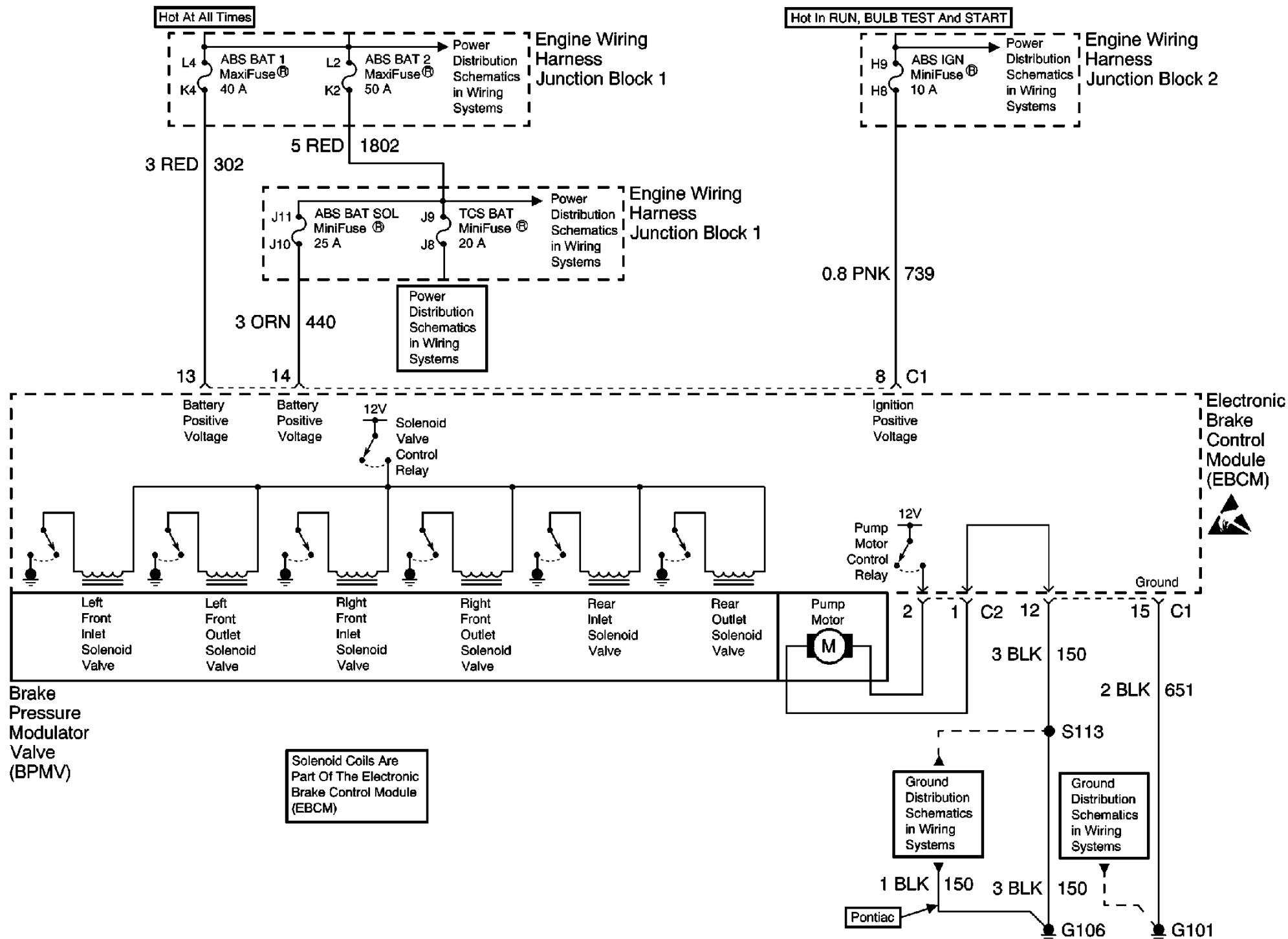
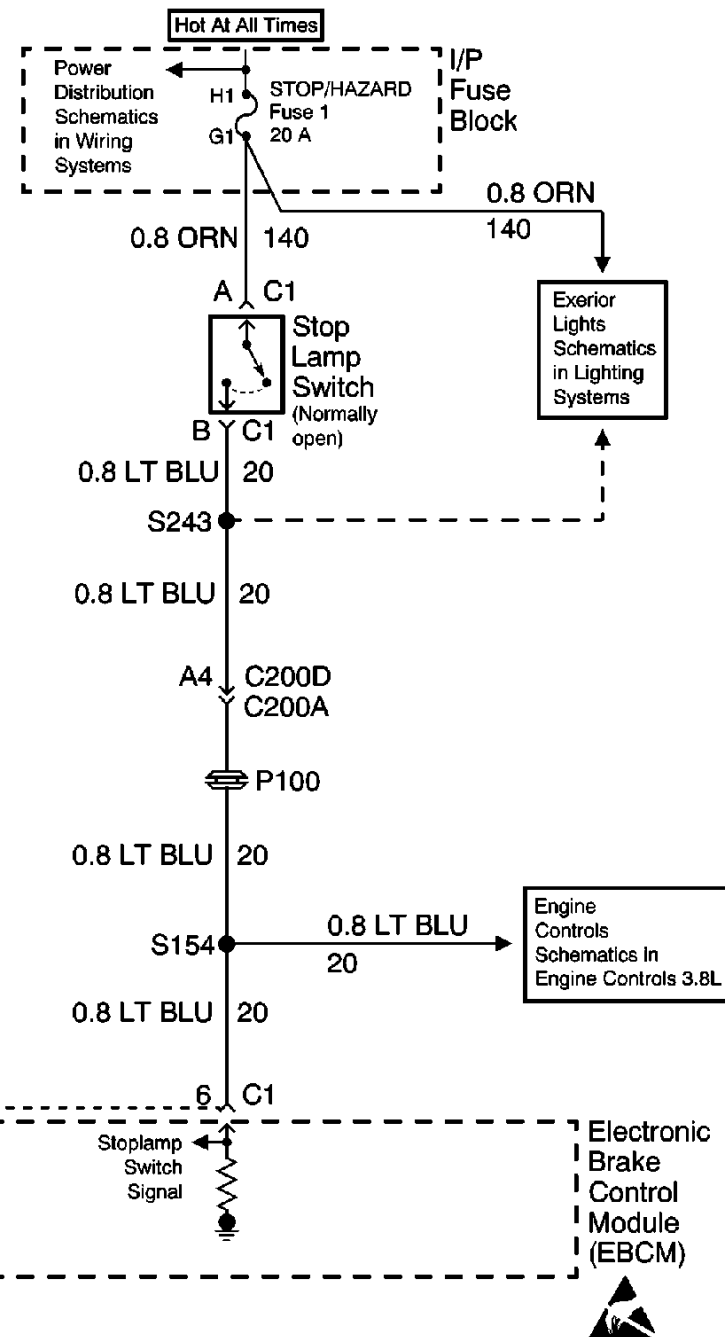
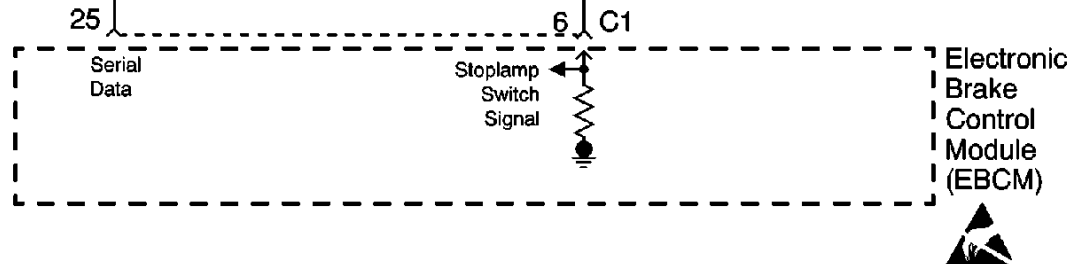
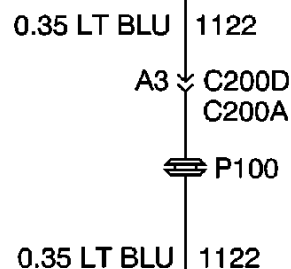
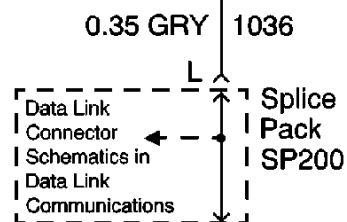
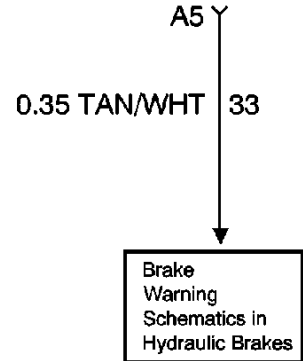
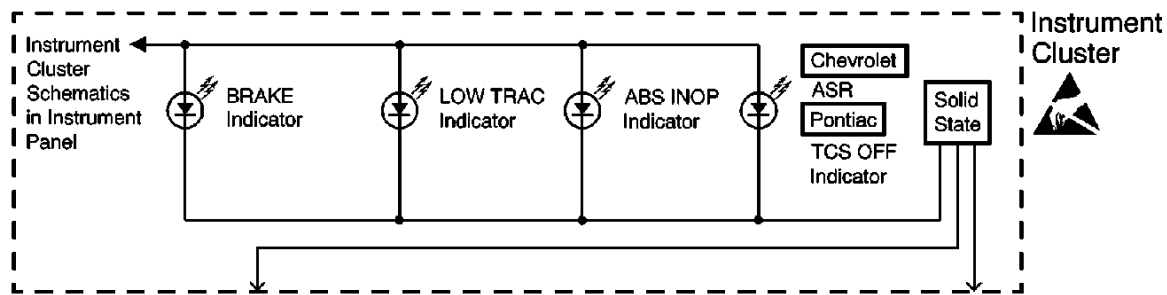
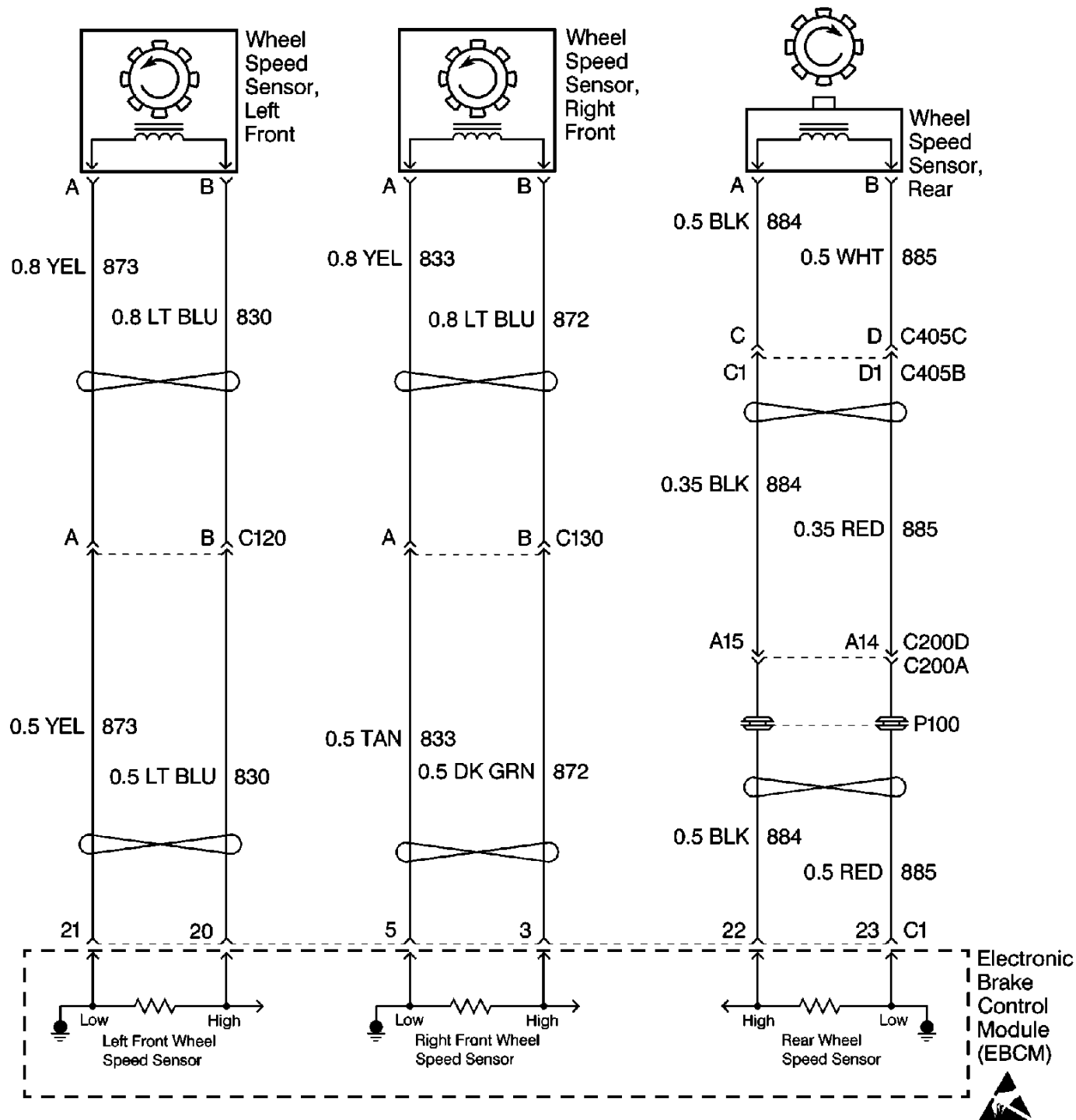
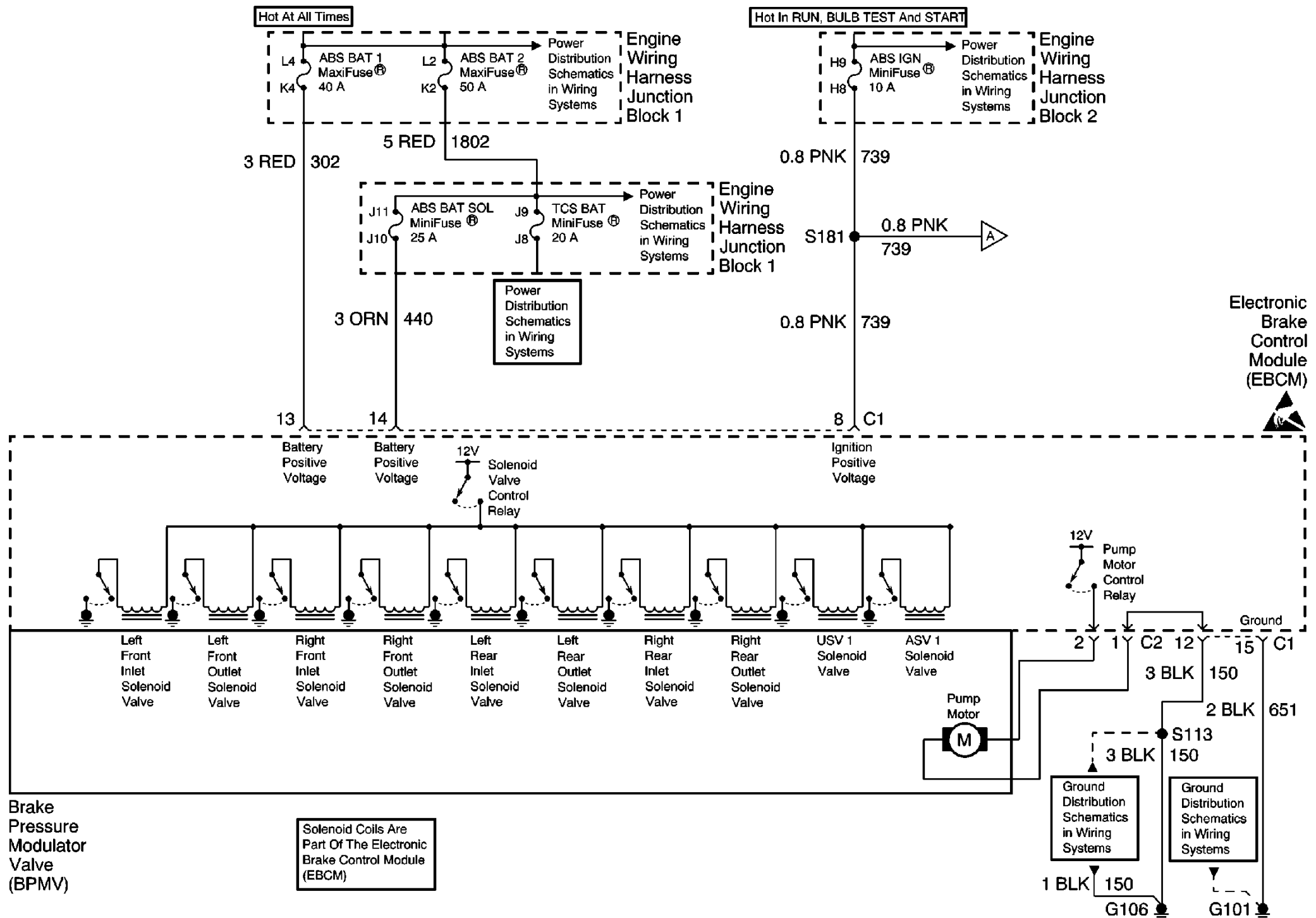
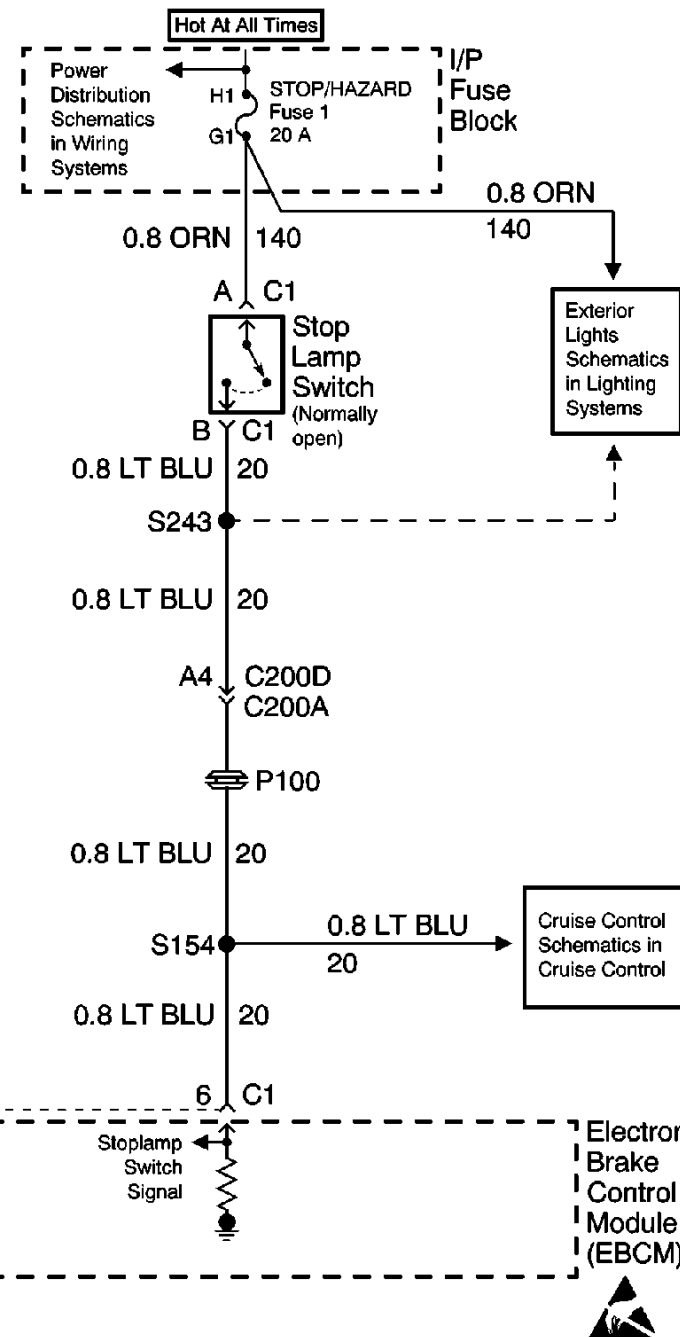
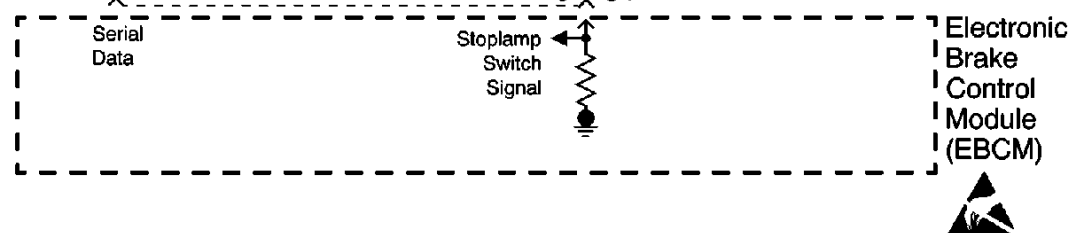
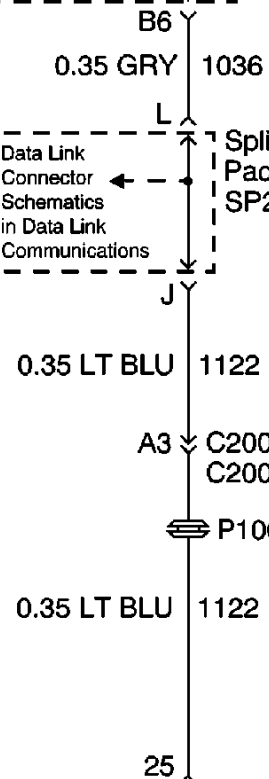
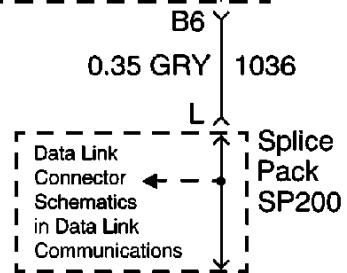
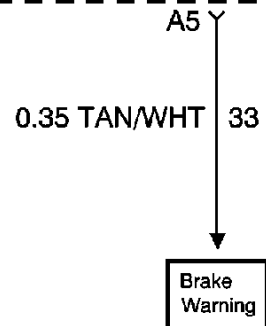
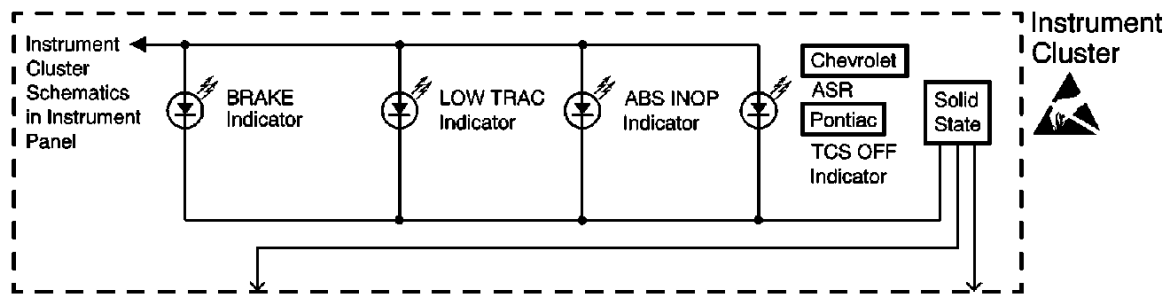


