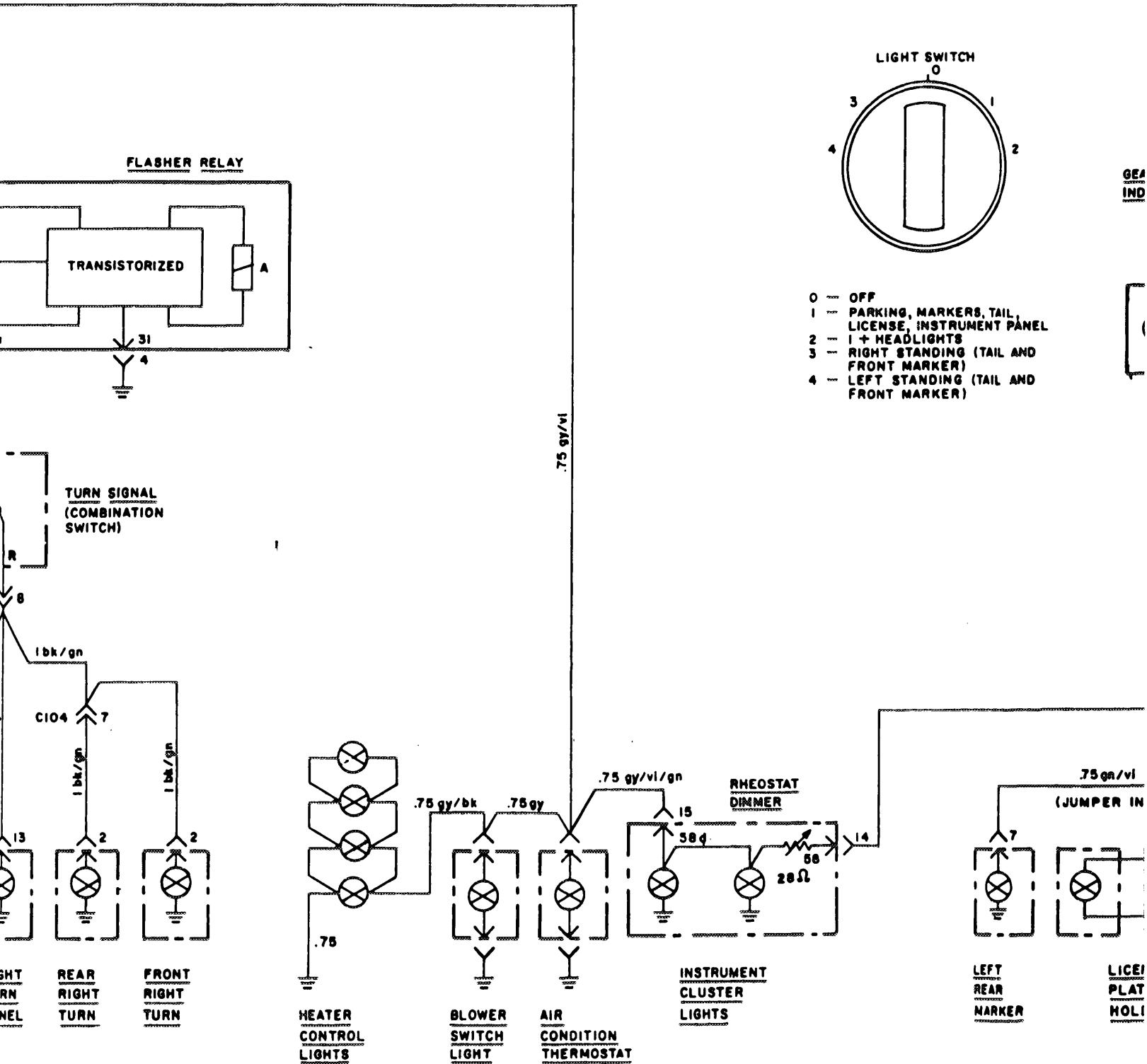
REAR
LEFT
TURN

LEFT
TURN
PANEL

RIGHT
TURN
PANEL

REAR
RIGHT
TURN

CONTROL LIGHTS



7

8

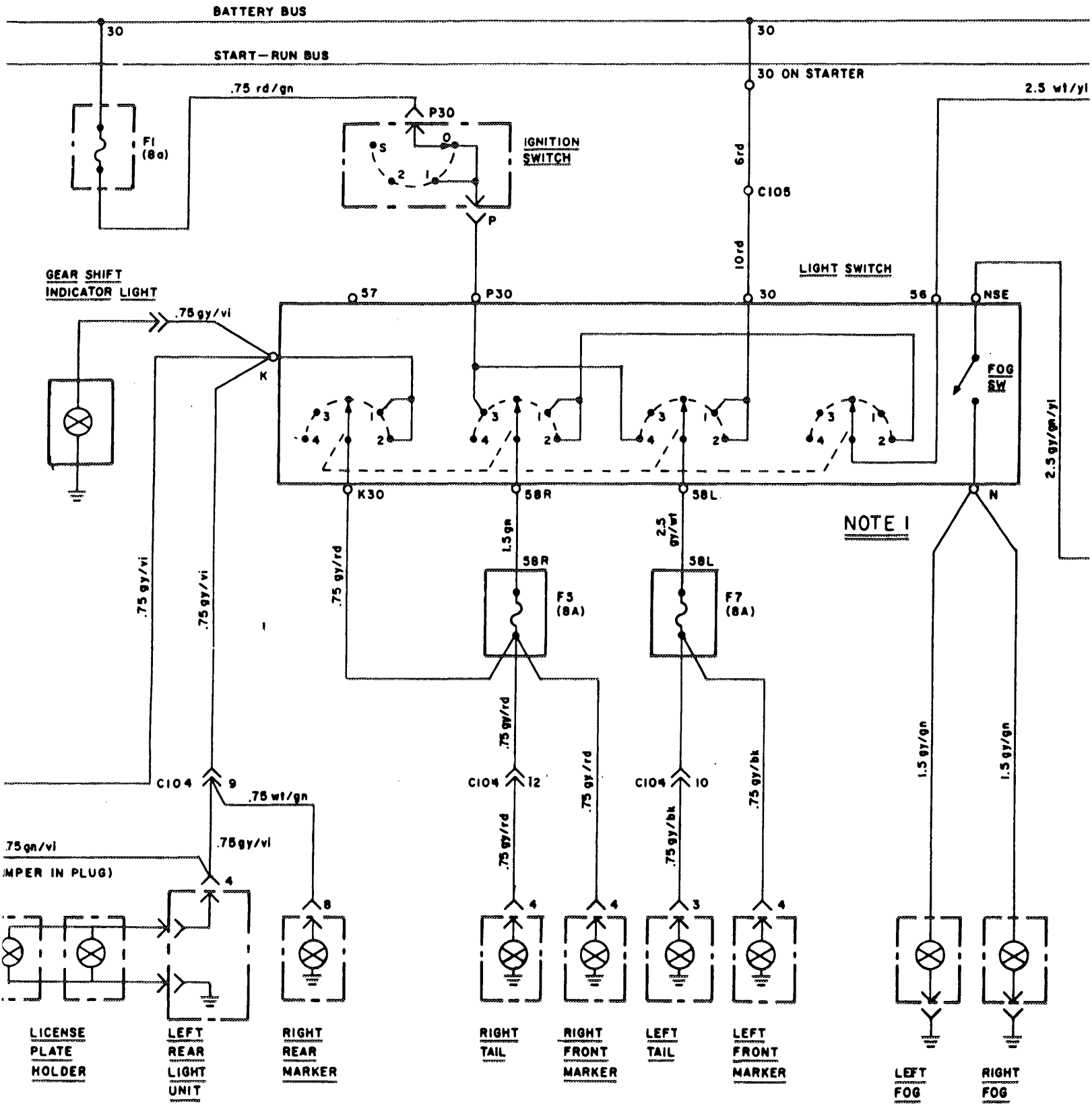
9

10

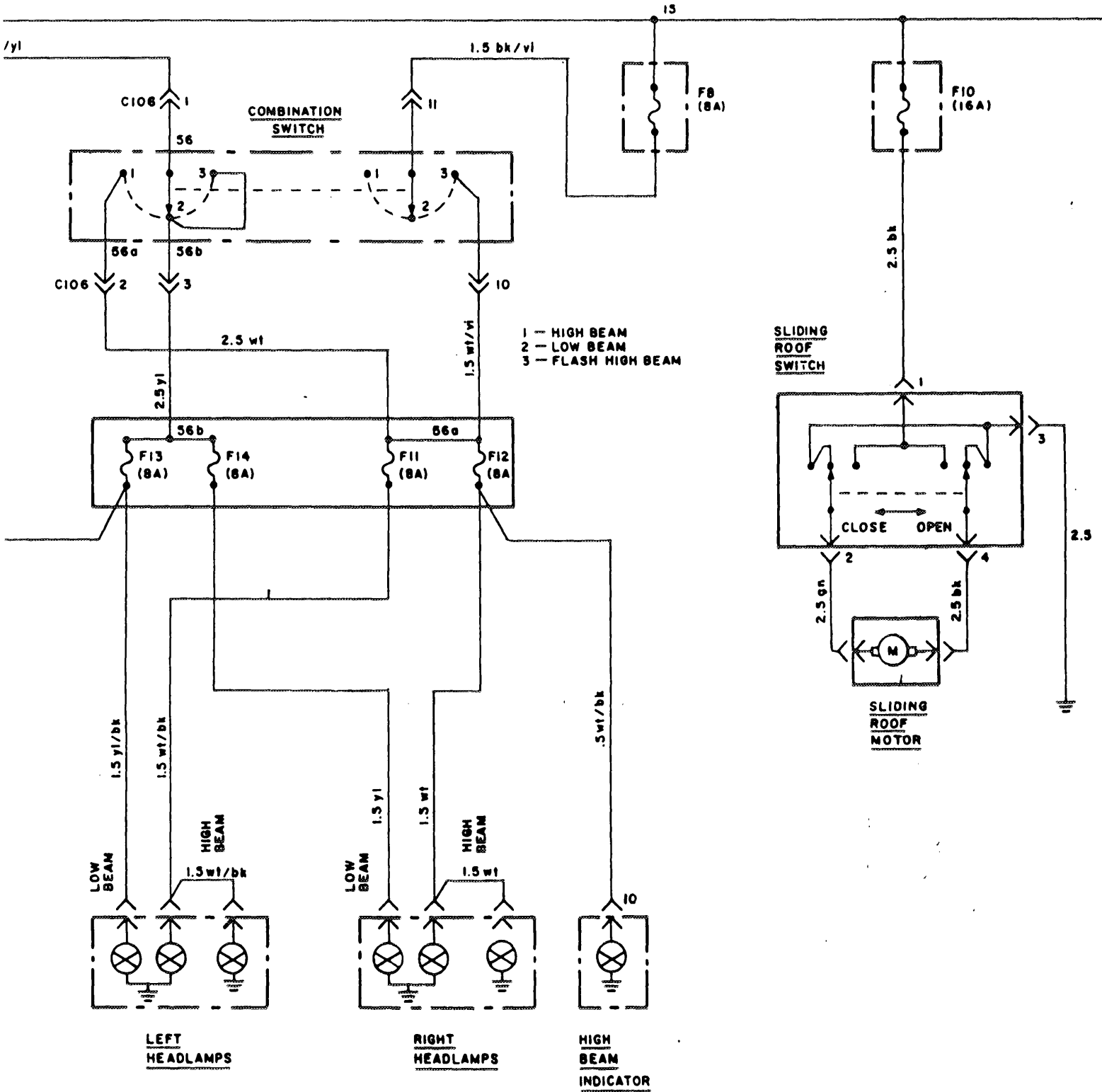
11

12

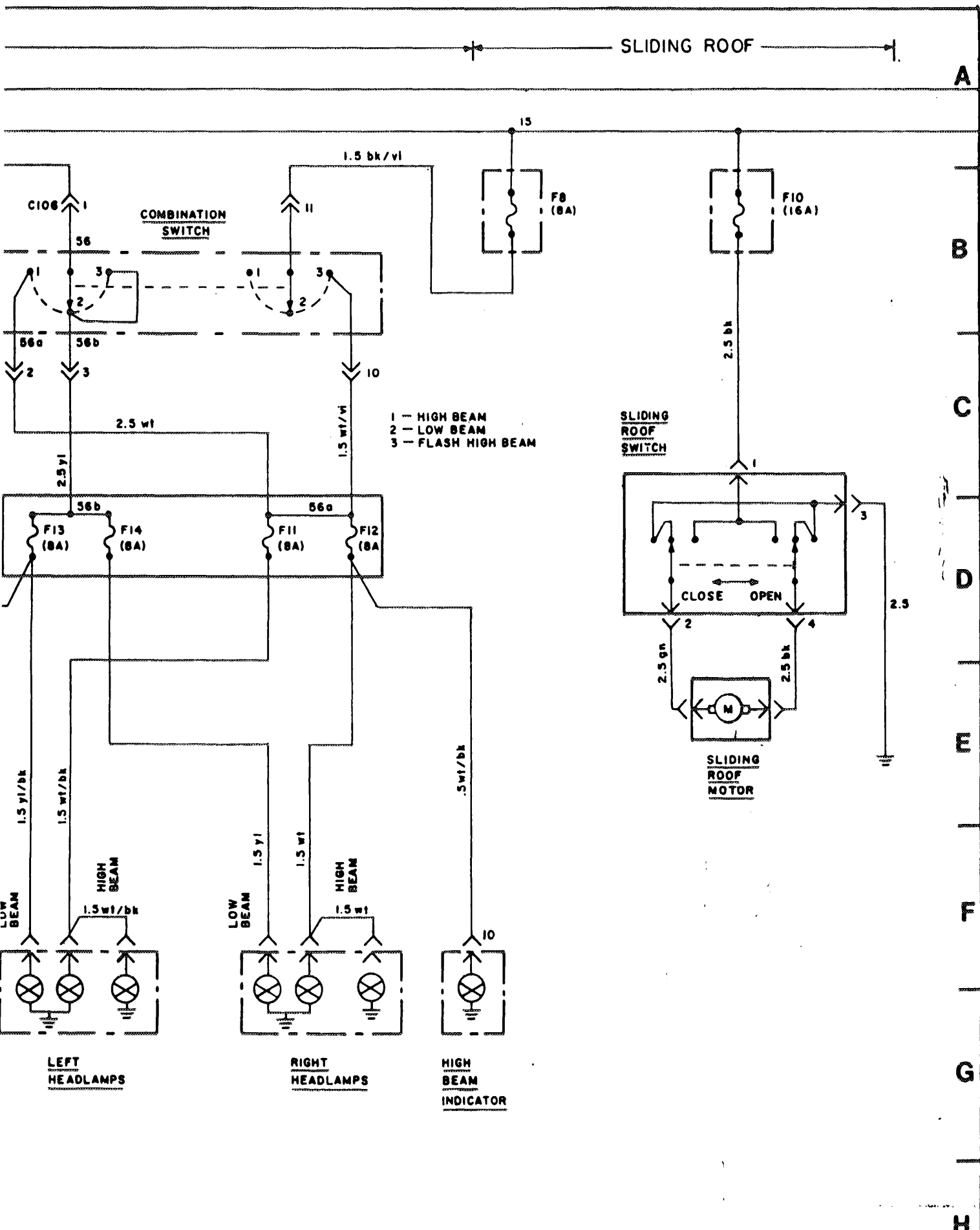
LIGHT SWITCH



NOTE I: PULL LIGHT SWITCH HANDLE TO FIRST POSITION FOR FOG



LE
OG LIGHTS



SLIDING ROOF

A

B

C

D

E

F

G

H

COMBINATION SWITCH