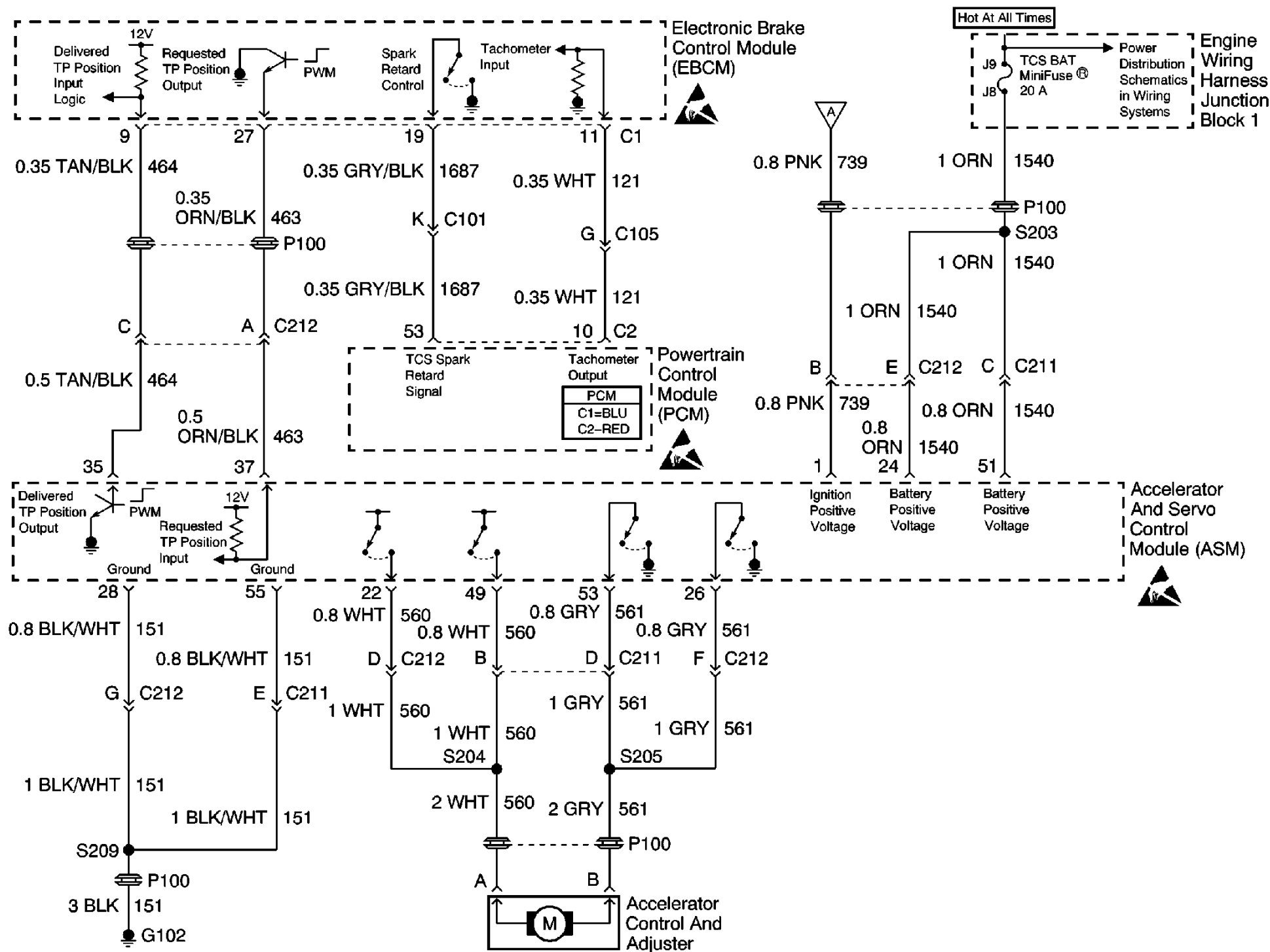


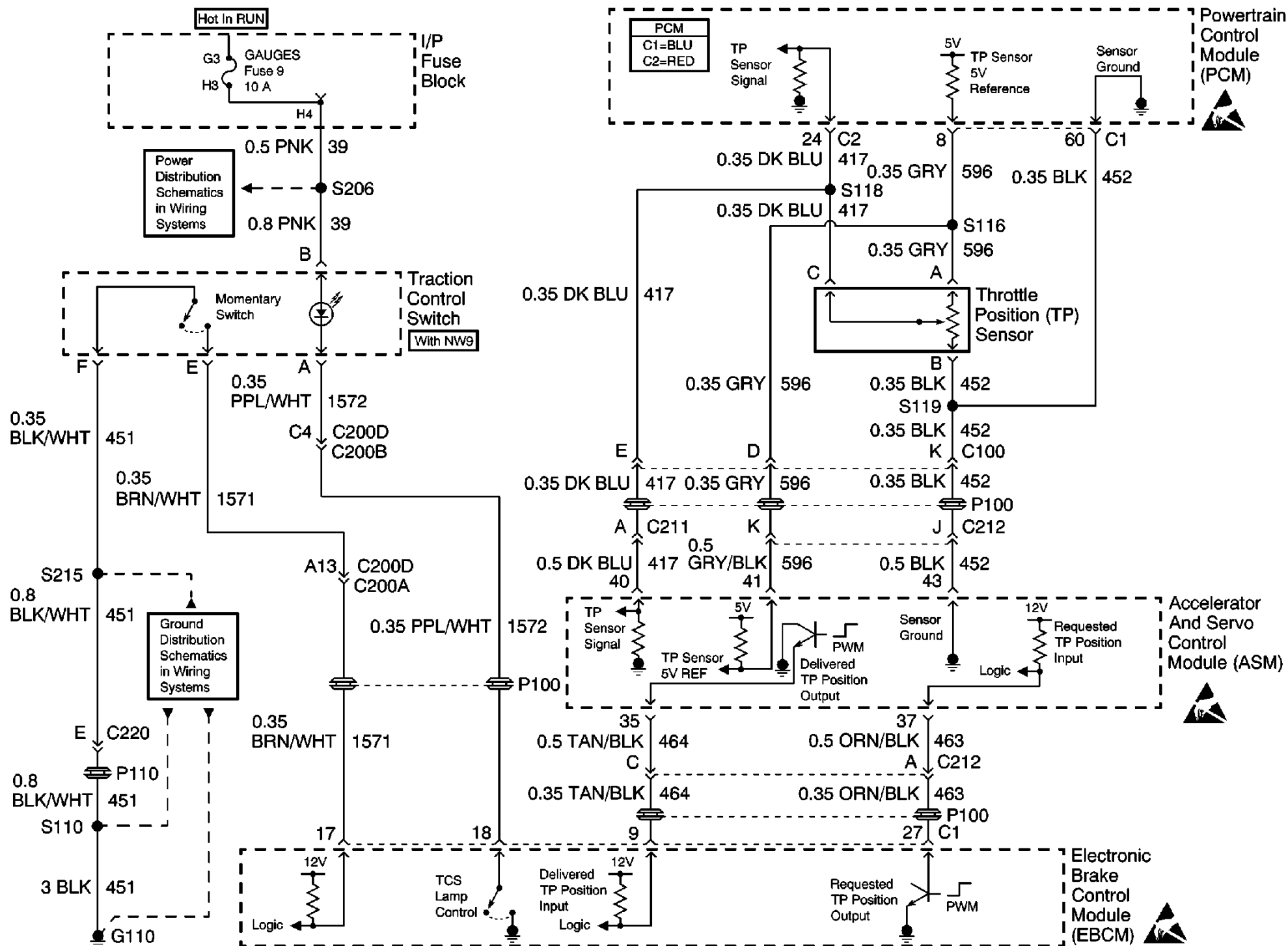


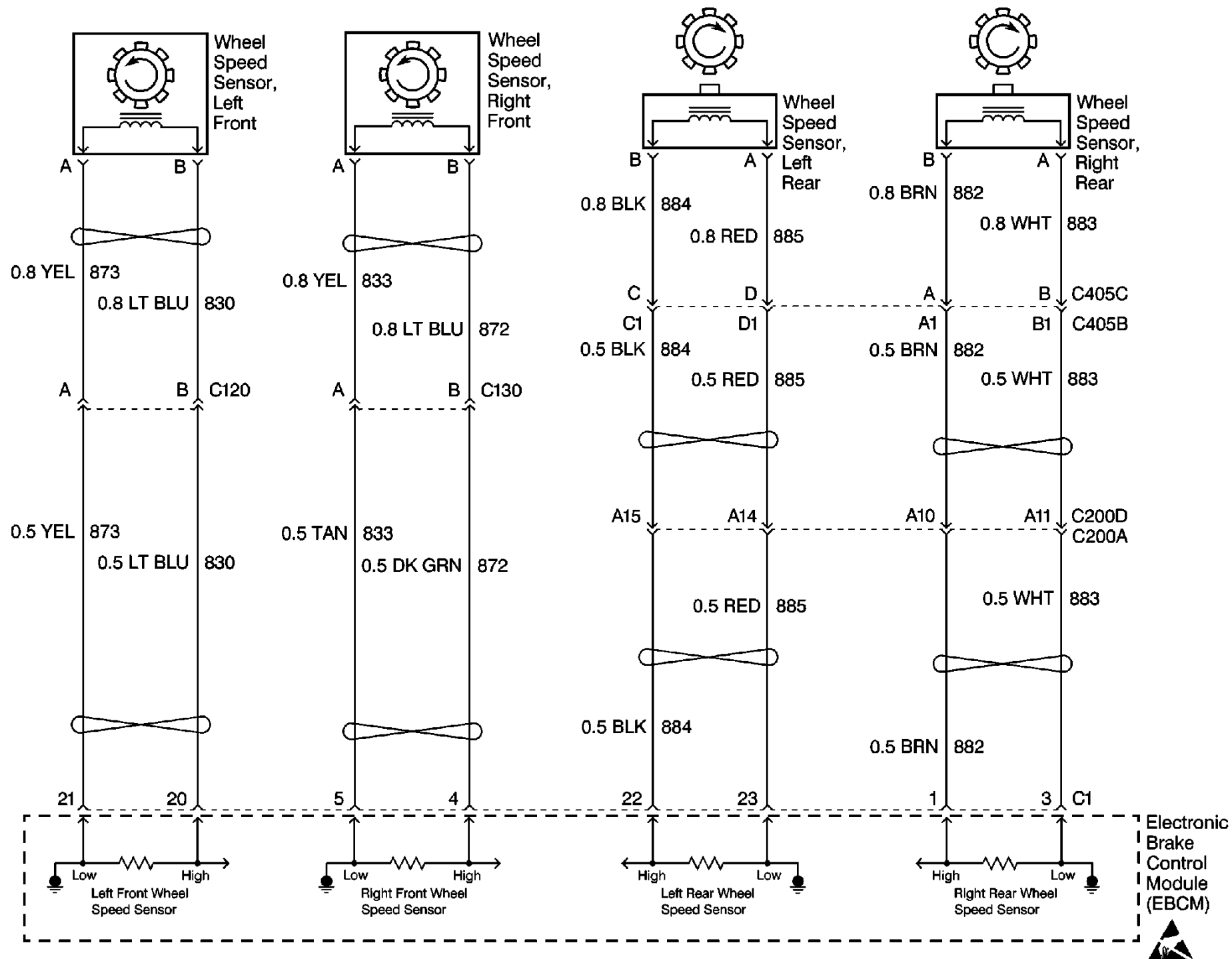


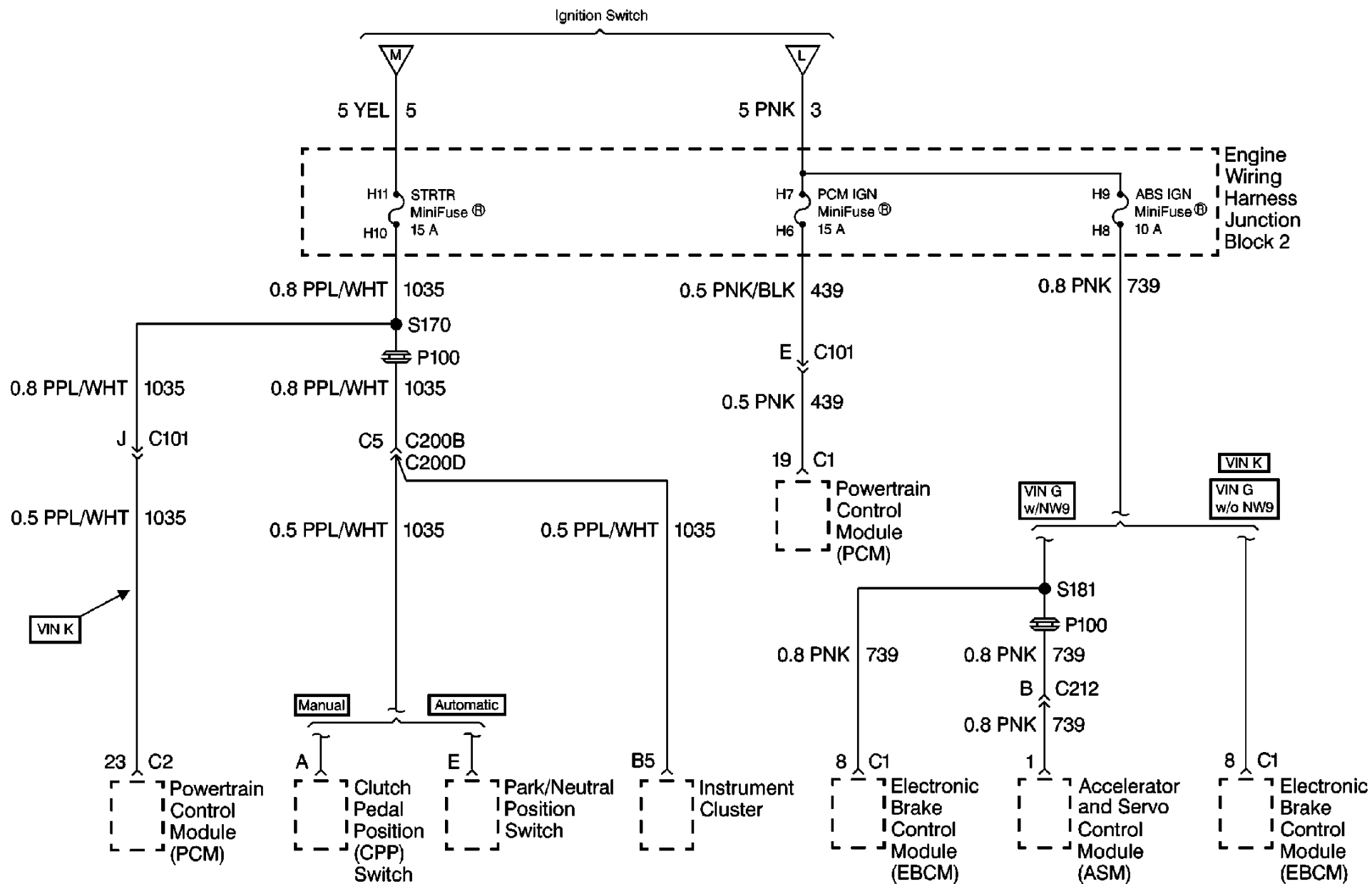


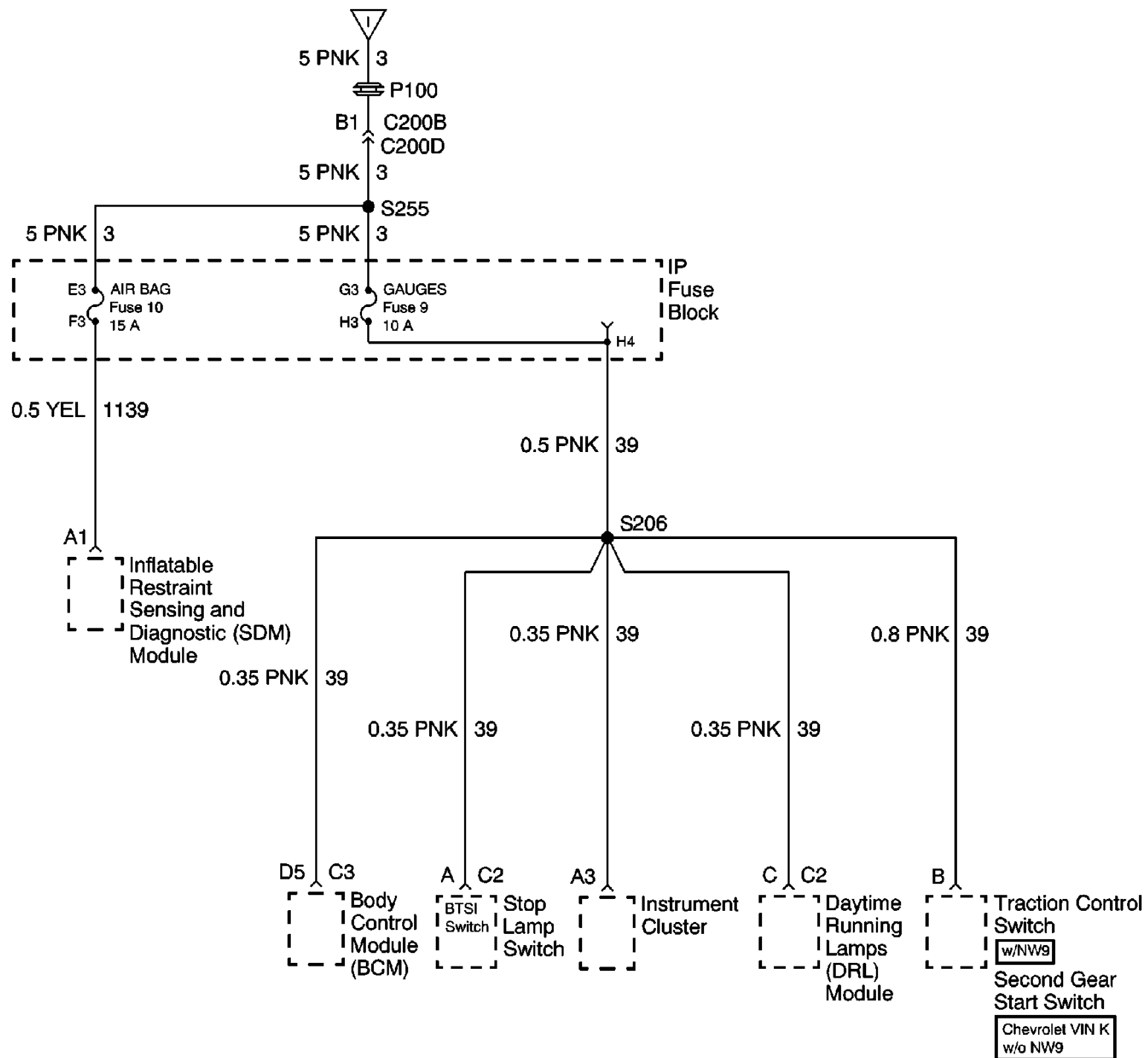


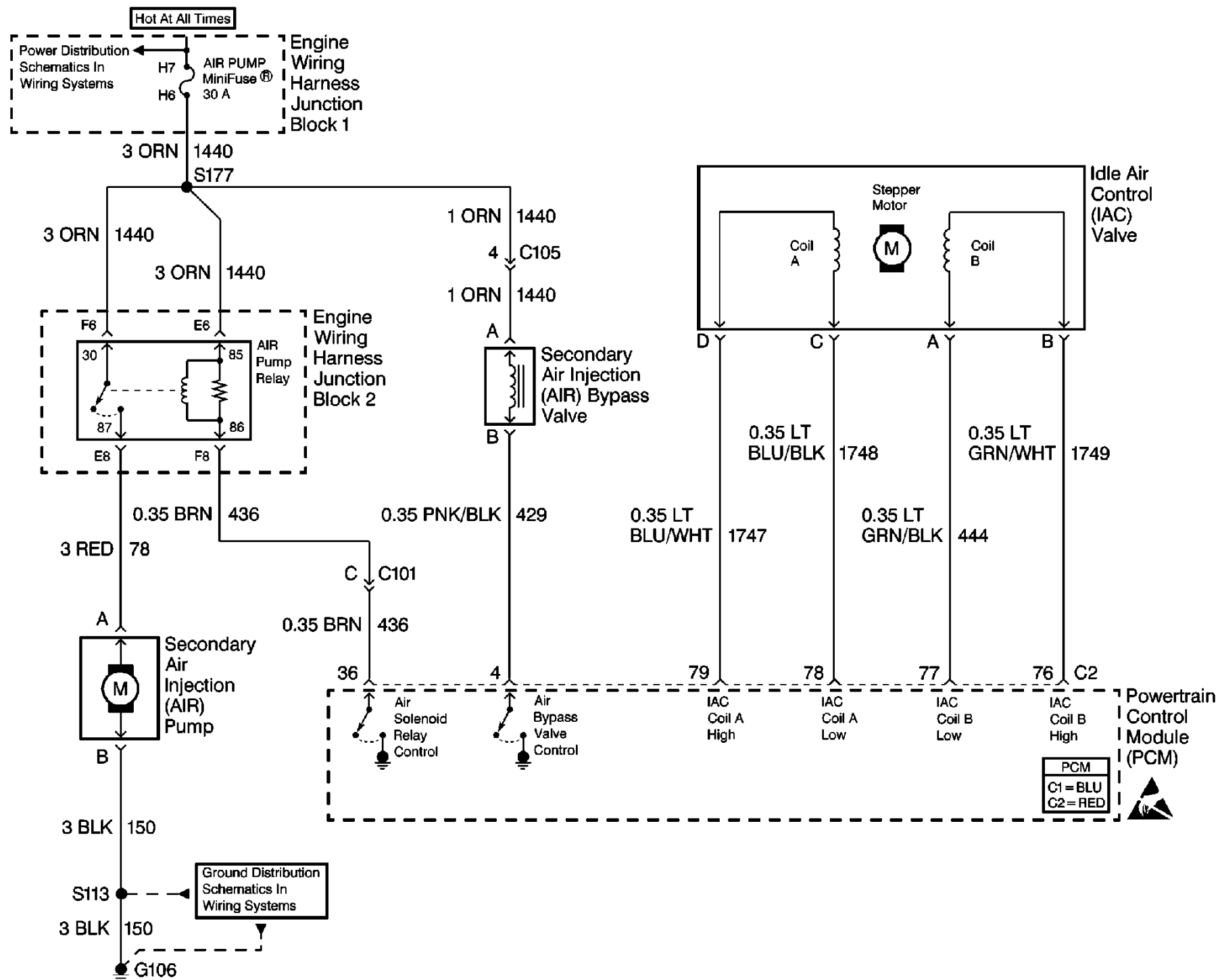


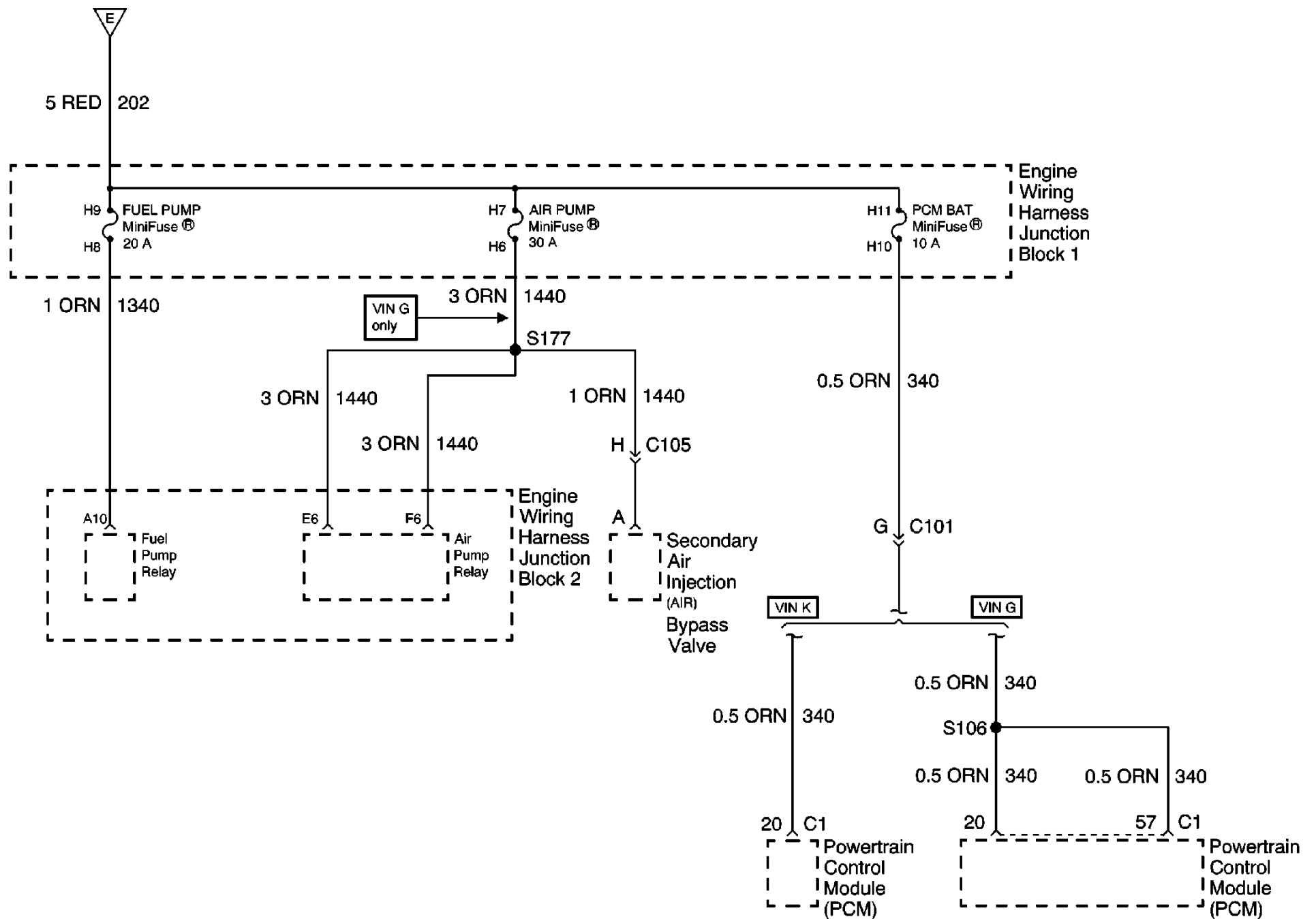


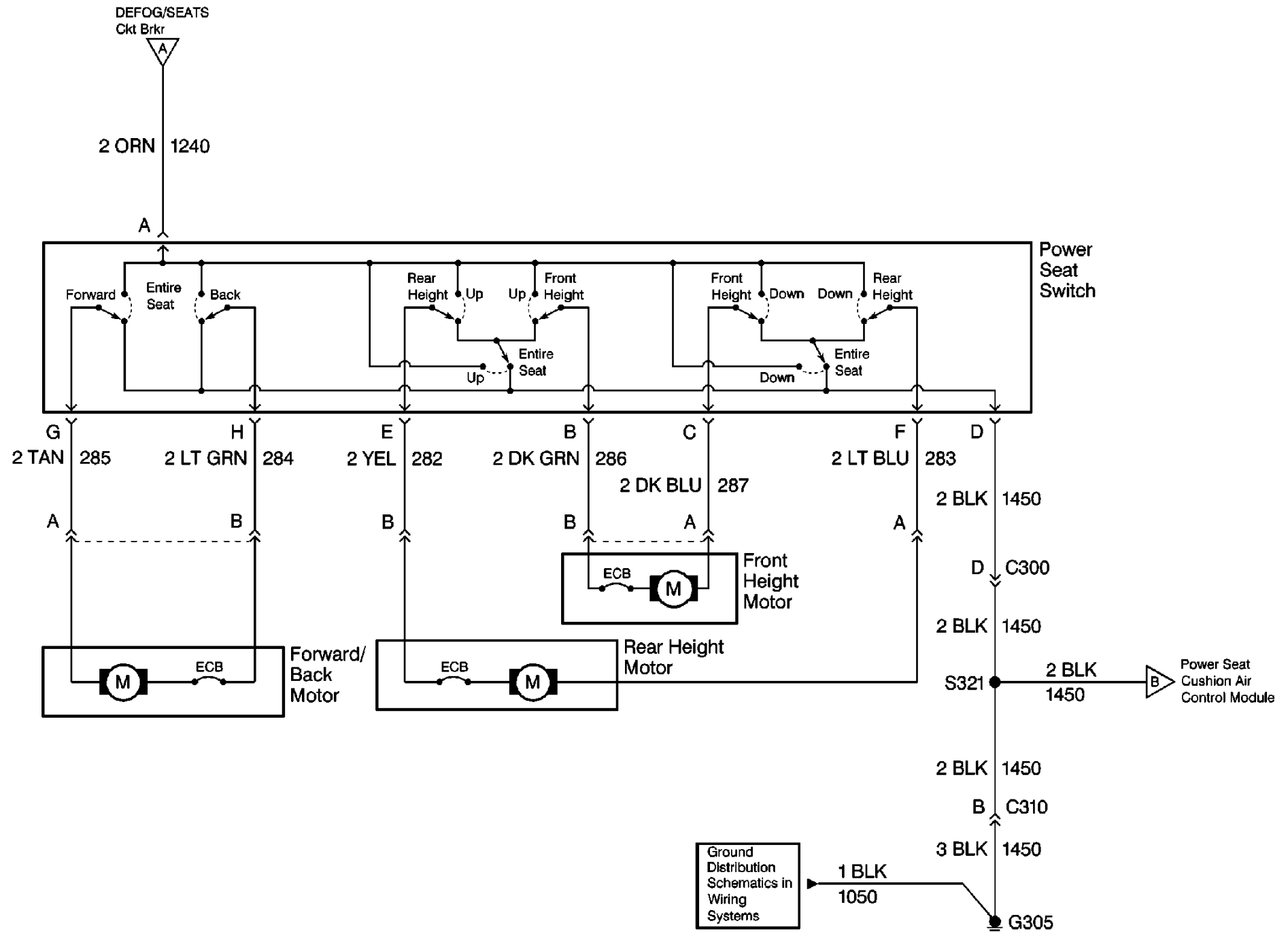


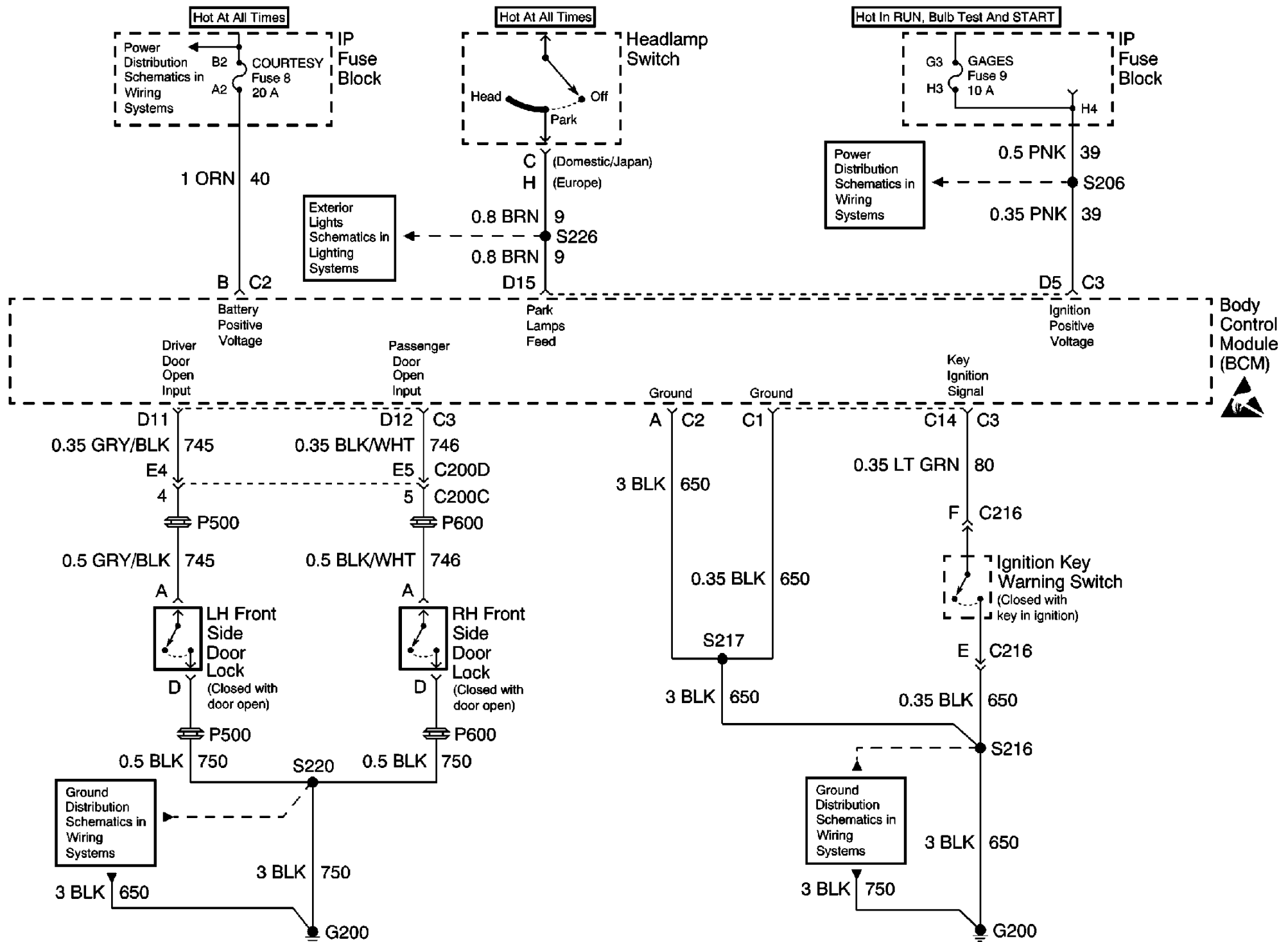


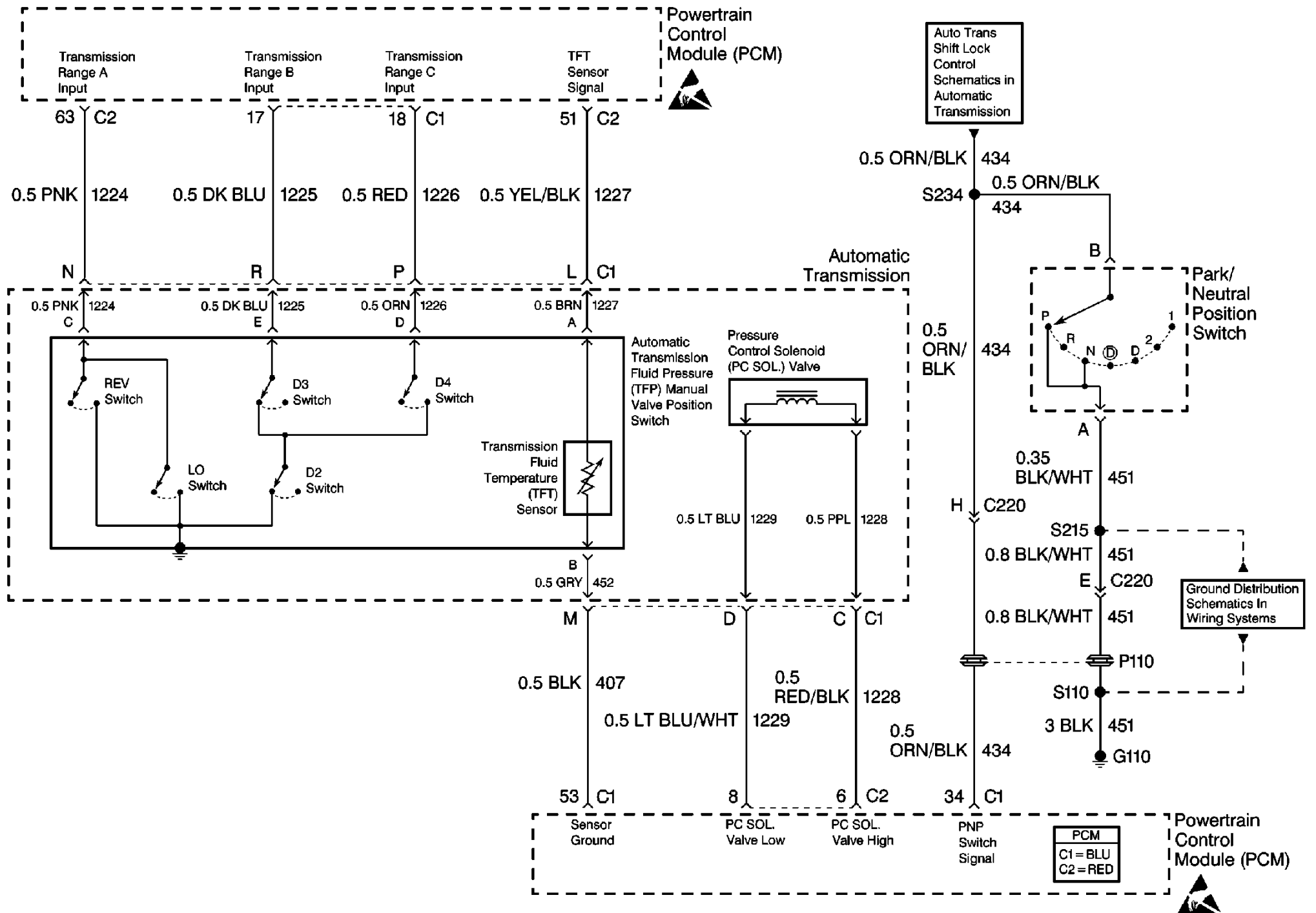


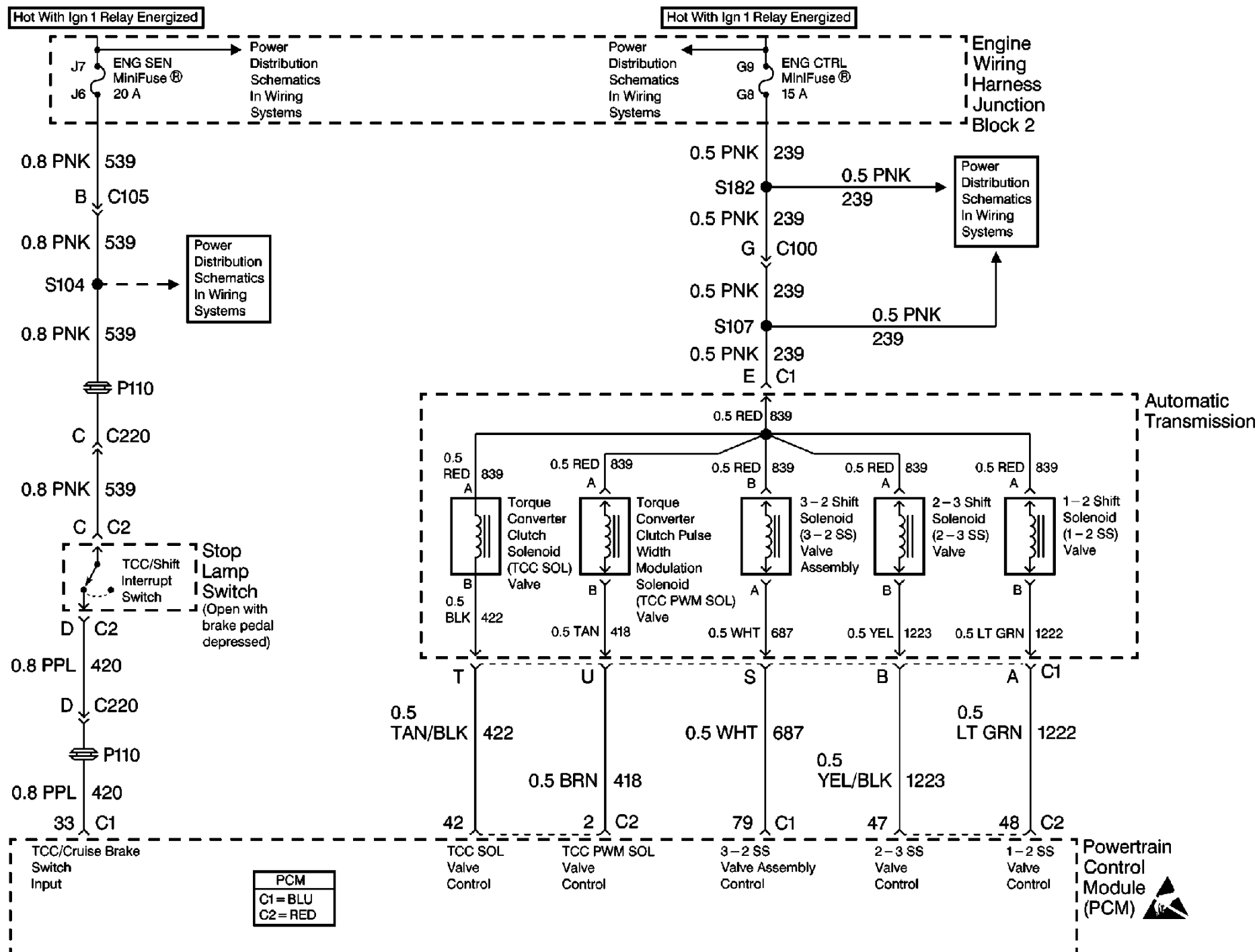


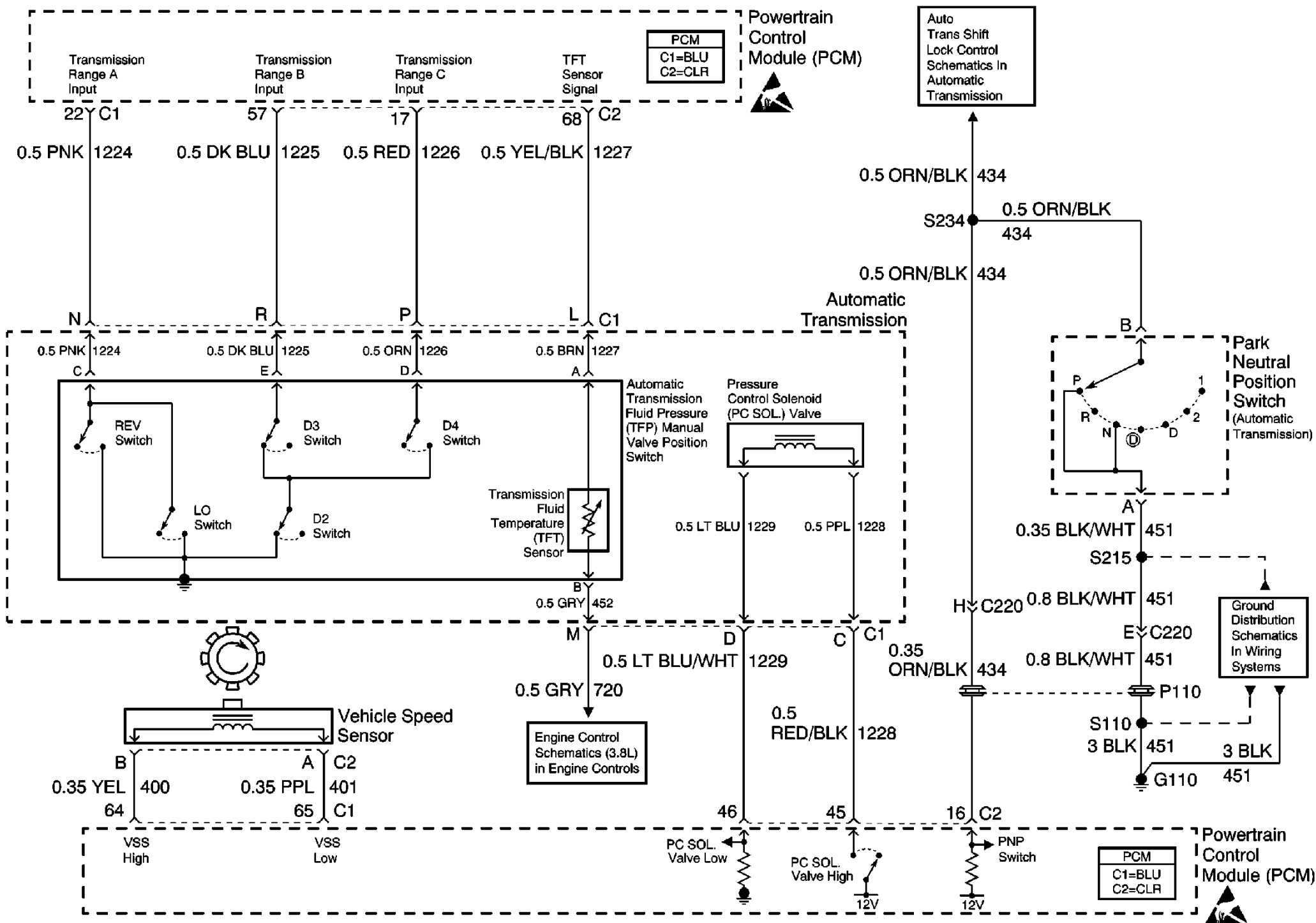


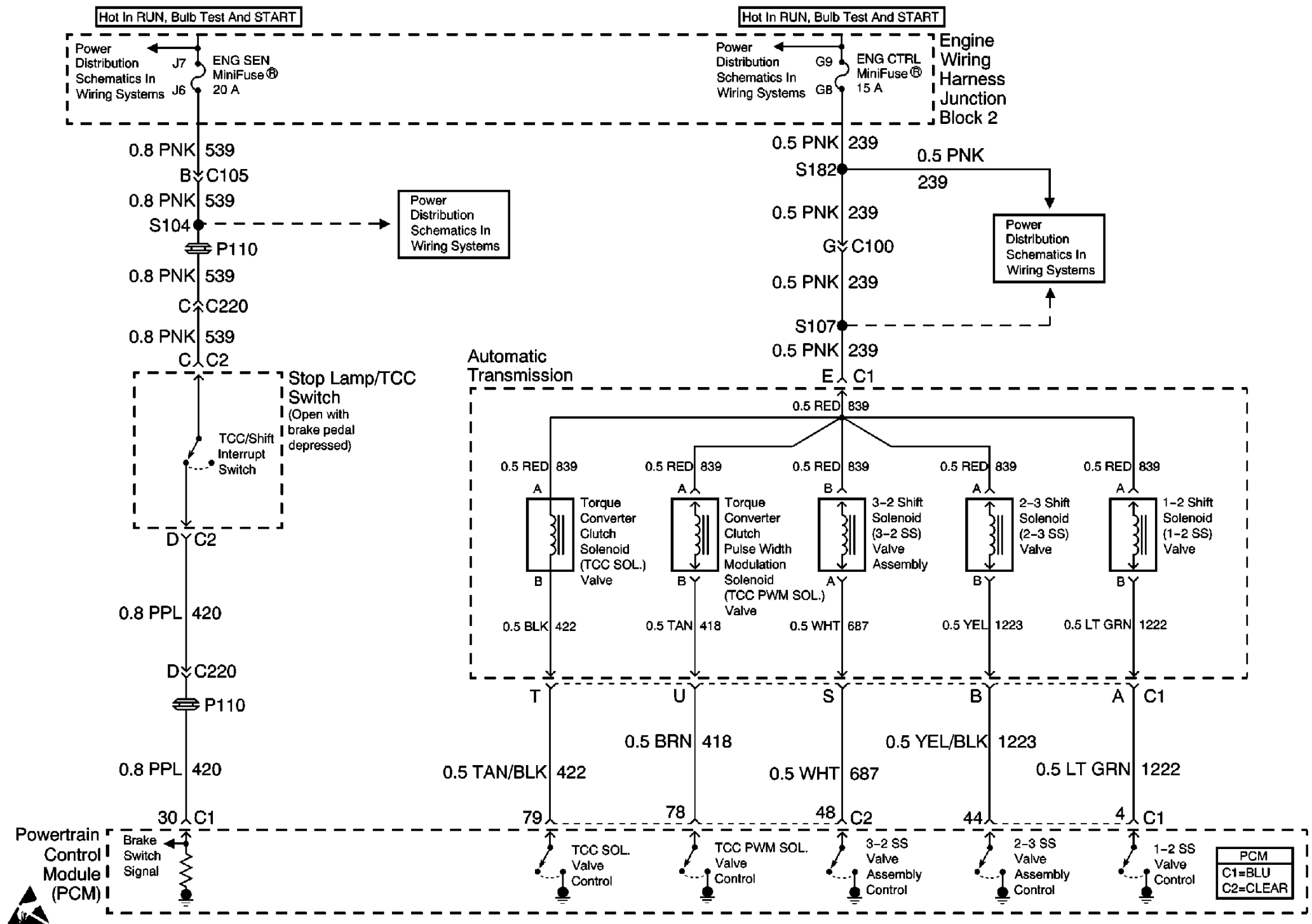


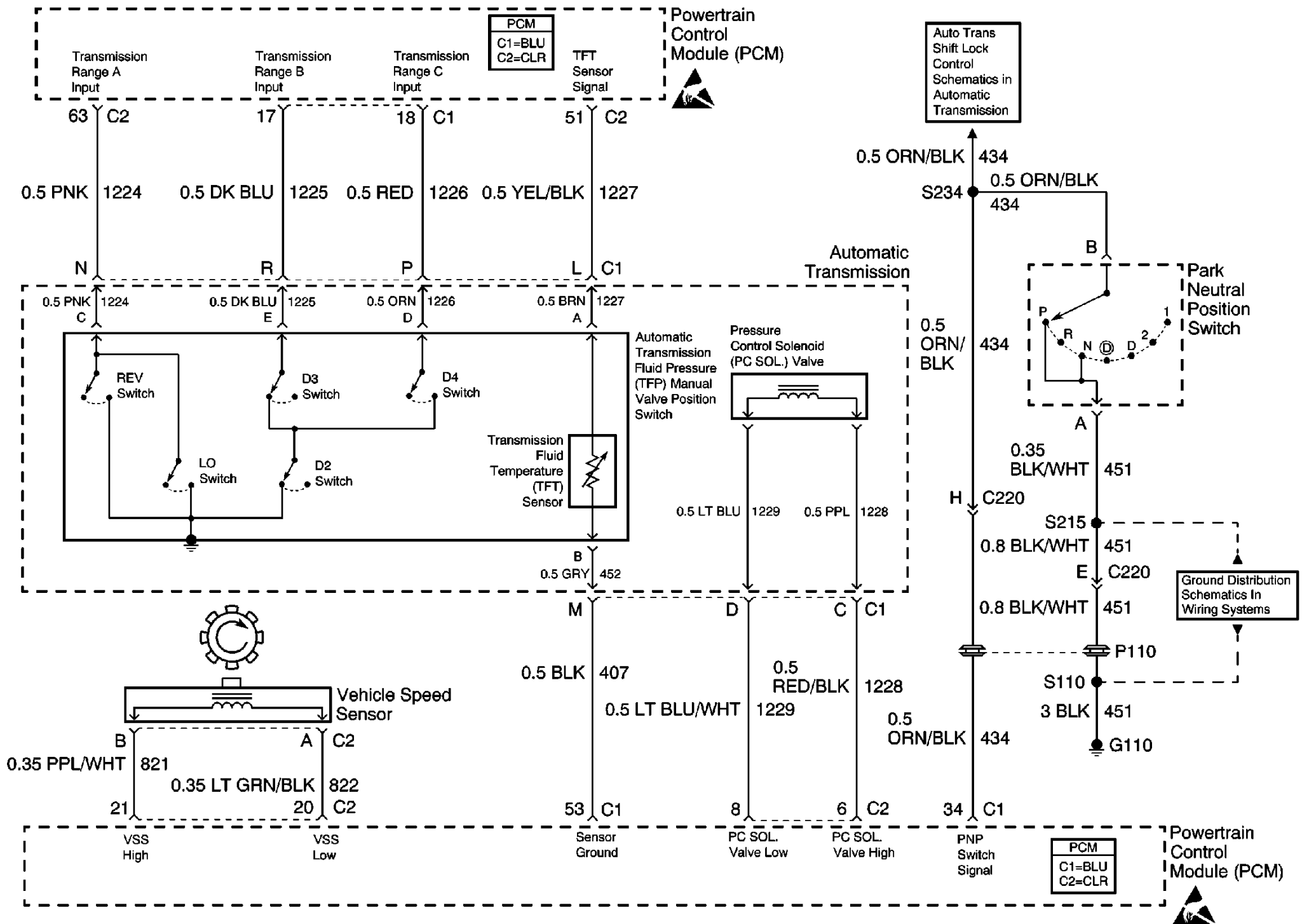