SLIDING ROOF SWITCH

SLIDING ROOF MOTOR

- 1 - HIGH BEAM
- 2 - LOW BEAM
- 3 - FLASH HIGH BEAM

LEFT HEADLAMPS

RIGHT HEADLAMPS

HIGH BEAM INDICATOR

20

21

22

23

24

25

ELECTRIC WINDOWS

A

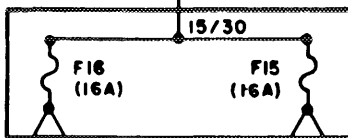
BATTERY BUS

START-RUN. BUS

B

WINDOW
RELAY
KEY 10

C



D

RIGHT SIDE
CONSOLE SWITCH
GROUP

E

RIGHT FRONT

RIGHT REAR

LEFT FRONT

F

RIGHT FRONT
WINDOW MOTOR

RIGHT REAR
SWITCH

LEFT FRONT
WINDOW MOTOR

G

RIGHT REAR
WINDOW MOTOR

NOTE 1: REAR
THRU
SWITC

H

1

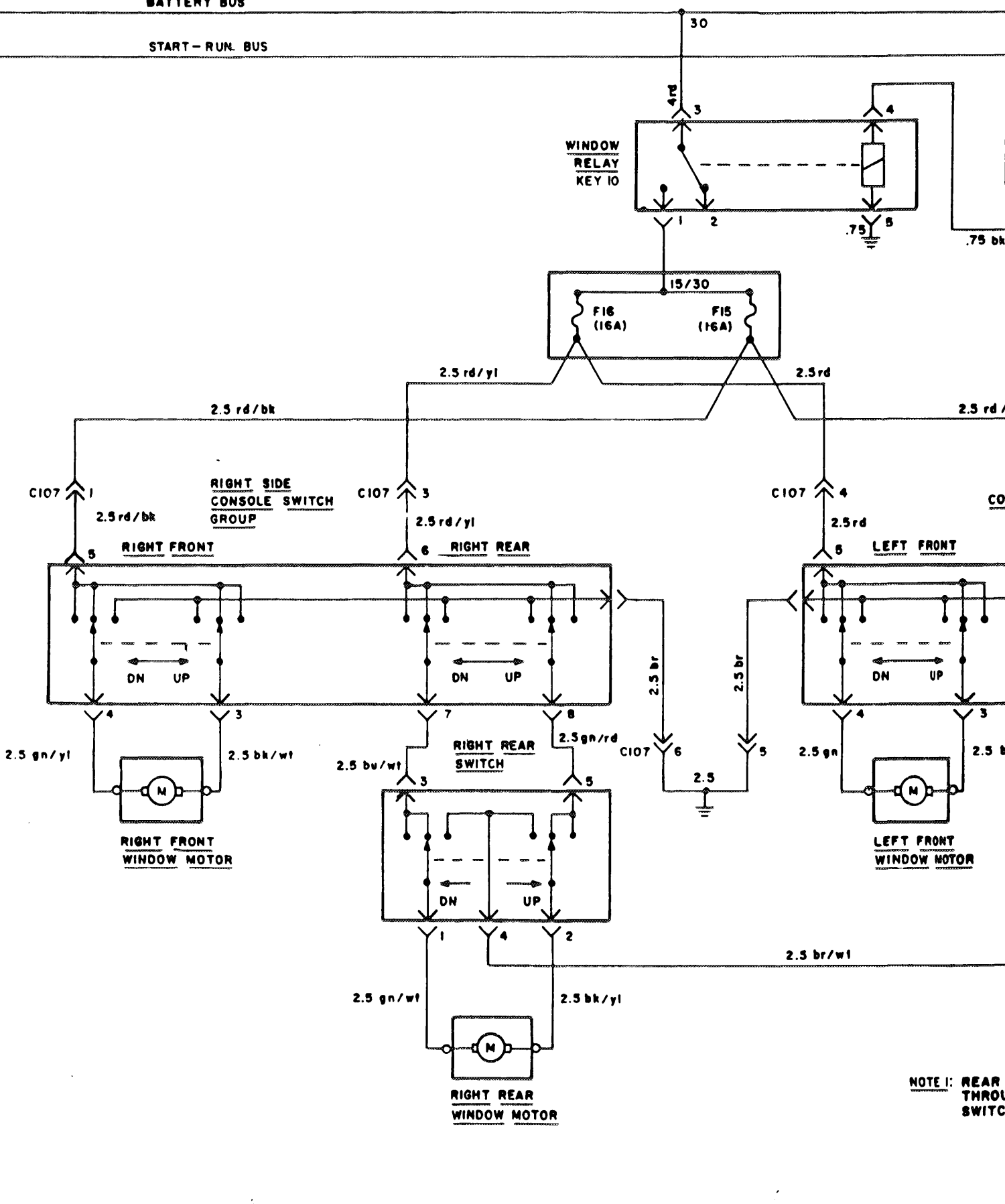
2

3

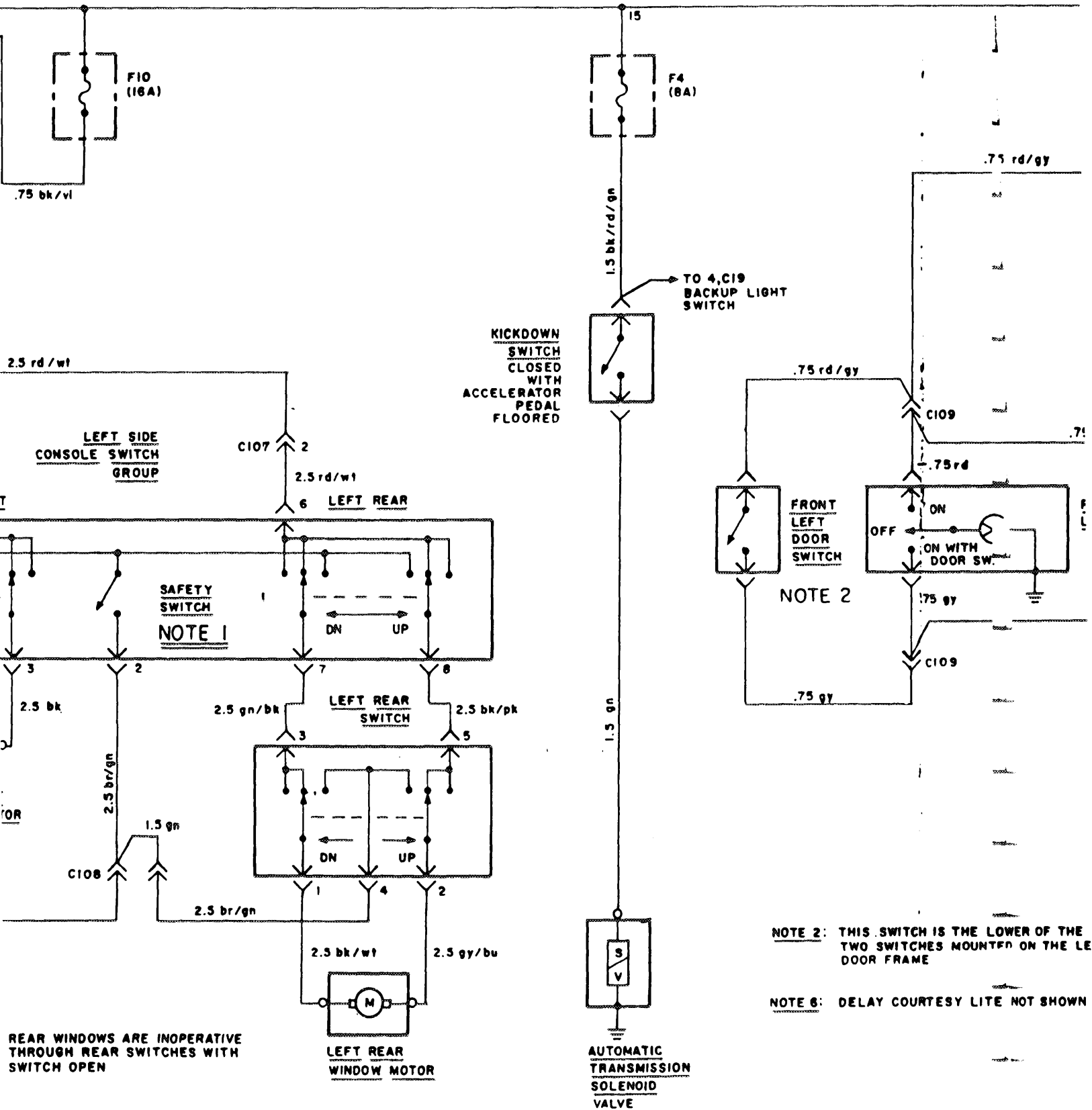
4

5

6



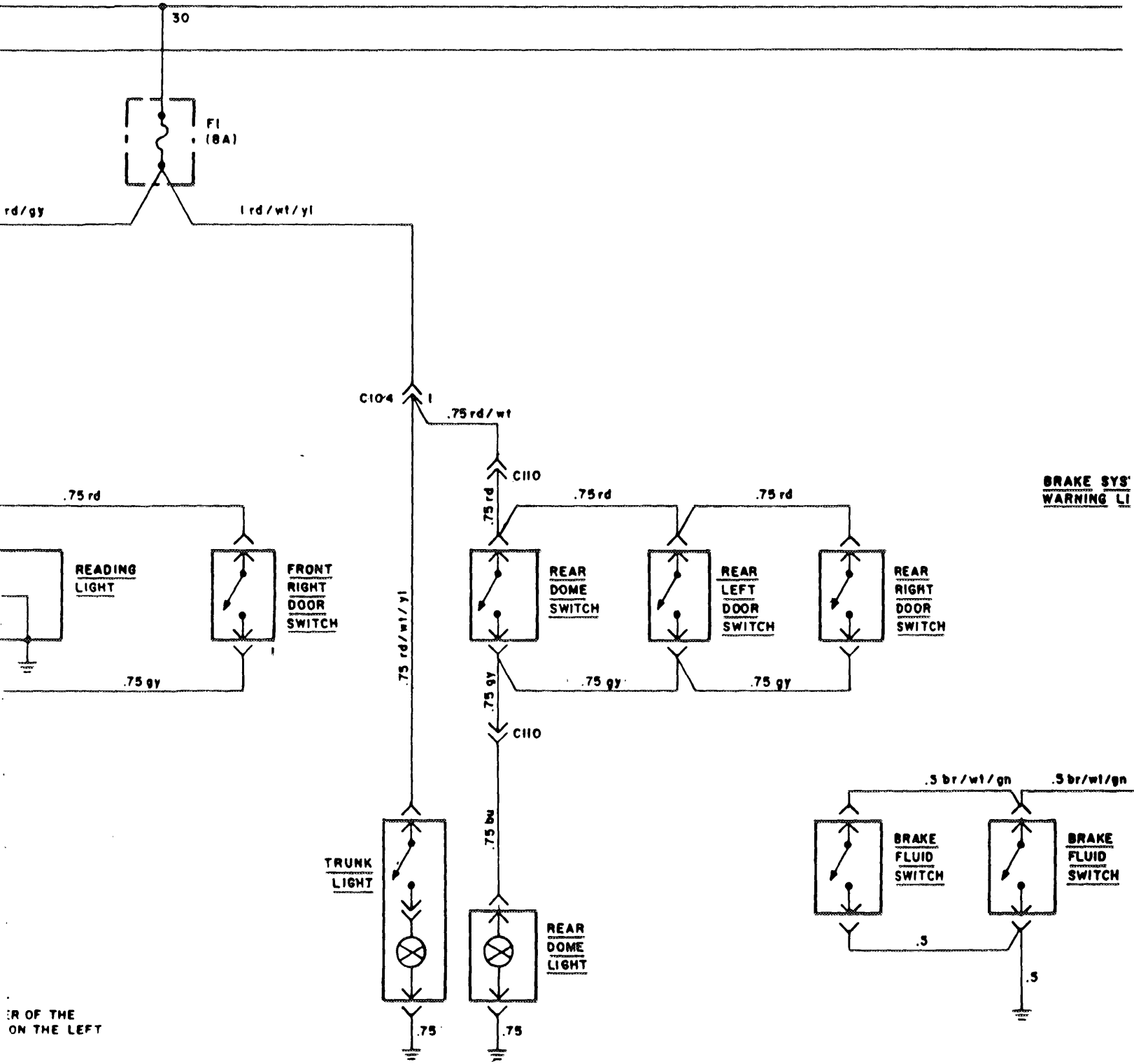
KICKDOWN SWITCH



NOTE 2: THIS SWITCH IS THE LOWER OF THE TWO SWITCHES MOUNTED ON THE DOOR FRAME

NOTE 6: DELAY COURTESY LITE NOT SHOWN

INTERIOR AND TRUNK LIGHTS



ER OF THE
ON THE LEFT

OT SHOWN

A

B

C

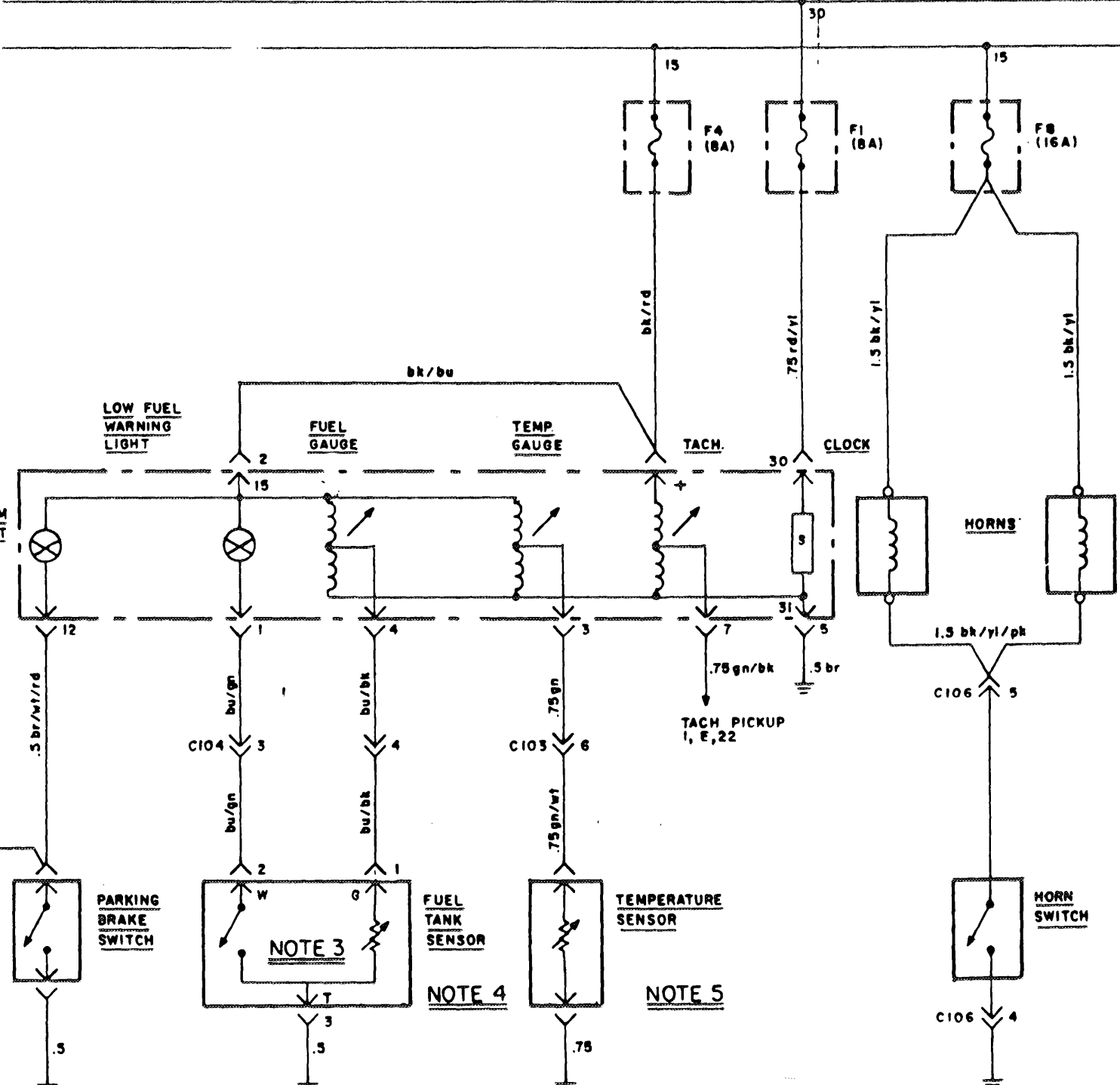