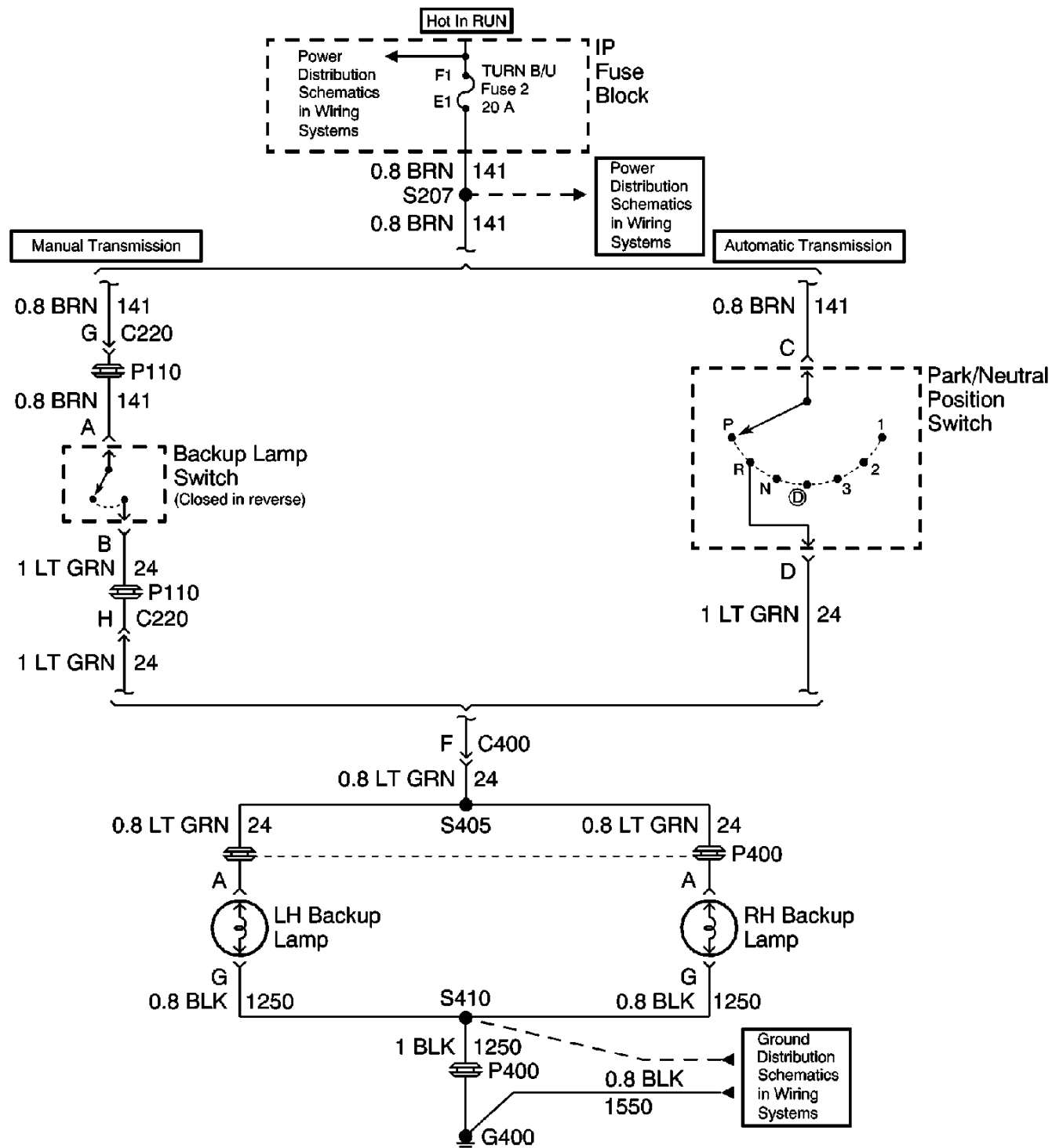


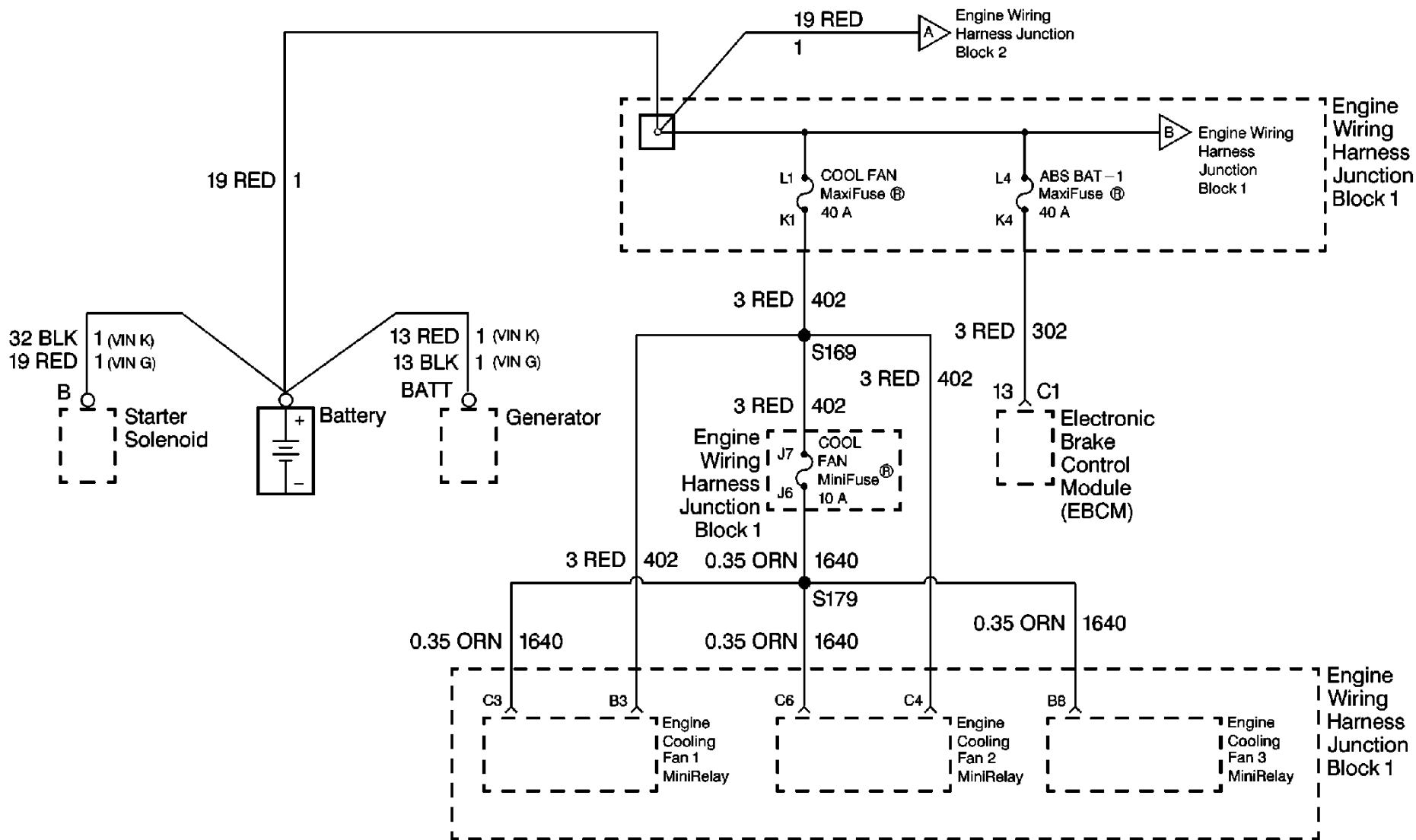


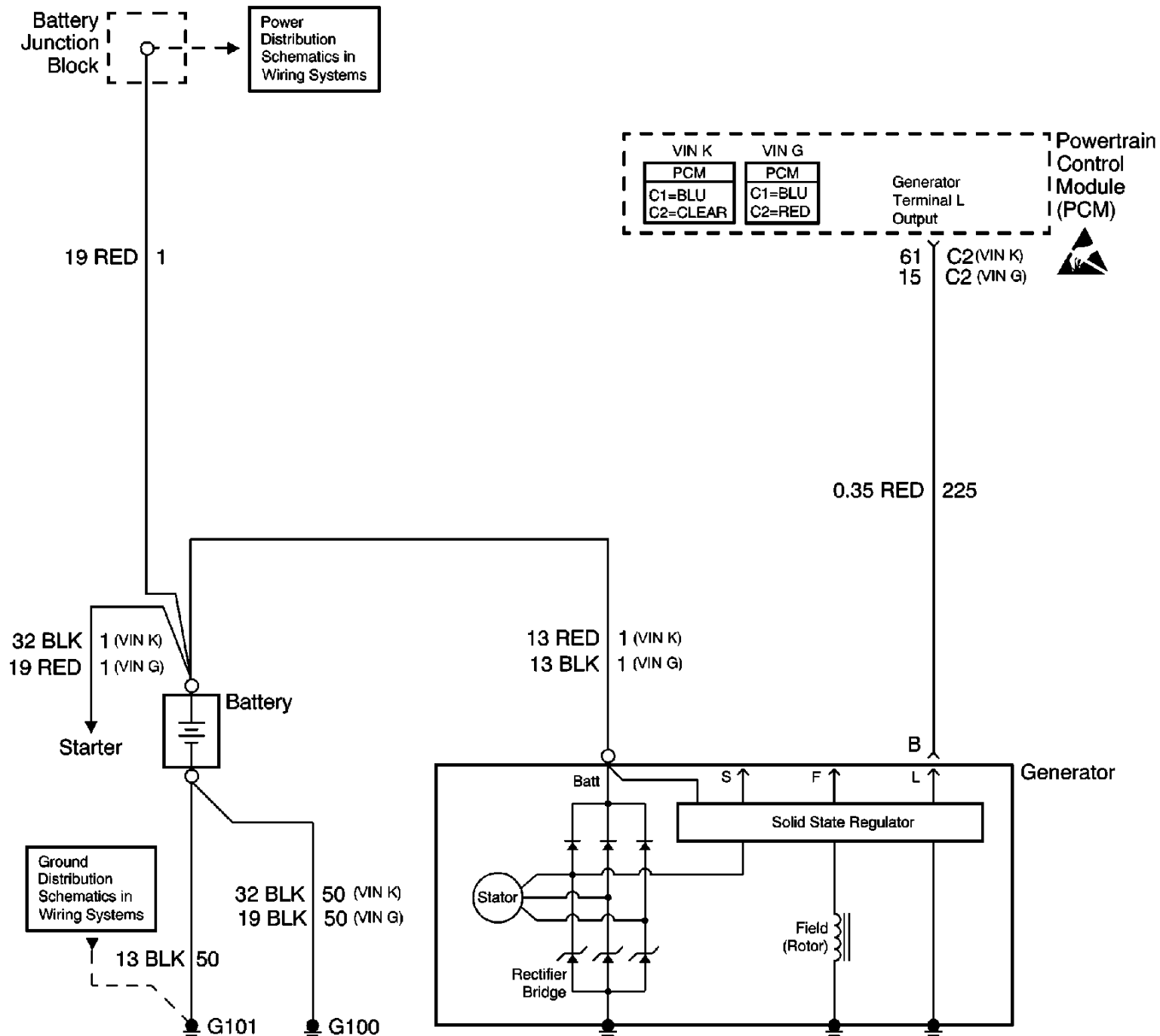


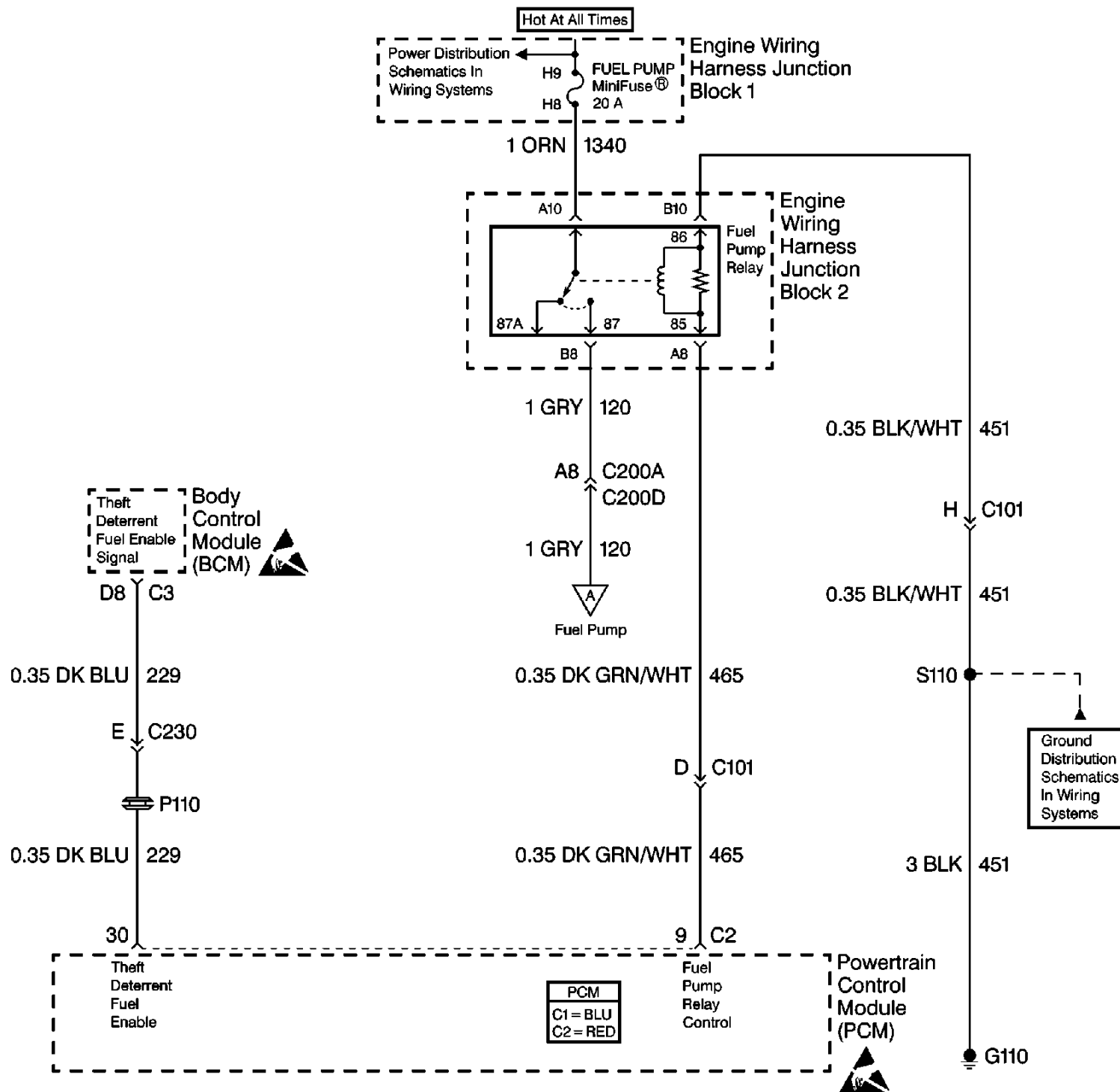


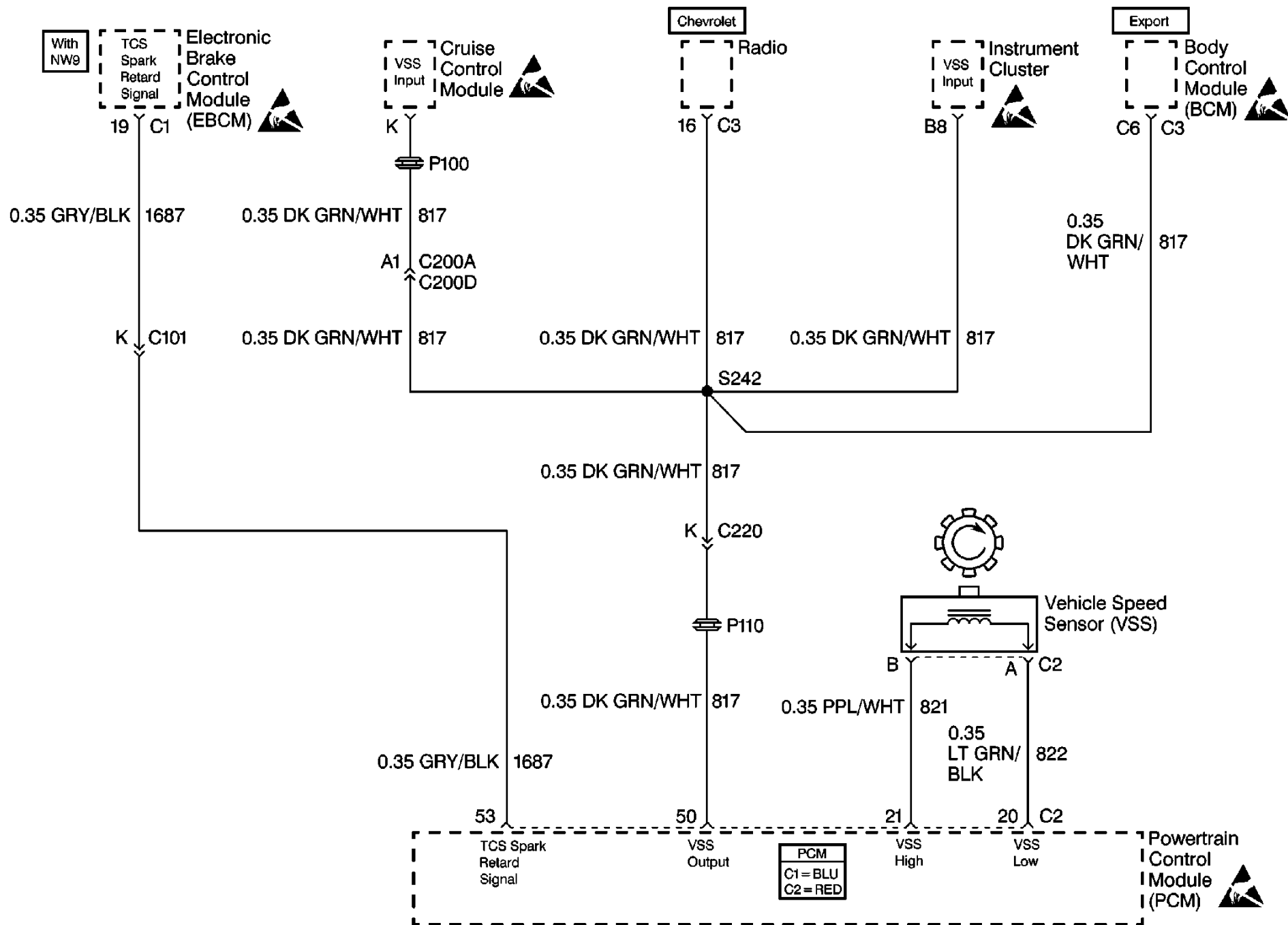


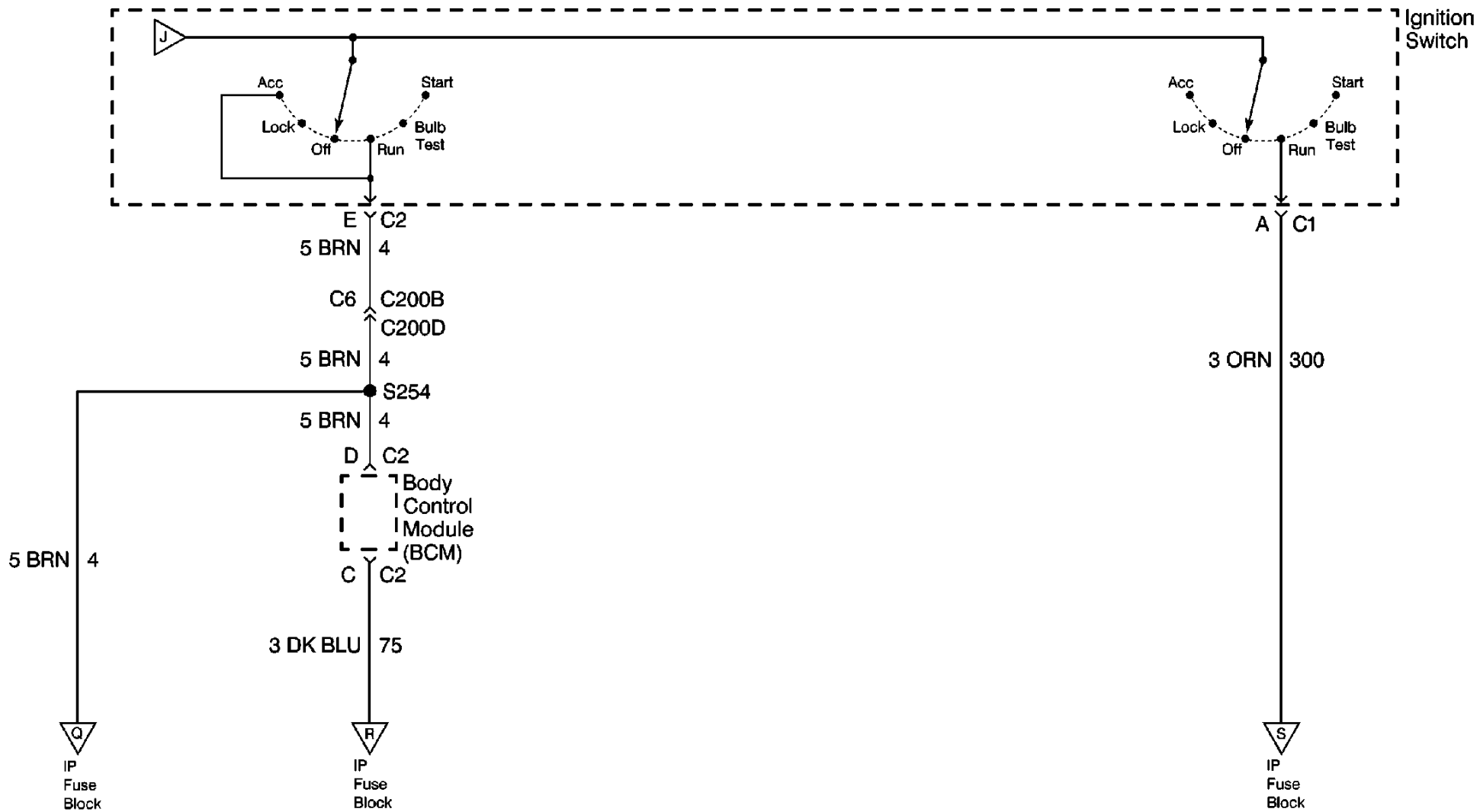


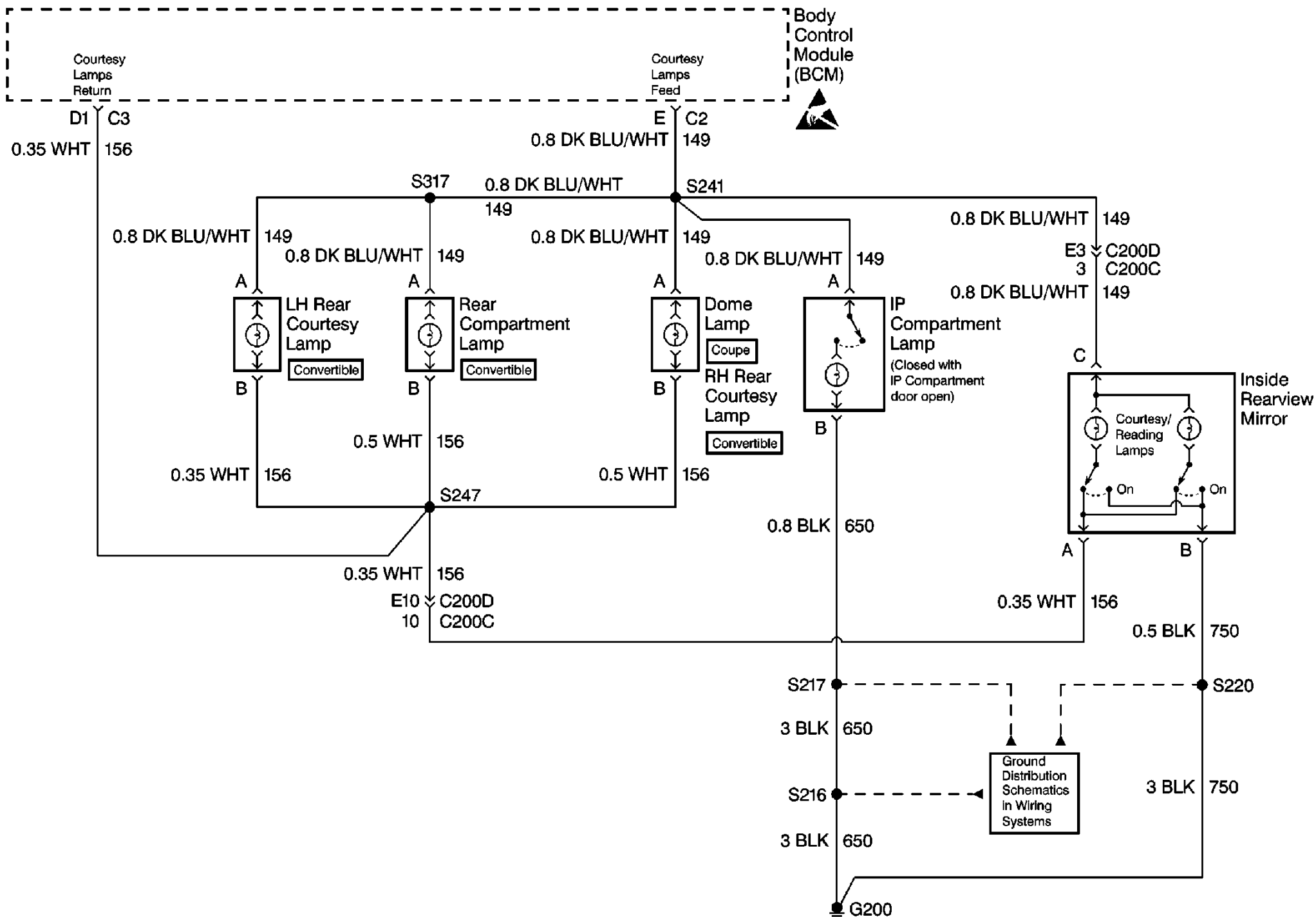


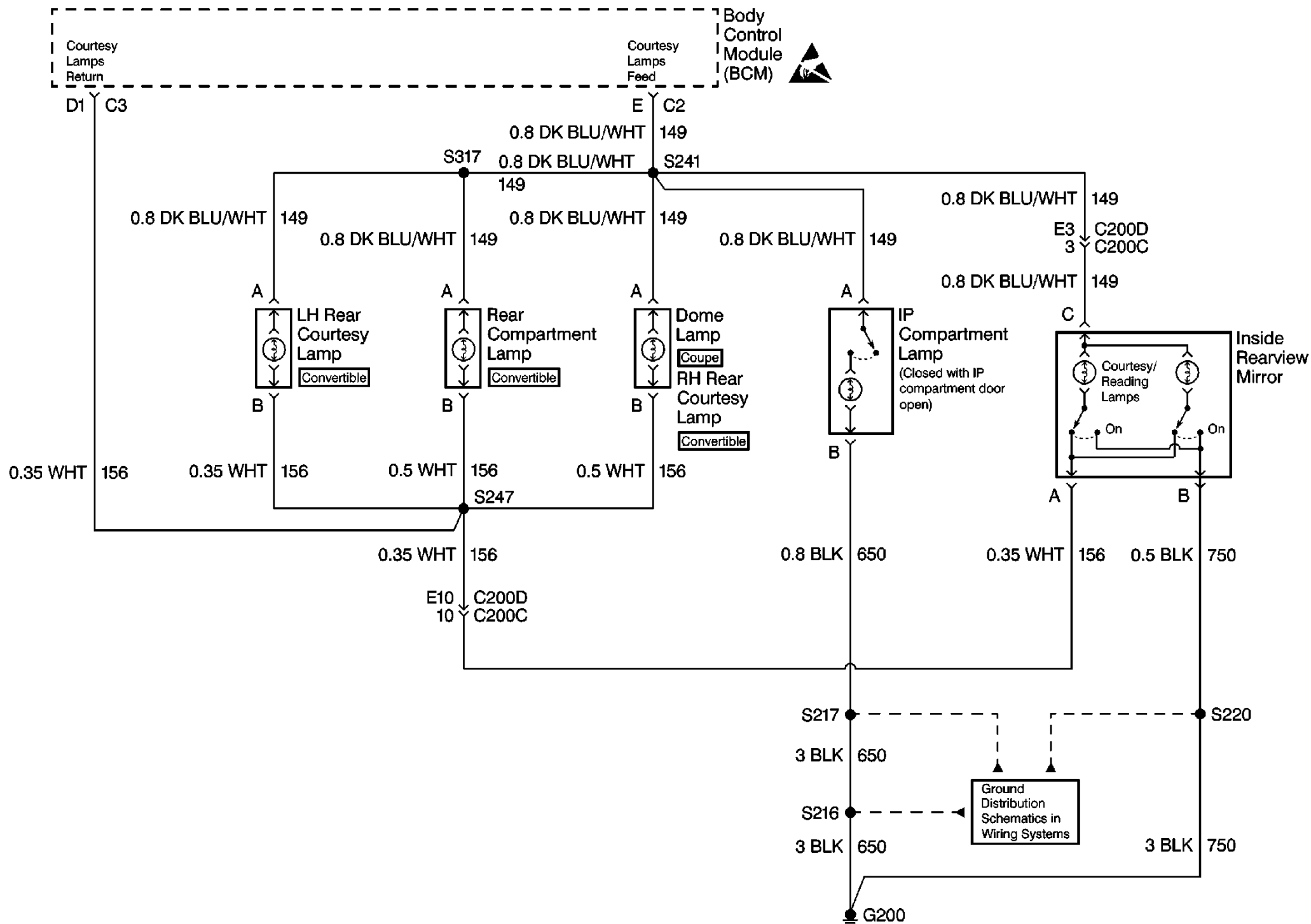


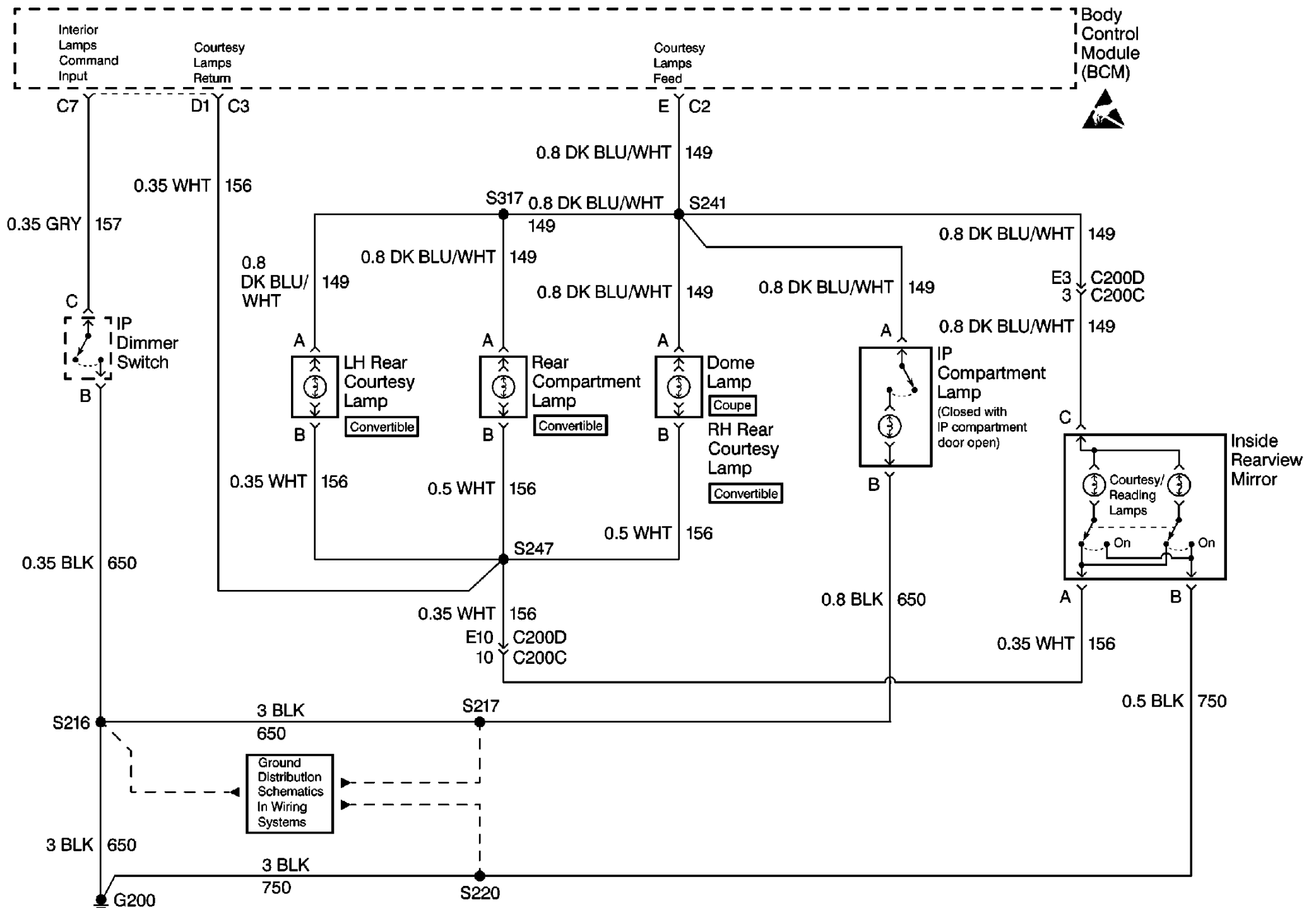


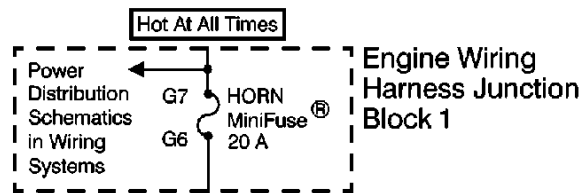








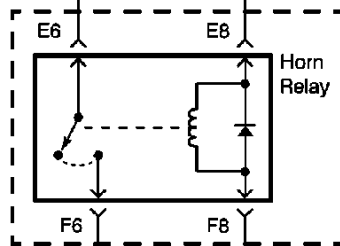




1 ORN 1140

S168

1 ORN 1140



Engine Wiring Harness Junction Block 1

P100

0.35 BLK 28

1 DK GRN 29

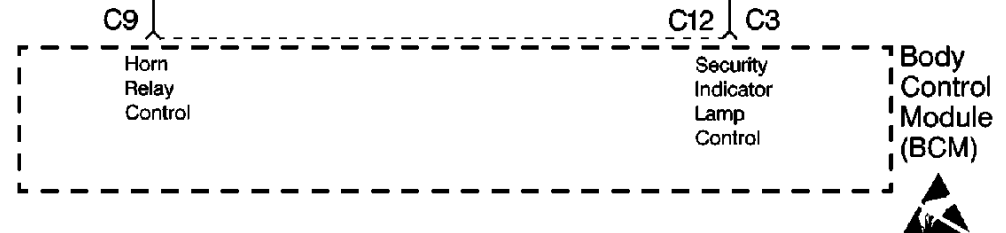