D

E

F

G

H



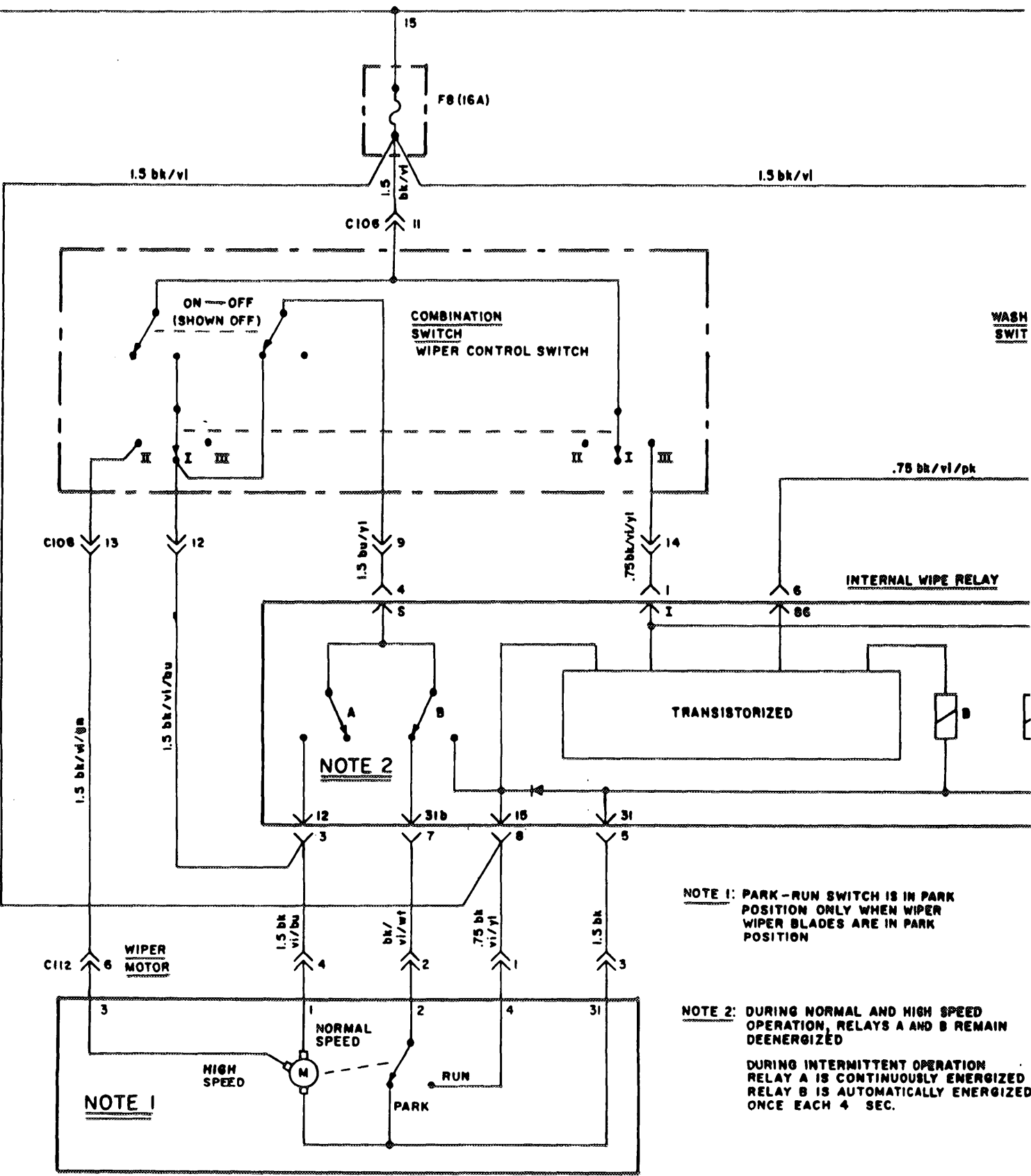
NOTE 3: SWITCH CLOSED WITH APPROX. 5 GAL. OR LESS FUEL IN TANK

NOTE 4: RESISTANCE OF SENSOR
 FULL TANK - 2 Ω
 3/4 TANK - 19 Ω
 1/2 TANK - 36 Ω
 1/4 TANK - 57 Ω
 R TANK - 70 Ω

NOTE 5: RESISTANCE AT 65°F - 460 Ω

WINDSHIELD WIPER/WASHER

A
B
C
D
E
F
G
H



WASH SWIT

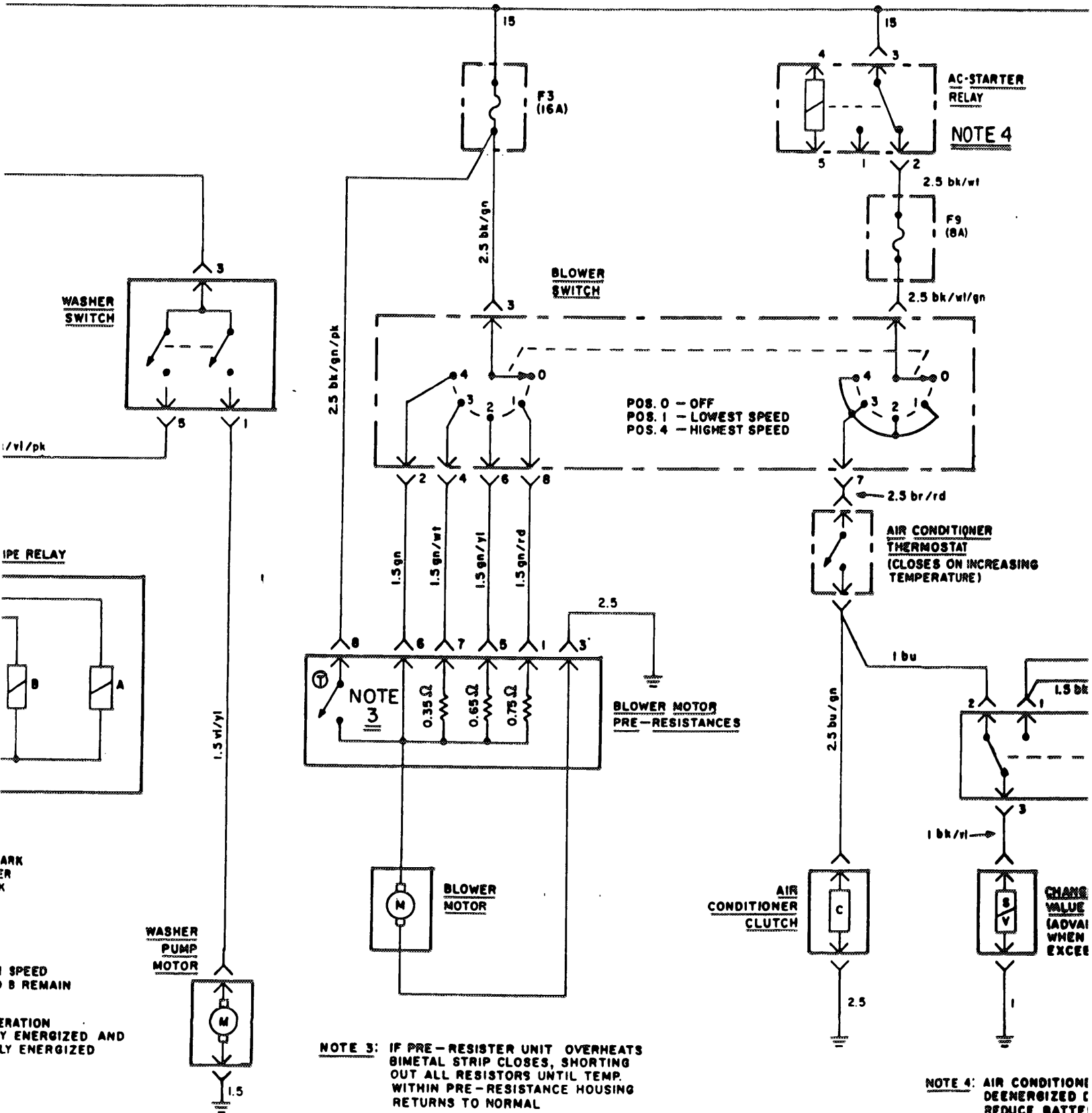
NOTE 2