A7 C200A C200D

0.35 BLK 28

G C216

0.35 BLK 28

Horns Schematics in Horns



S211 B

0.8 ORN 640

A10

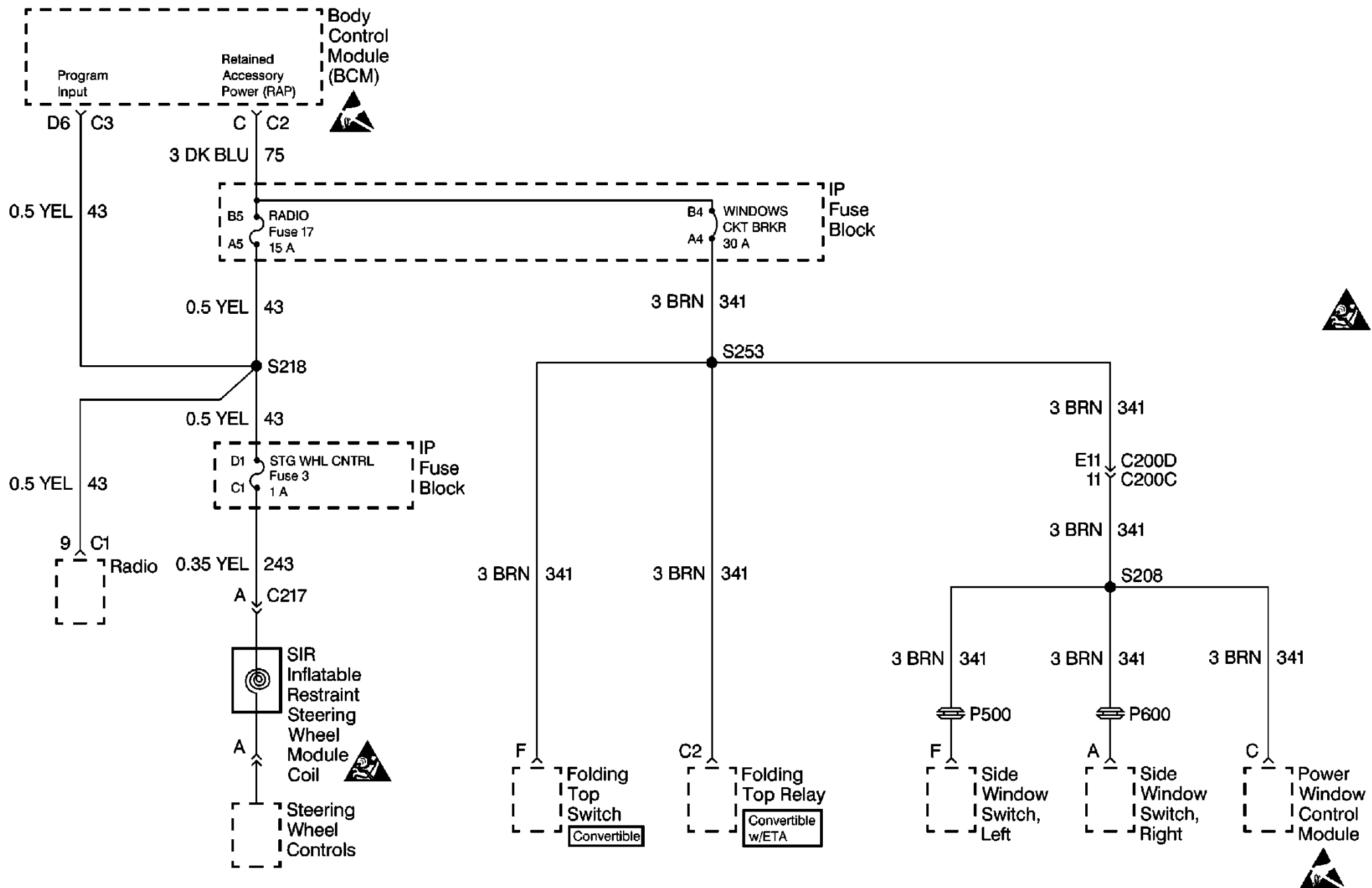
Security Indicator

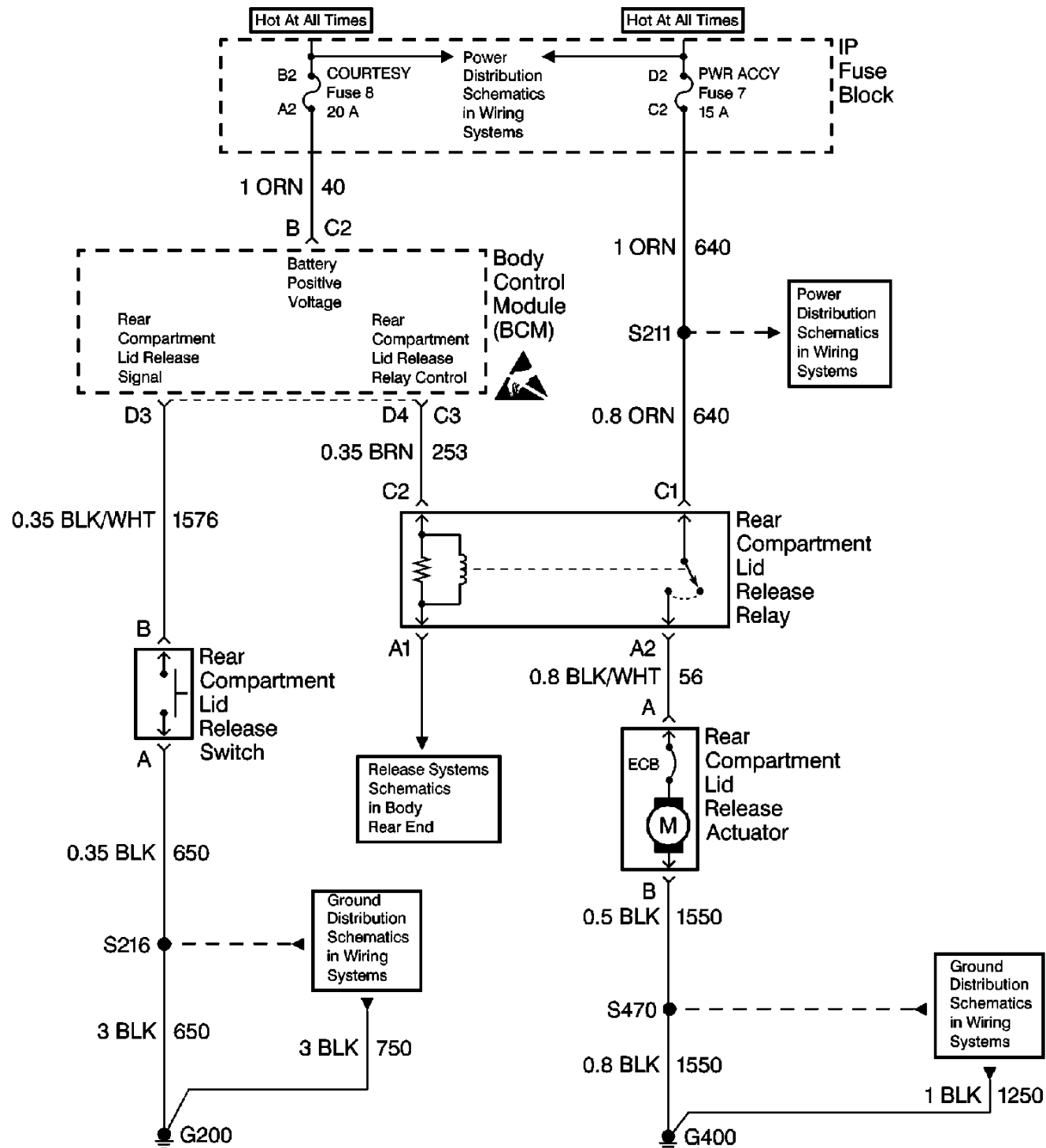


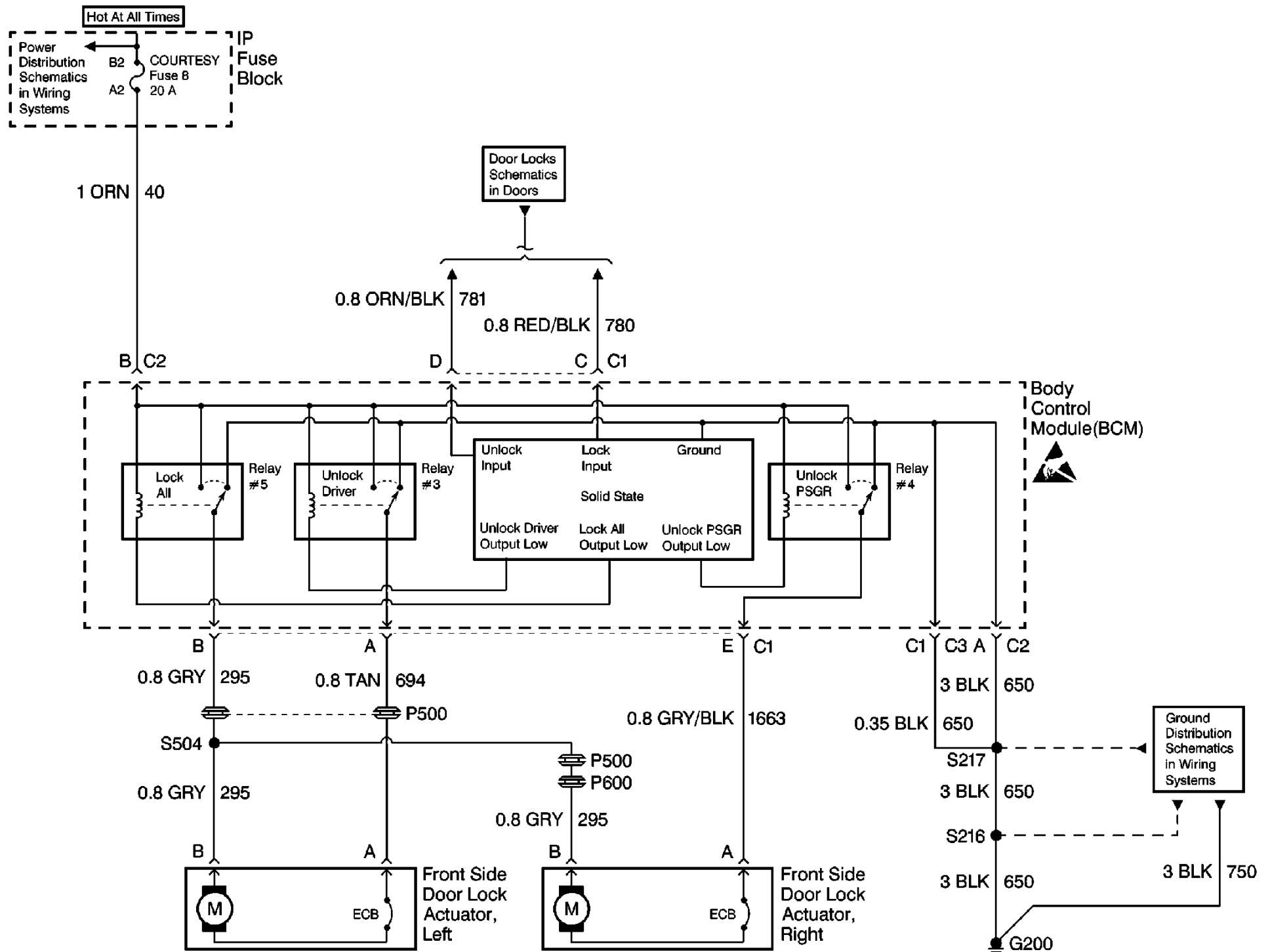
Instrument Cluster

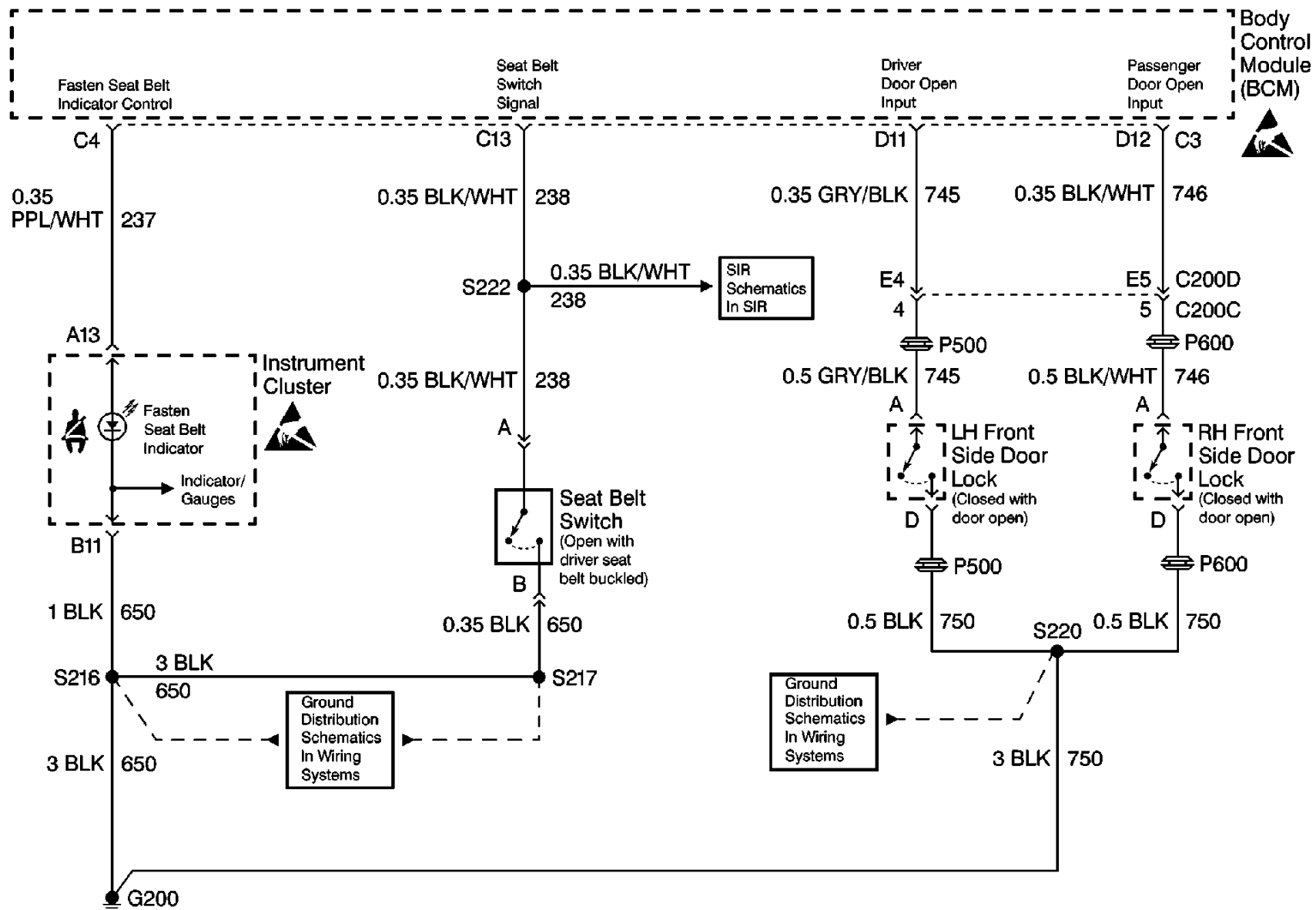
B3

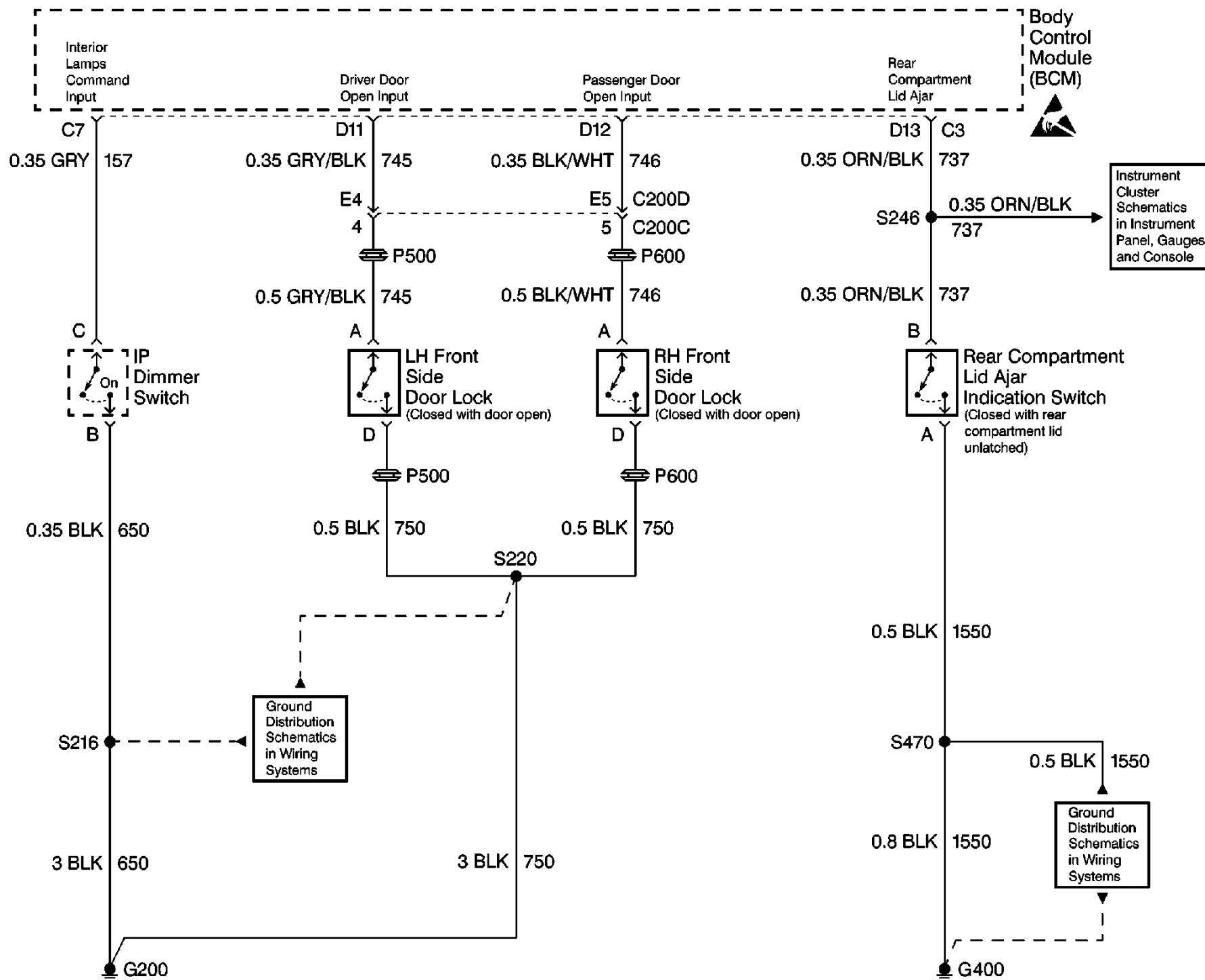
0.35 GRY 728

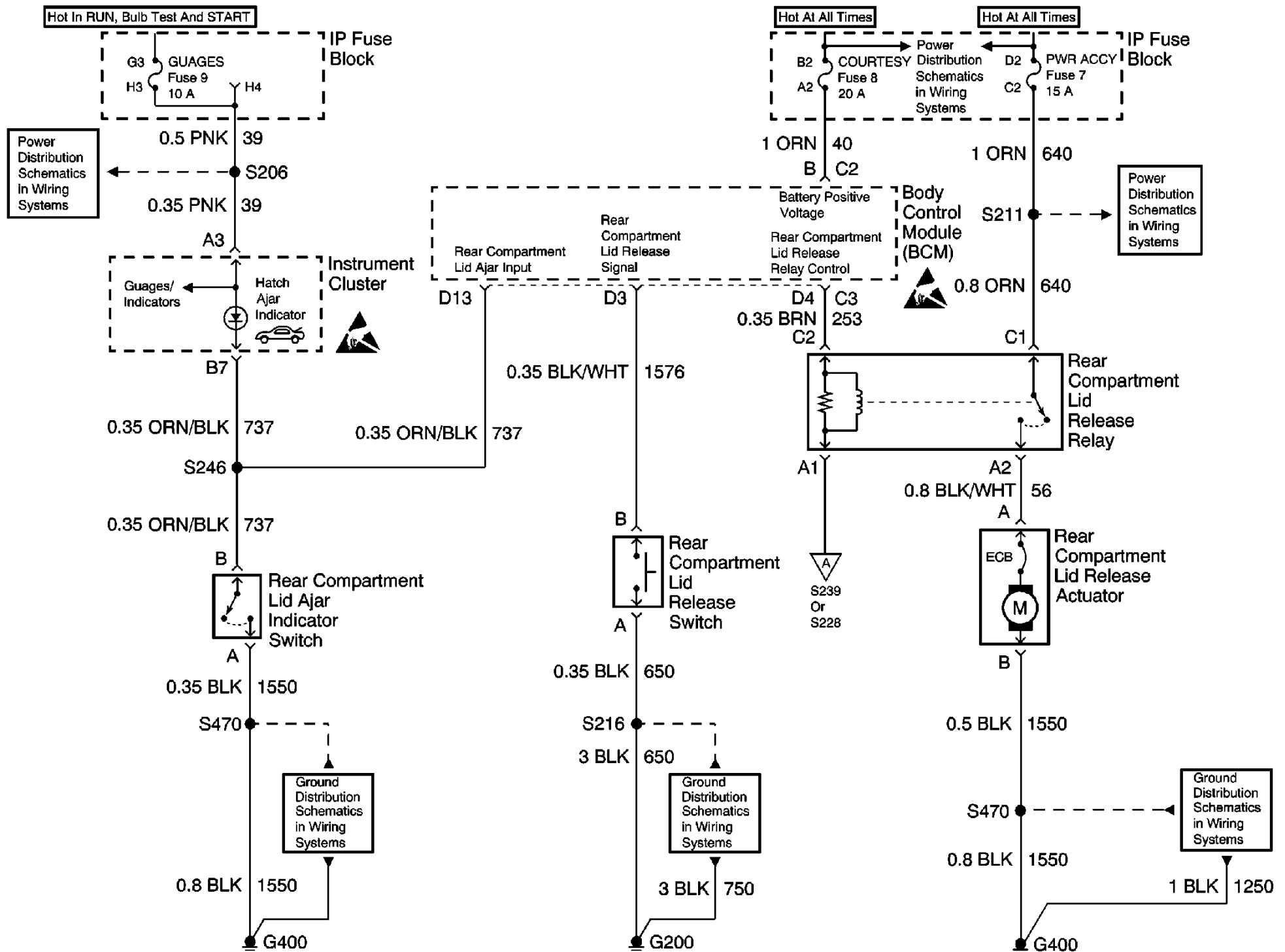


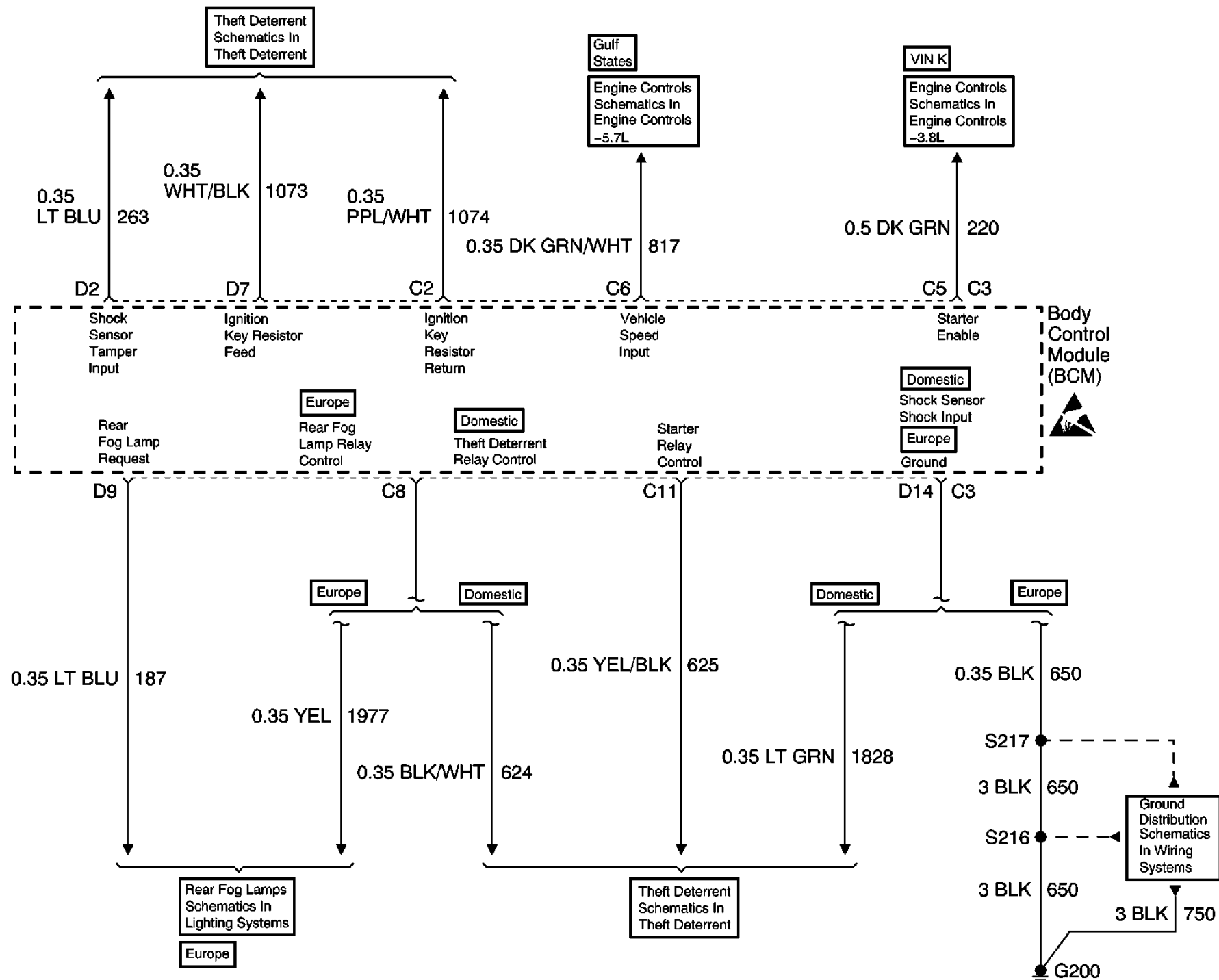


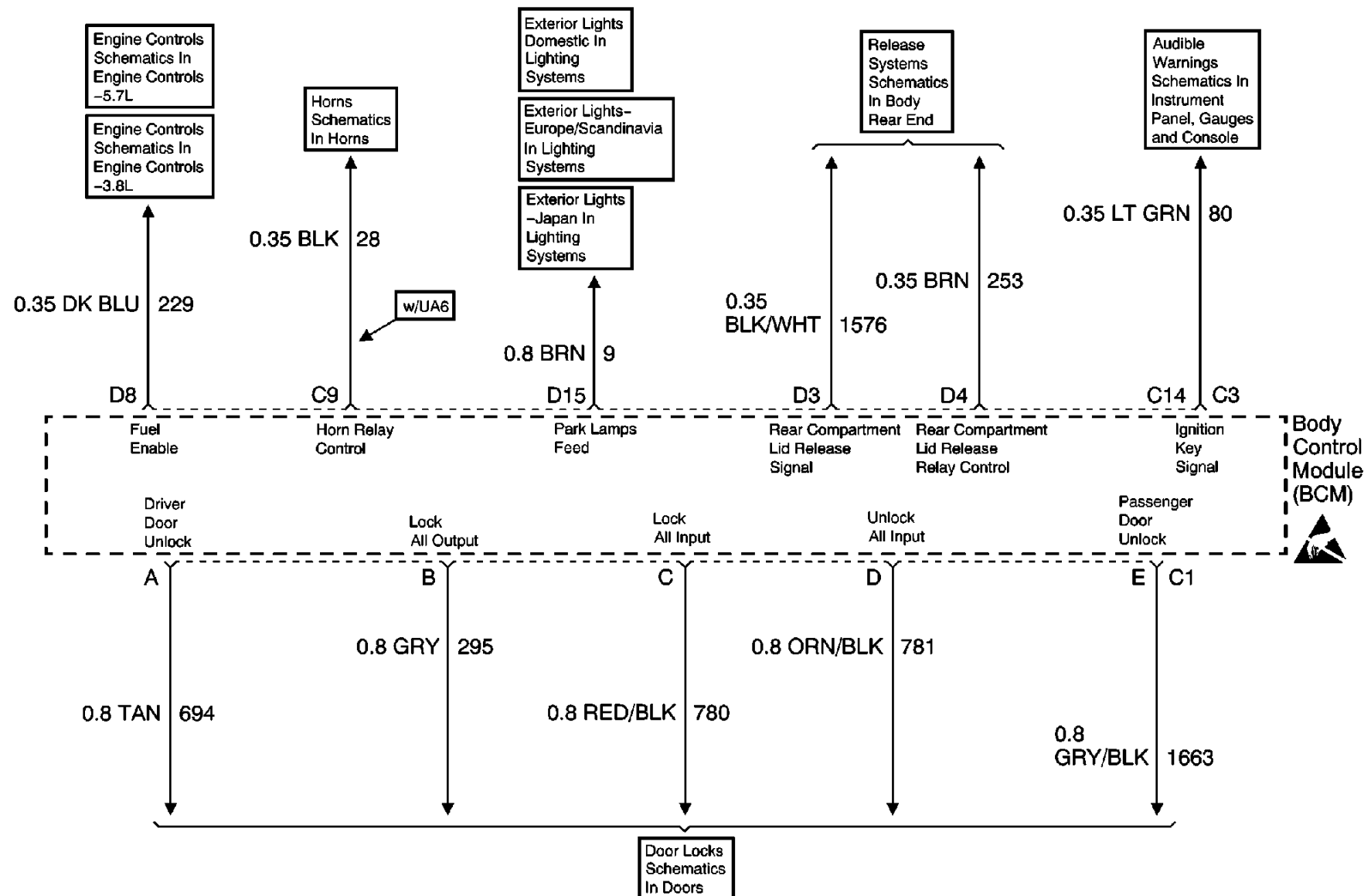


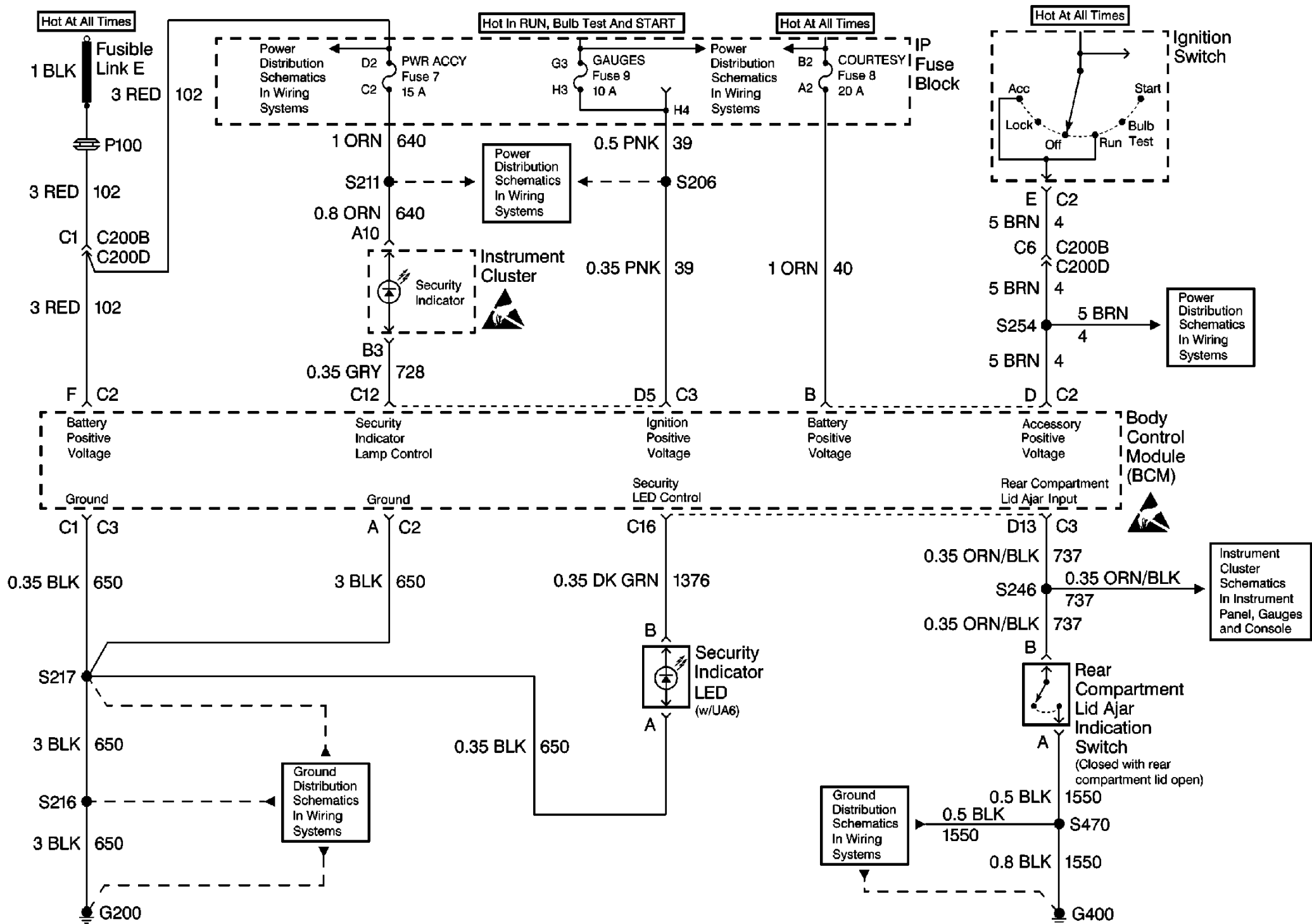


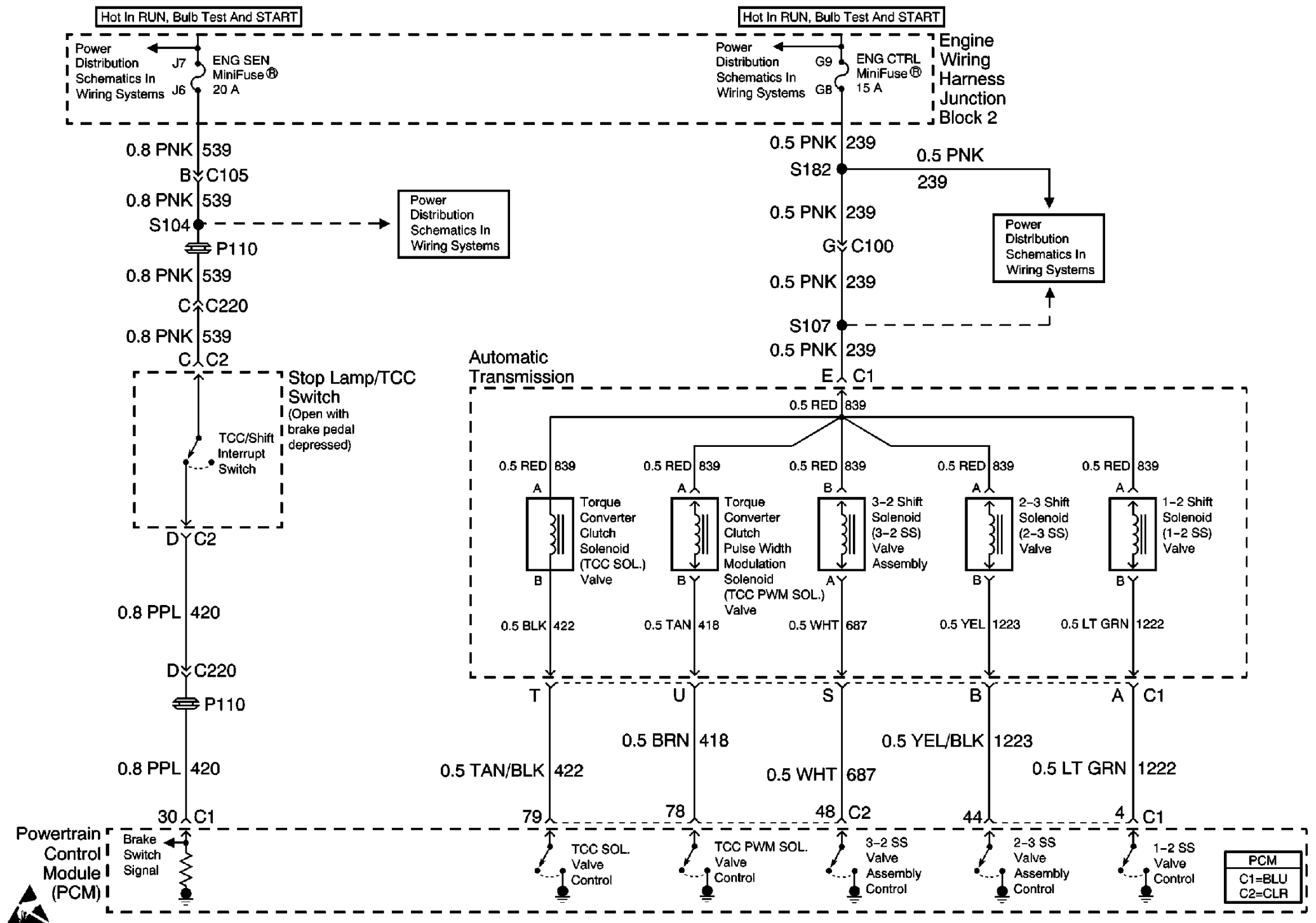


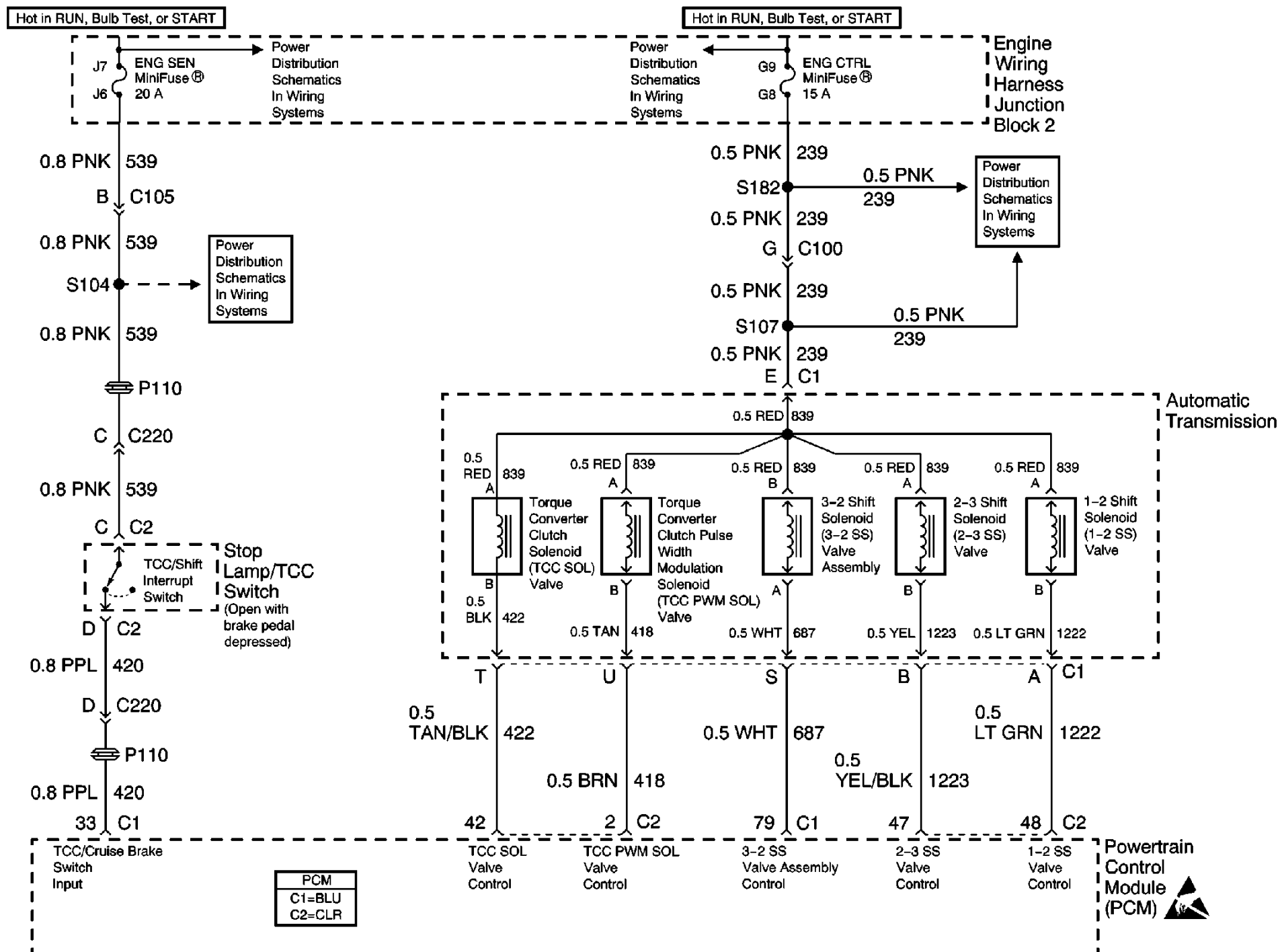