NOTE 1: PARK-RUN SWITCH IS IN PARK POSITION ONLY WHEN WIPER BLADES ARE IN PARK POSITION

NOTE 2: DURING NORMAL AND HIGH SPEED OPERATION, RELAYS A AND B REMAIN DEENERGIZED

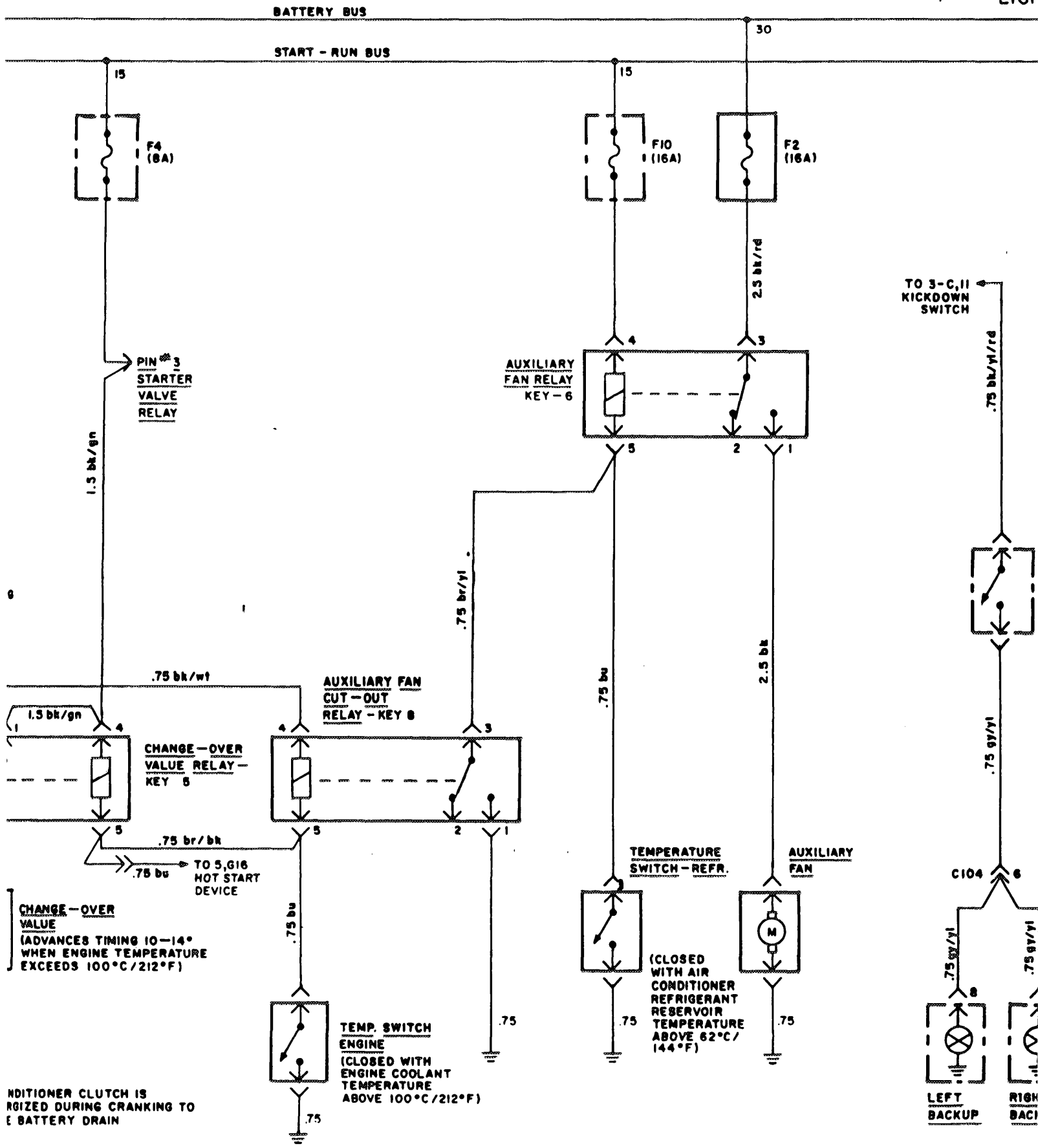
DURING INTERMITTENT OPERATION RELAY A IS CONTINUOUSLY ENERGIZED RELAY B IS AUTOMATICALLY ENERGIZED ONCE EACH 4 SEC.

1 2 3 4 5 6



R CONDITIONING CONTROL

BACK LIGHT



CHANGE-OVER VALUE
(ADVANCES TIMING 10-14° WHEN ENGINE TEMPERATURE EXCEEDS 100°C/212°F)

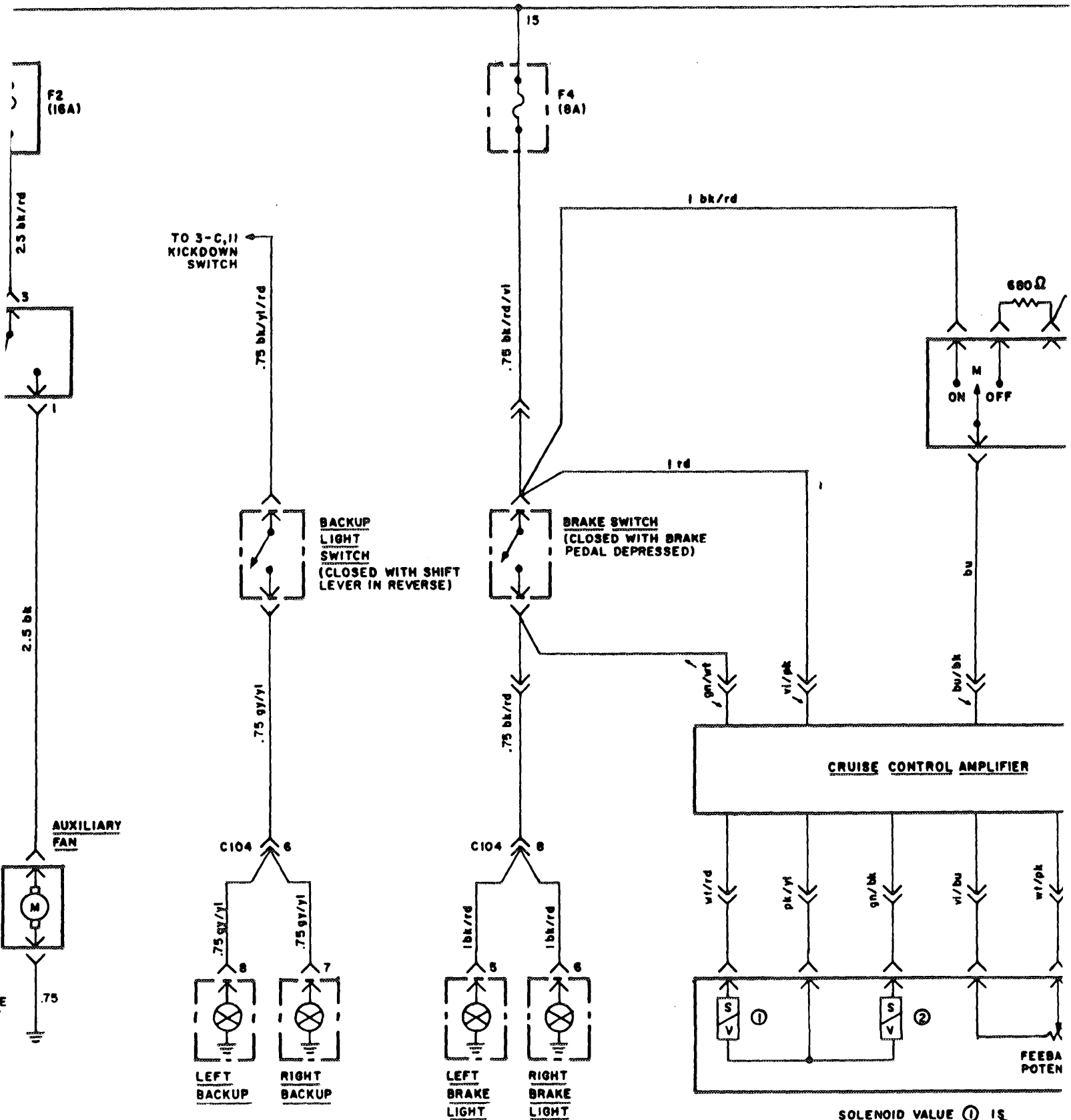
CONDENSER CLUTCH IS ENGAGED DURING CRANKING TO PREVENT BATTERY DRAIN

BACK UP LIGHTS

BRAKE LIGHTS

CRUISE CONTROL

30



SOLENOID VALUE ① IS NORMALLY OPEN, AND ② IS NORMALLY CLOSED

18

19

20

21

22

23

BRAKE LIGHTS

CRUISE CONTROL

A

B

C

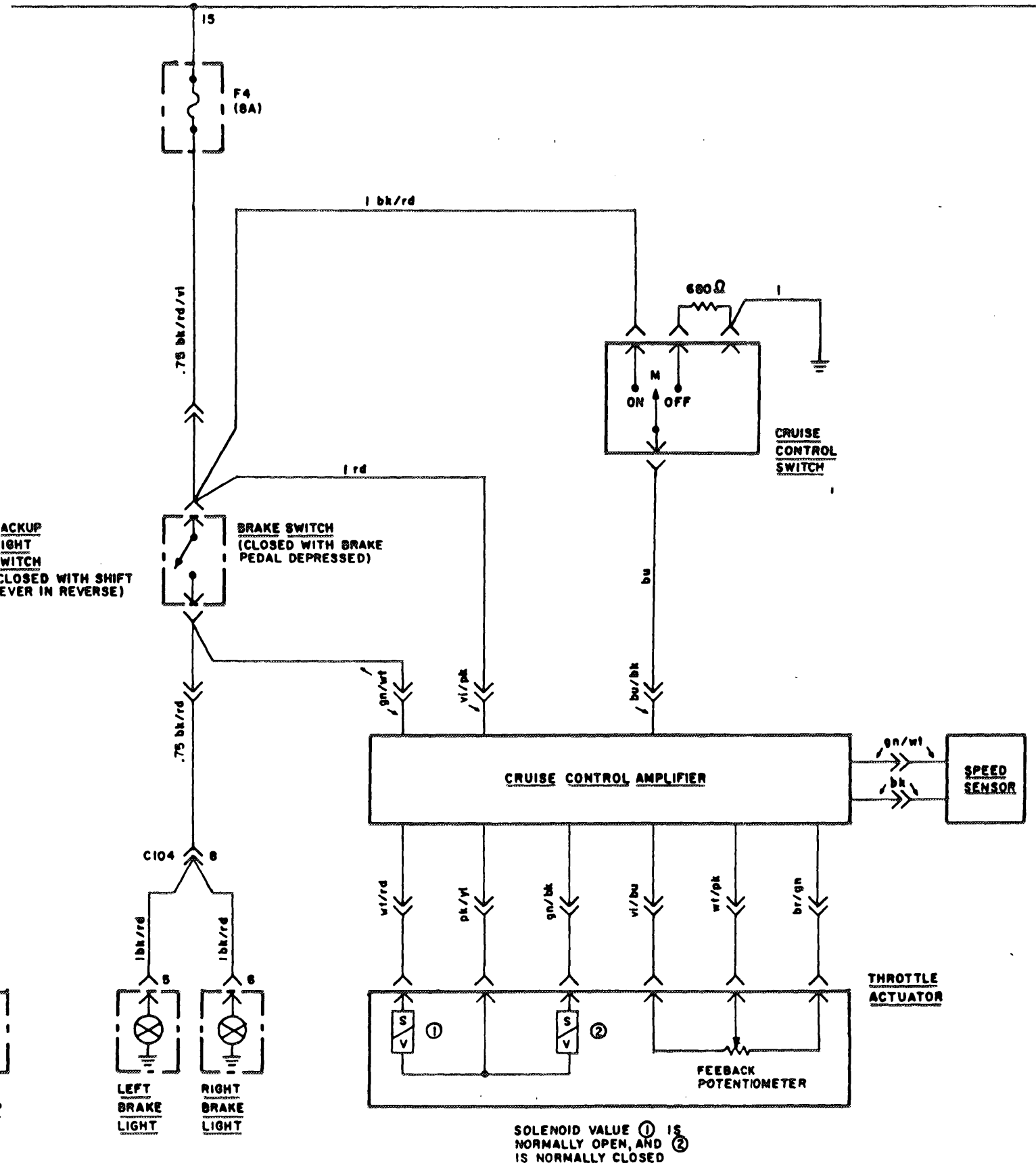
D

E

F

G

H



20

21

22

23

24

25

A

BATTERY BUS

START-RUN BUS

B

C

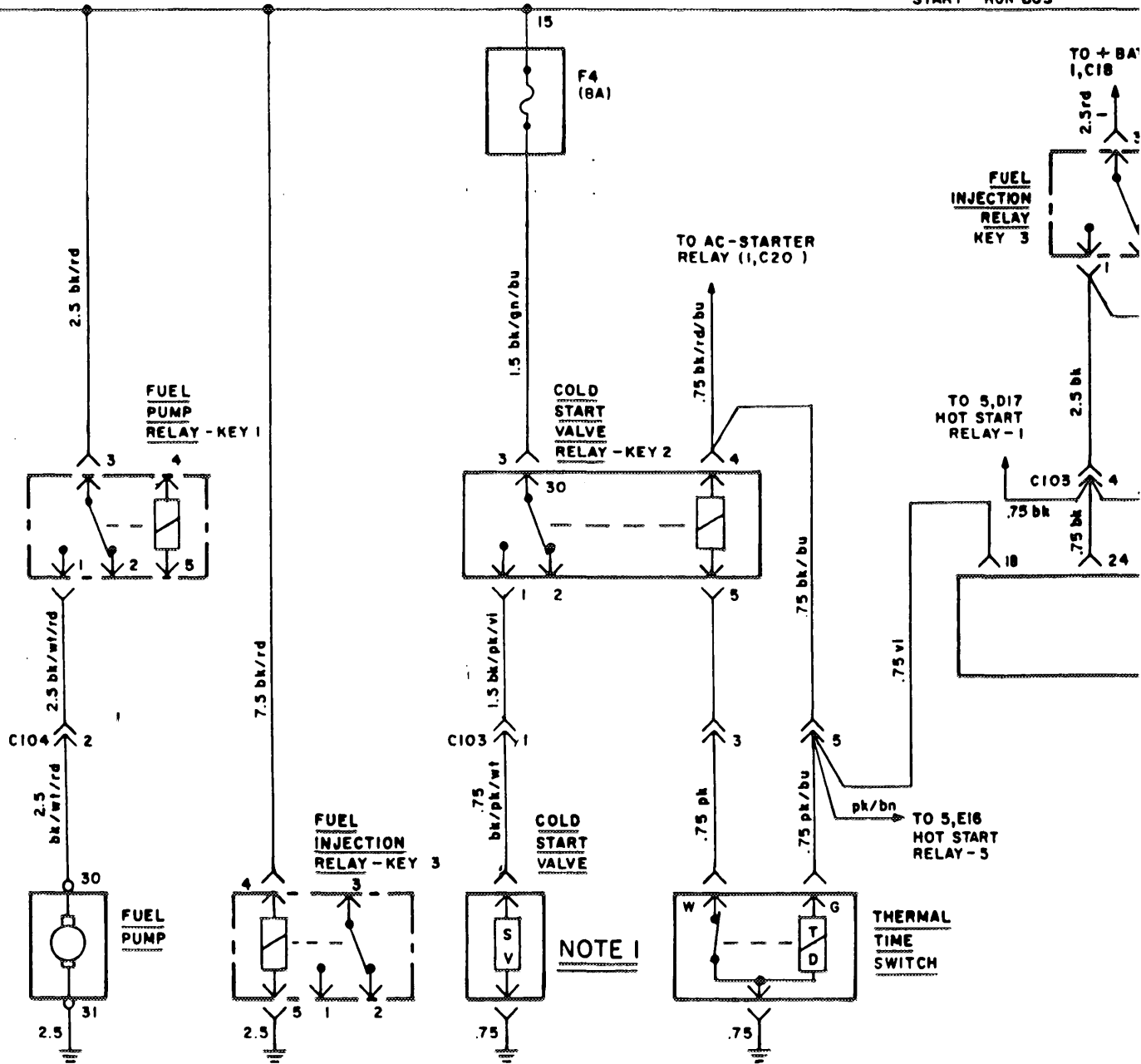
D

E

F

G

H



NOTE 1: THE COLD START VALVE ADDS EXTRA FUEL DURING STARTING. ABOVE 35°C (95°F) THE BIMETAL CONTACTS IN THE THERMOTIME SWITCH ARE OPEN AND THE COLD START VALVE DOES NOT OPERATE. BELOW 35°C (95°F) THE BIMETAL CONTACTS IN THE THERMOTIME SWITCH ARE CLOSED. THE STARTING VALVE WILL OPERATE WHILE CRANKING, UNTILL THE HEATING ELEMENT IN THE THERMOTIME SWITCH HAS HEATED THE BIMETAL CONTACTS SUFFICIENTLY TO OPEN THEM. (MAX. 12 SECONDS AT 0°F)

1

2

3

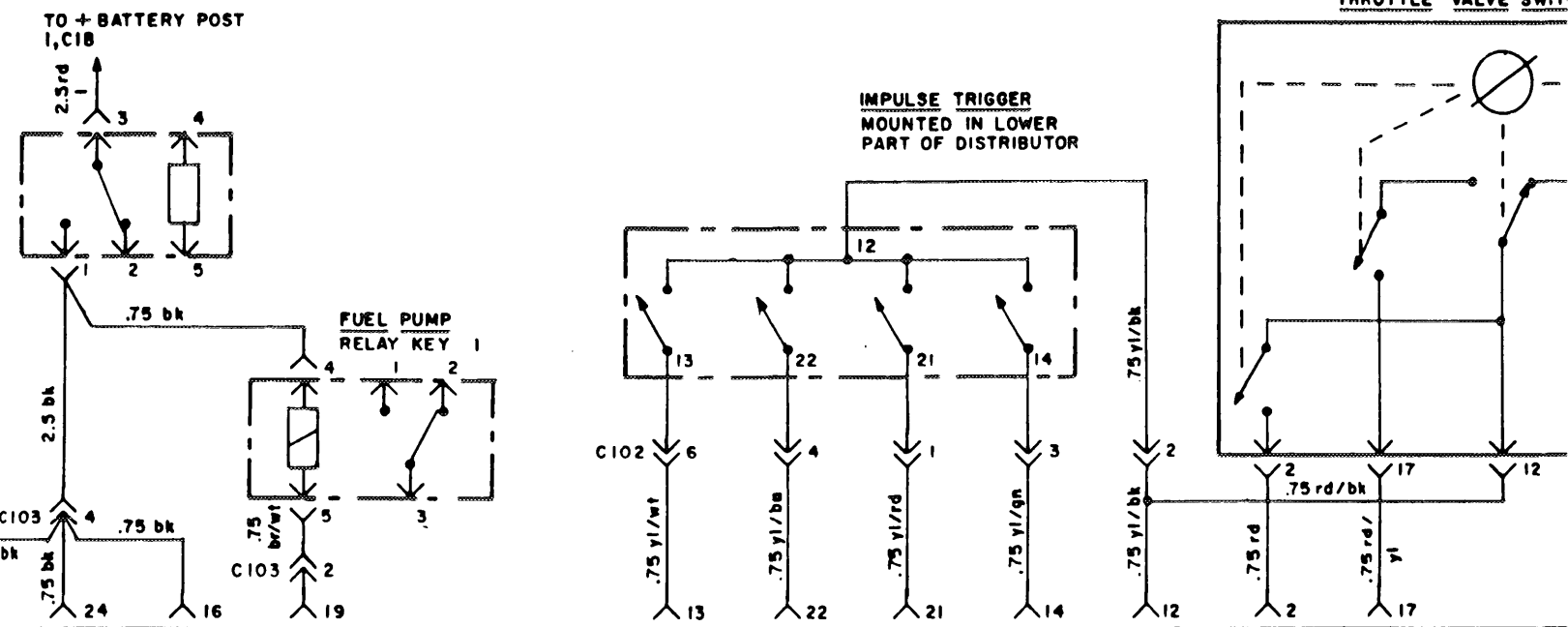
4

5

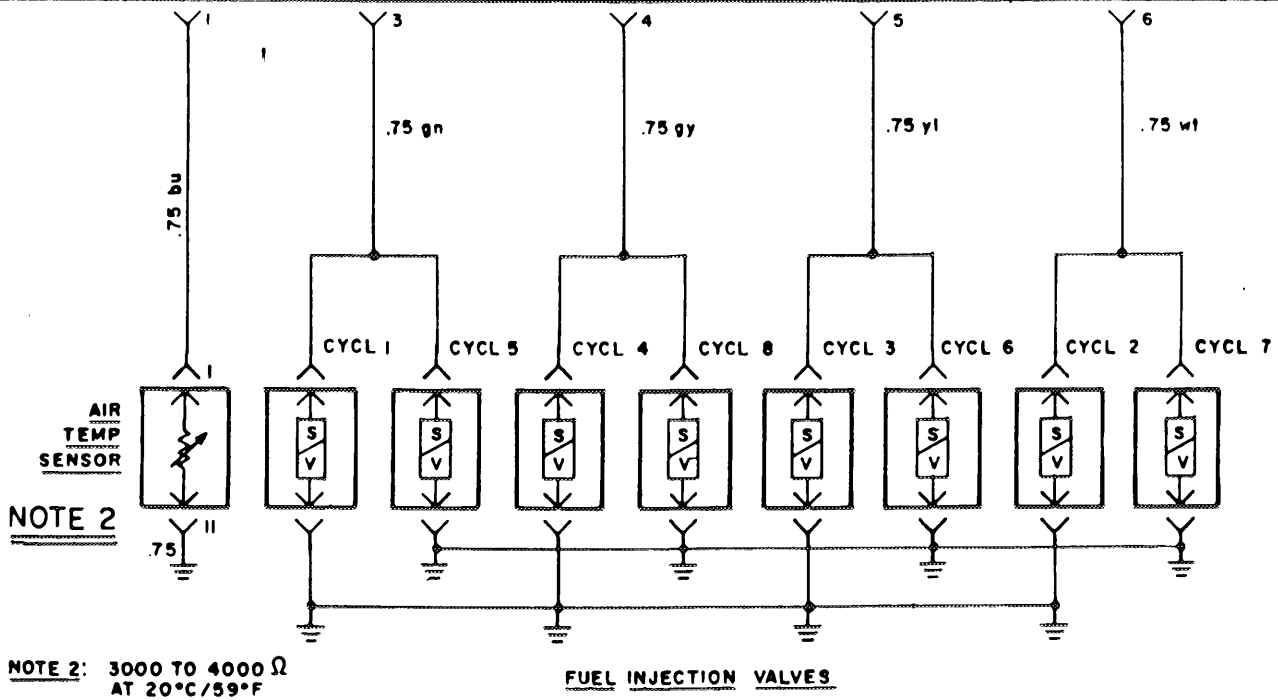
6

FUEL INJECTION

US

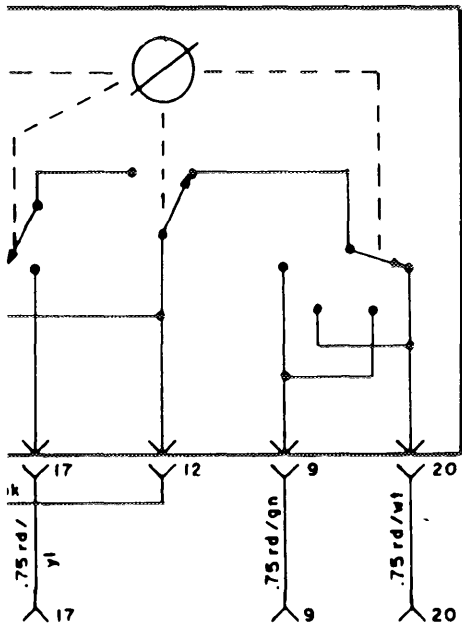


ELECTRONIC CONTROL UNIT — MULTIPOINT CONNECTOR

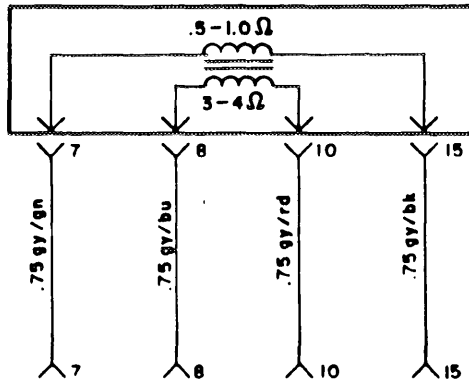


NOTE 2: 3000 TO 4000 Ω AT 20°C/59°F

THROTTLE VALVE SWITCH

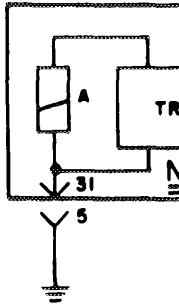


INTAKE MANIFOLD SENSOR



HEATED REAR WINDOW

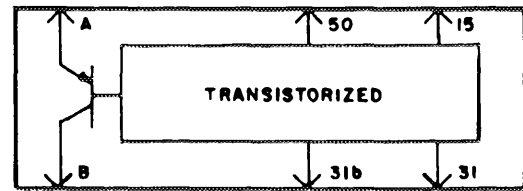
DELAY RELAY HEATED REAR WINDOW



ELECTRICAL



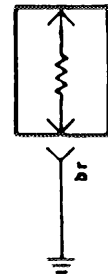
HOT START RELAY



NOTE 5

WATER TEMP. SENSOR

NOTE 3



NOTE 3: 300-400 Ω AT 20°C/59°F

TO 8,E6 C103-5

TO 4,F13

TO 8,D6 C103-4

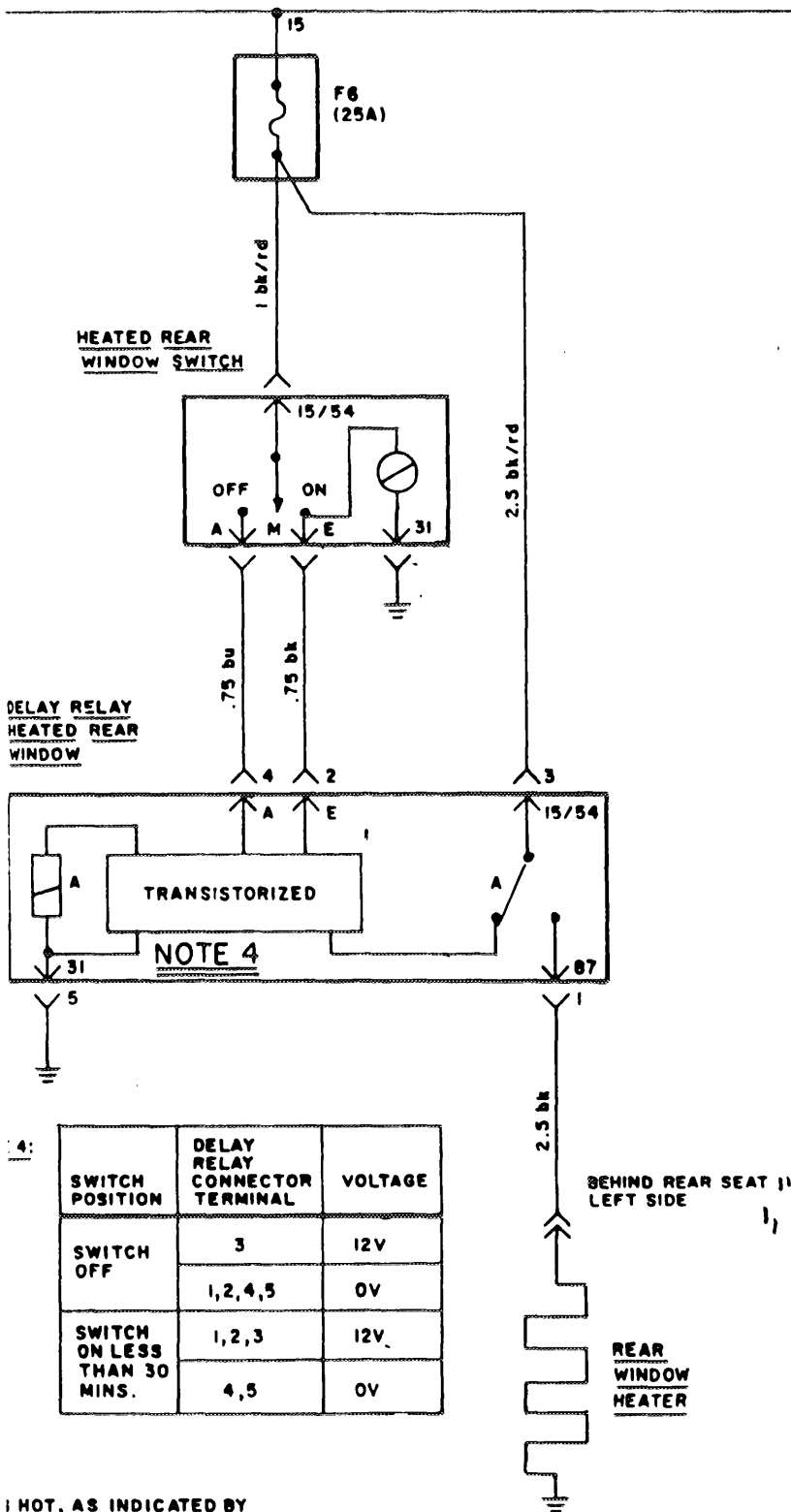
NOTE 4:

SWITCH POSITION
SWITCH OFF
SWITCH ON LESS THAN 30 MINS.

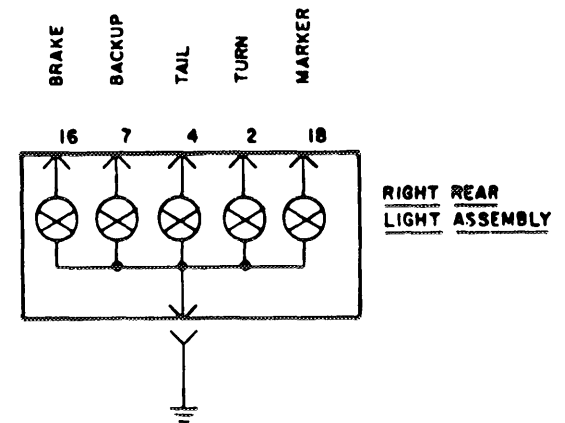
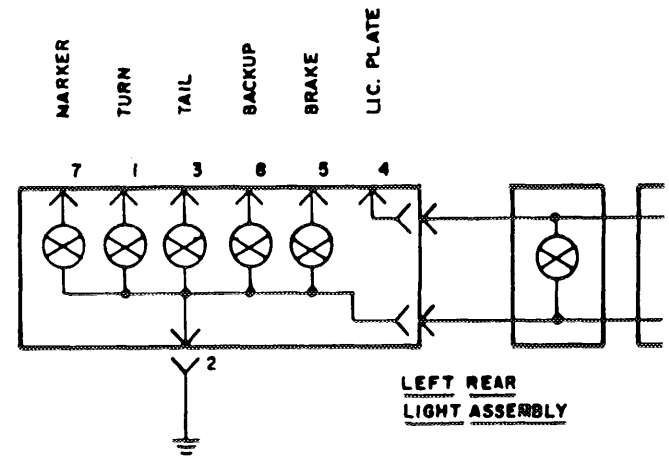
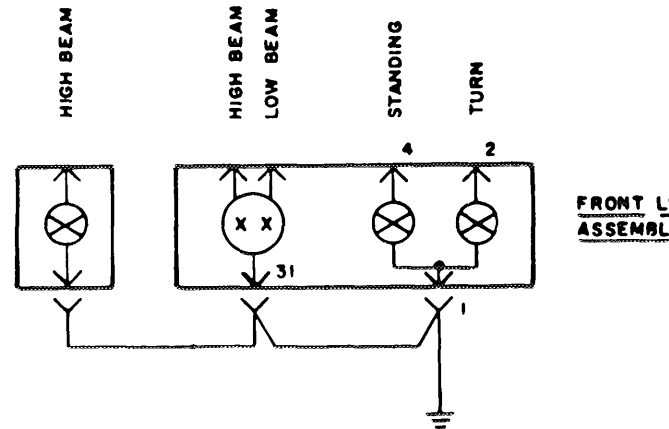
NOTE 5: IF THE ENGINE IS HOT, AS INDICATED BY THE 100°C COOLANT SWITCH CLOSING, AND A STARTING ATTEMPT IS MADE, AND THE HOT START RELAY IS ENGAGED FOR MORE THAN 3 SECONDS, THE HOT START RELAY OPENS THE WATER TEMP. SENSOR INPUT TO THE ELECTRICAL SYSTEM FOR 4 SECONDS. THIS OPENING OF THE WATER TEMP. SENSOR MIXTURE BY INCREASING THE THROTTLE POSITION. THIS SEQUENCE OCCURS ONLY ON

HEATED REAR WINDOW

SPECIAL GROUNDING CIRCUITS

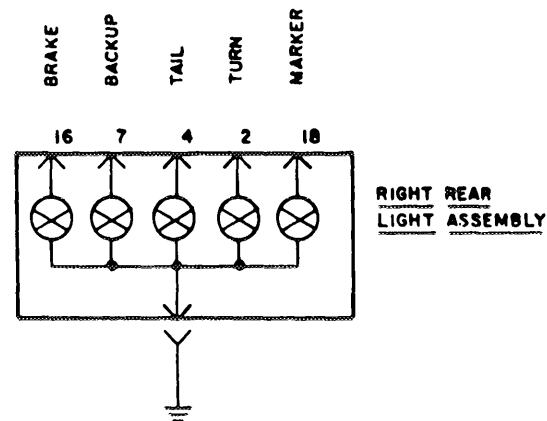
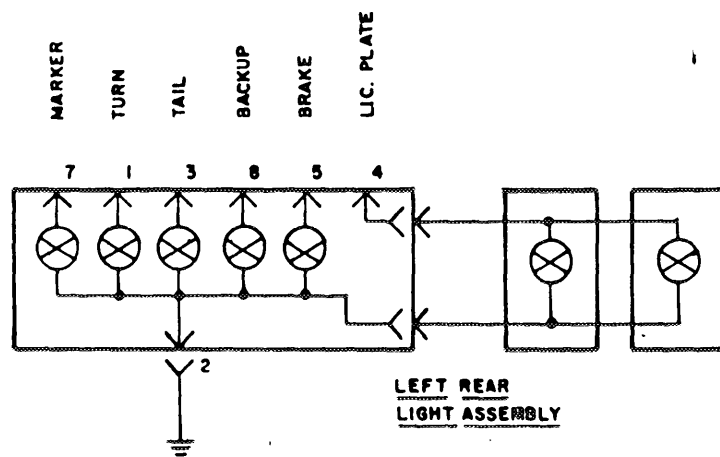
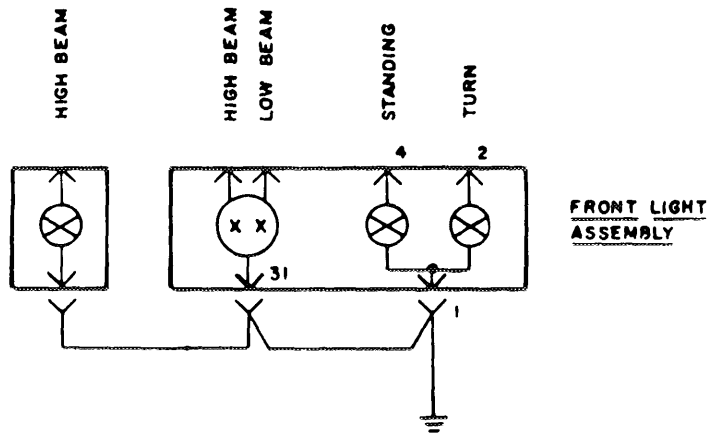
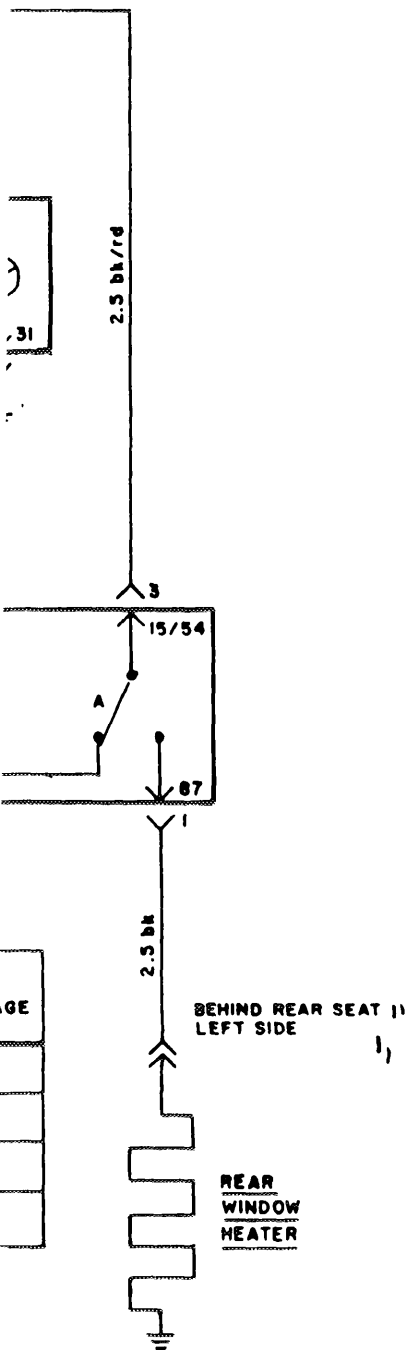


NOTE 4: HOT, AS INDICATED BY INT SWITCH CLOSED, DURING EMPT, AND THE STARTER IS MORE THAN 3 SECONDS, THE RELAY OPENS THE WATER TEMPERATURE TO THE ELECTRONIC CONTROL. THIS OPENING ENRICHES THE FUEL-AIR Mixture DURING THE TIME THE INJECTION VALVES ARE OPEN. THIS OCCURS ONLY ONCE DURING EACH STARTING ATTEMPT.



SPECIAL GROUNDING CIRCUITS

JDOW



AIR
VALVES ARE OPEN.
PUMPING ATTEMPT.

20

21

22

23

24

25

A
B
C
D
E
F
G
H