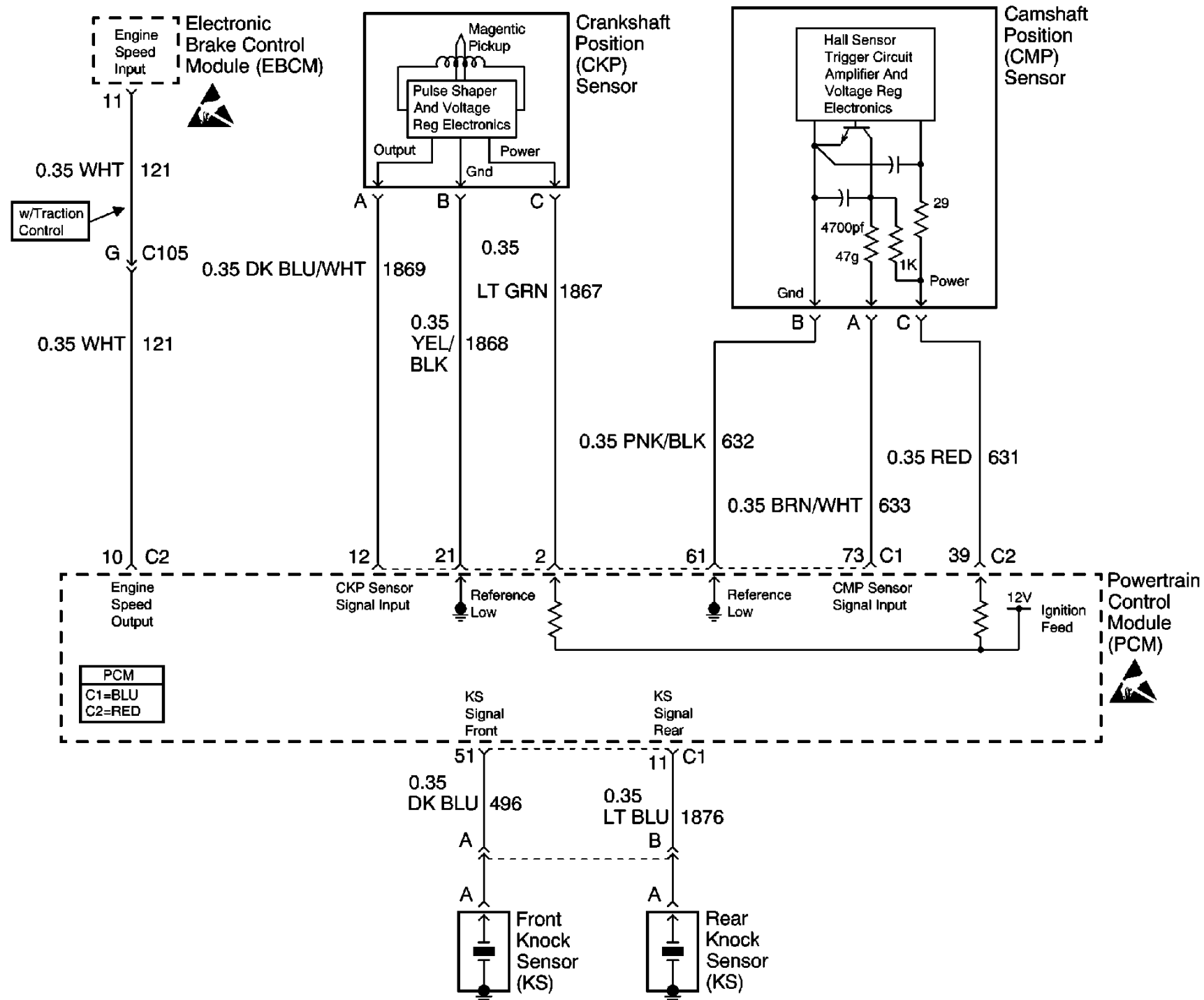


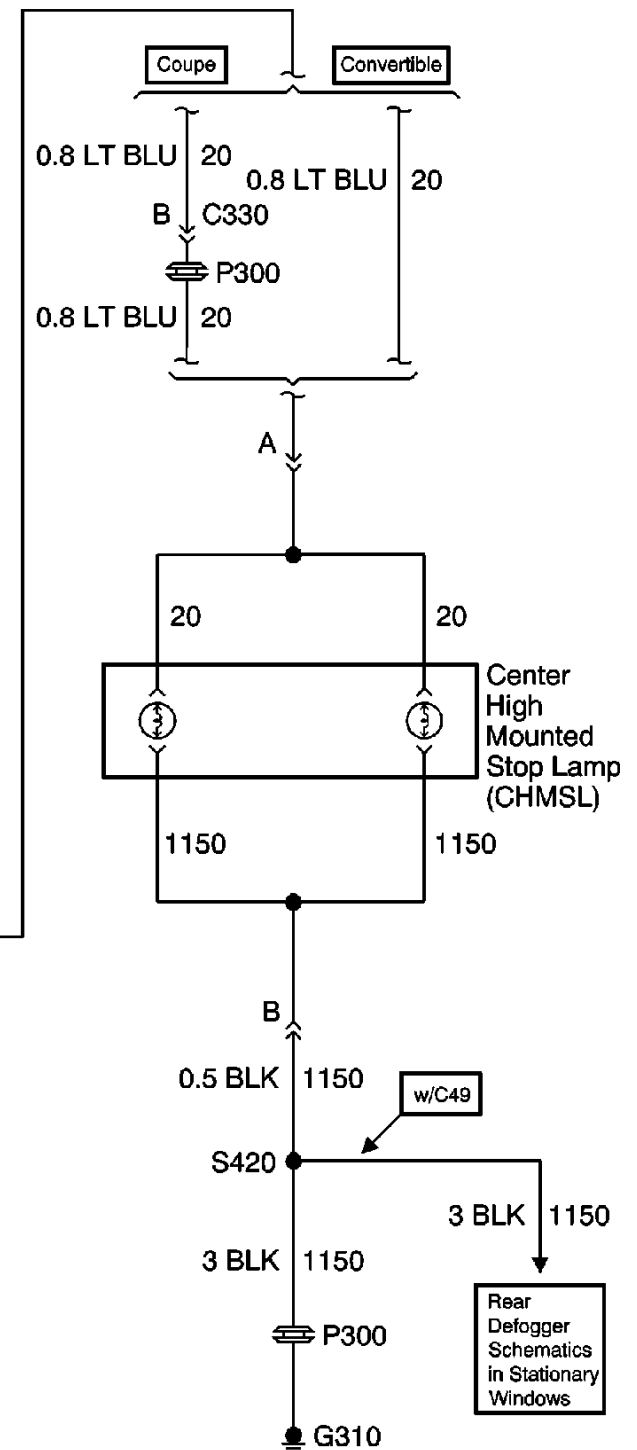
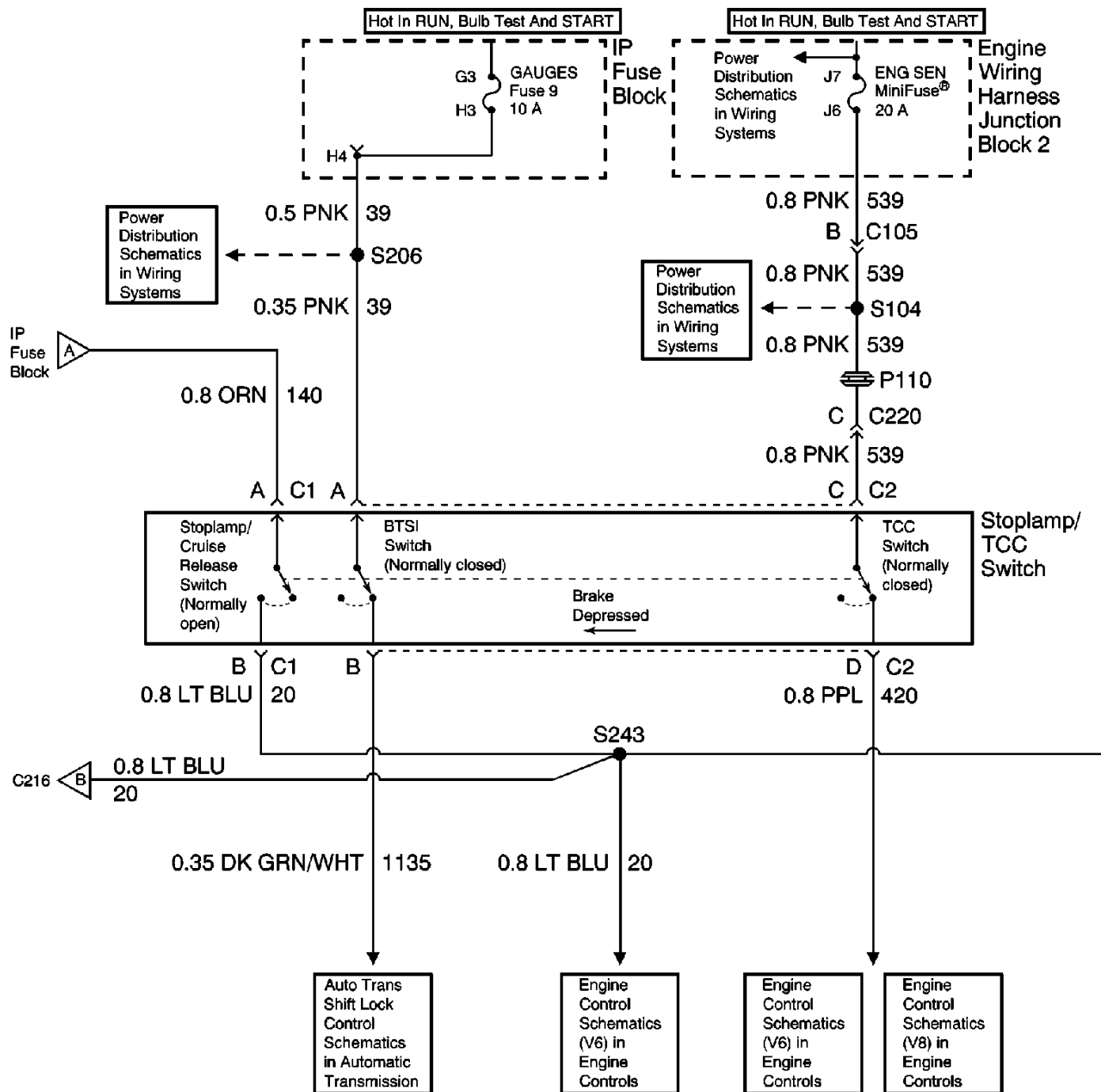


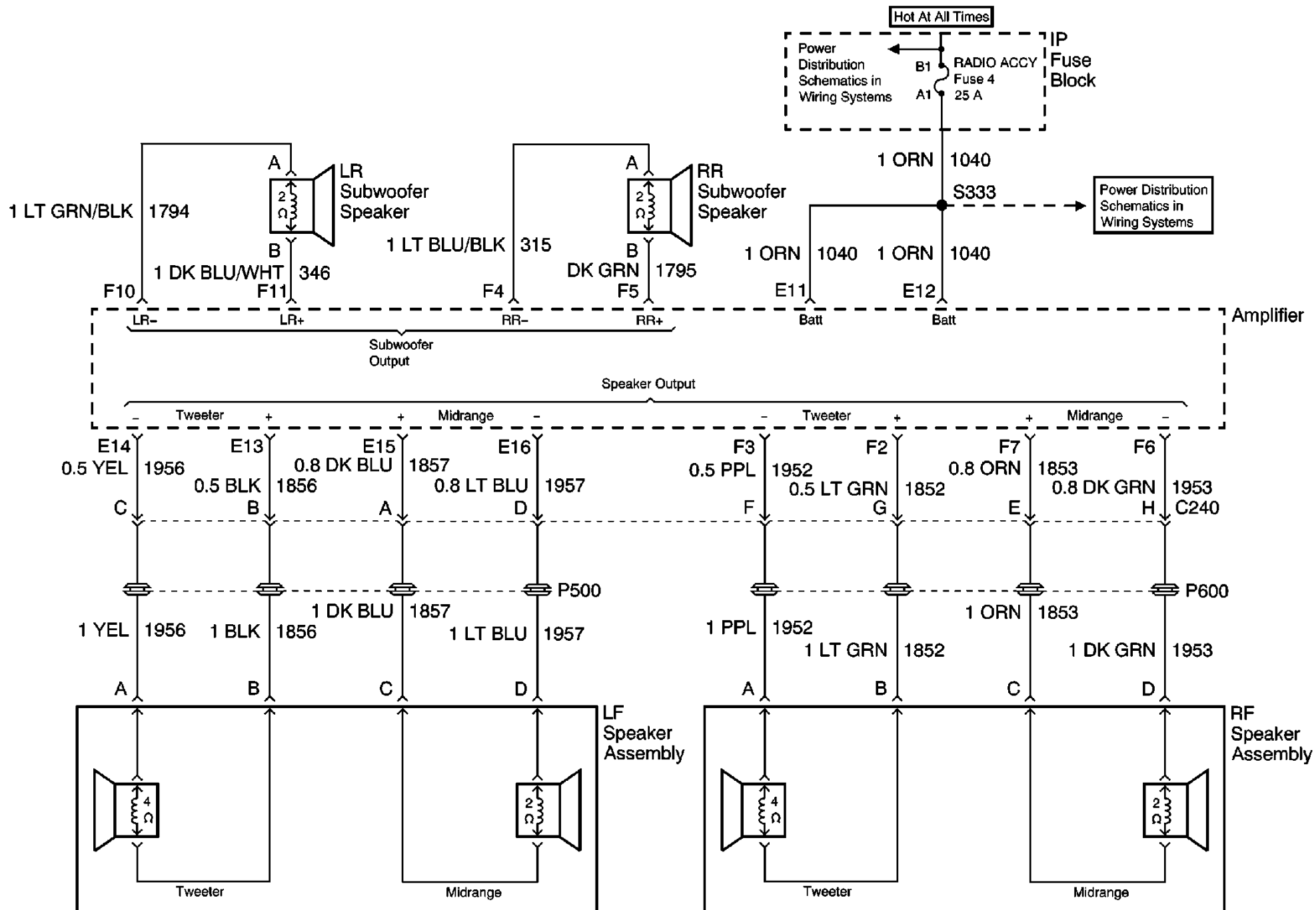


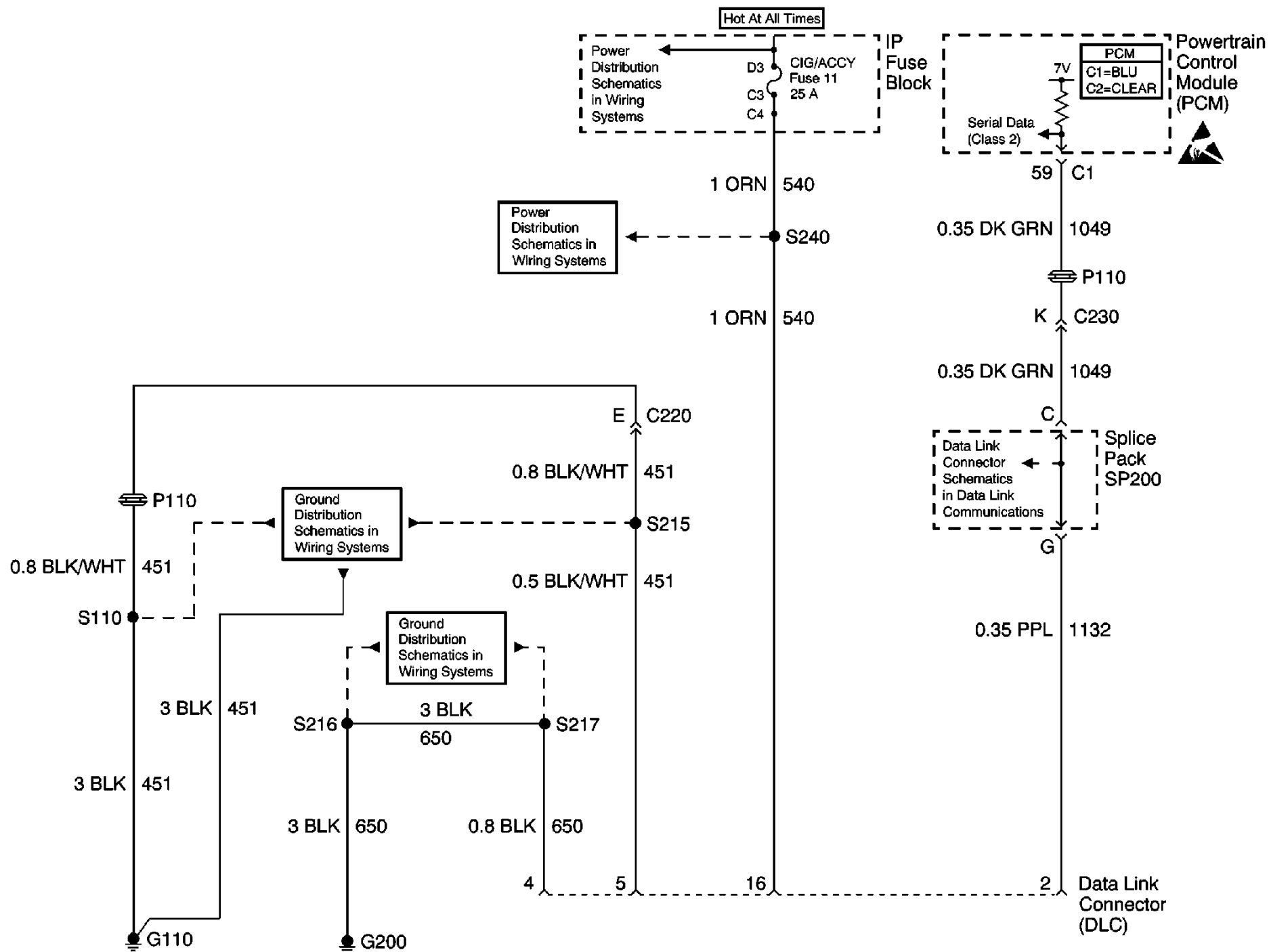


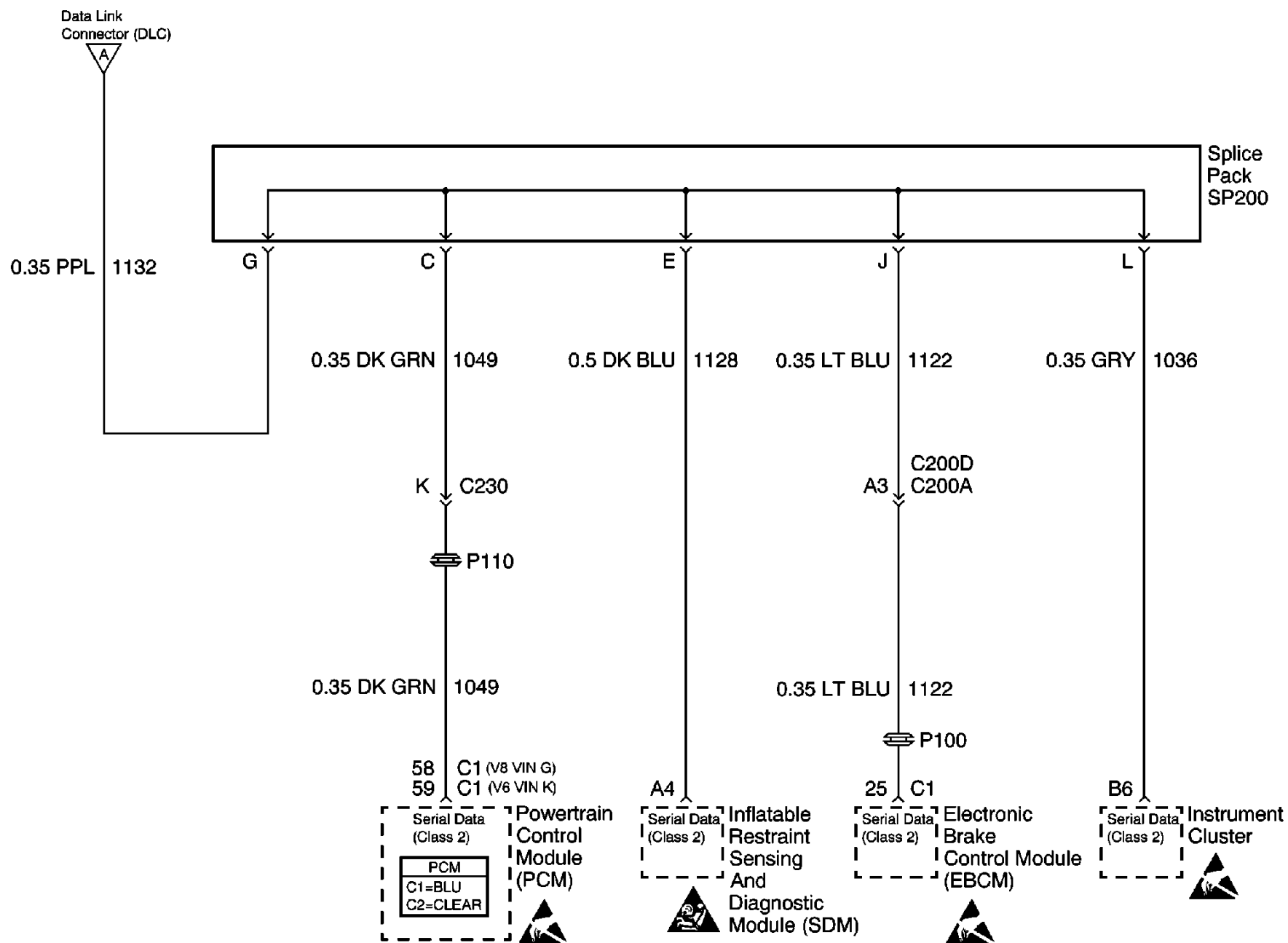




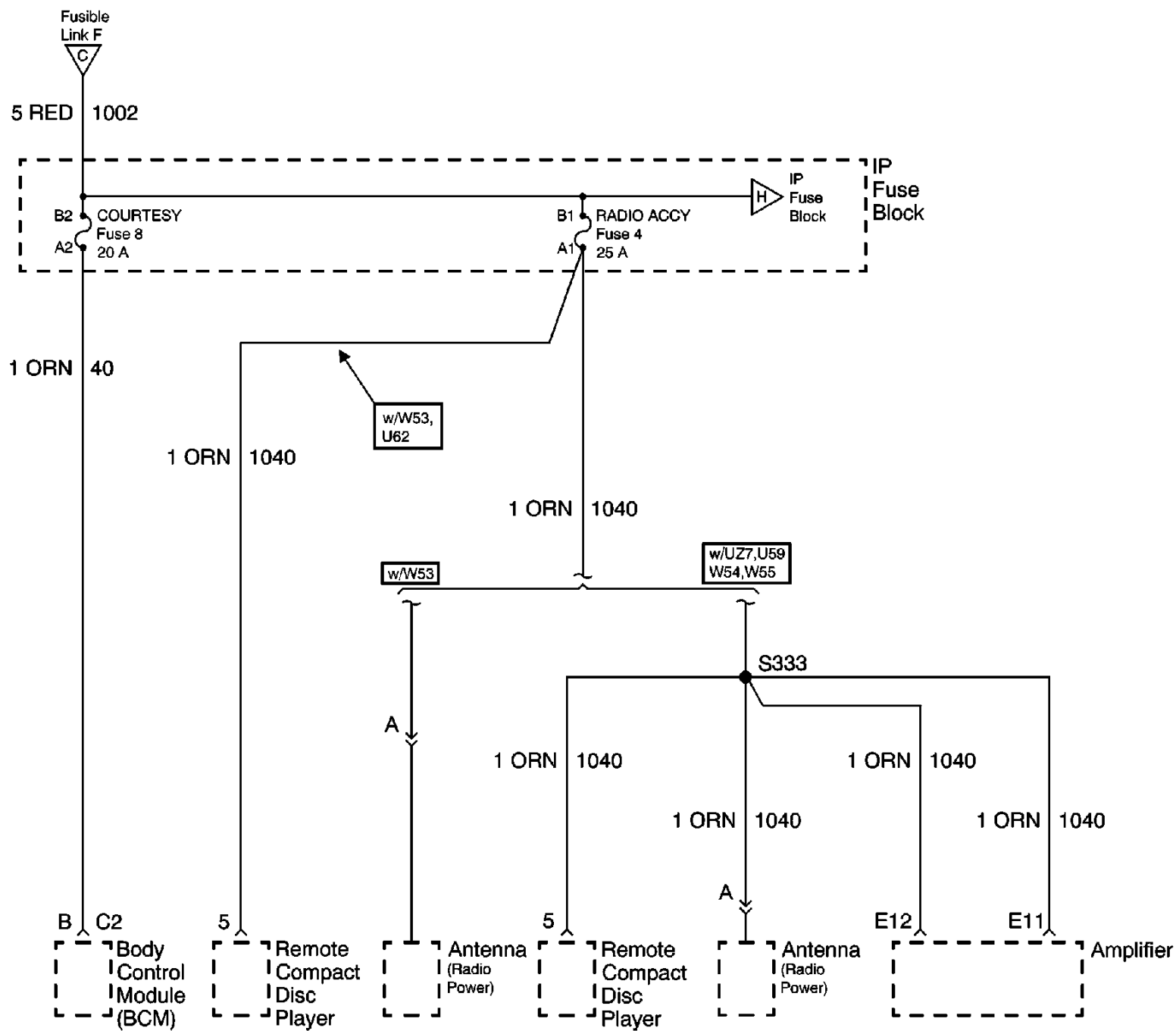


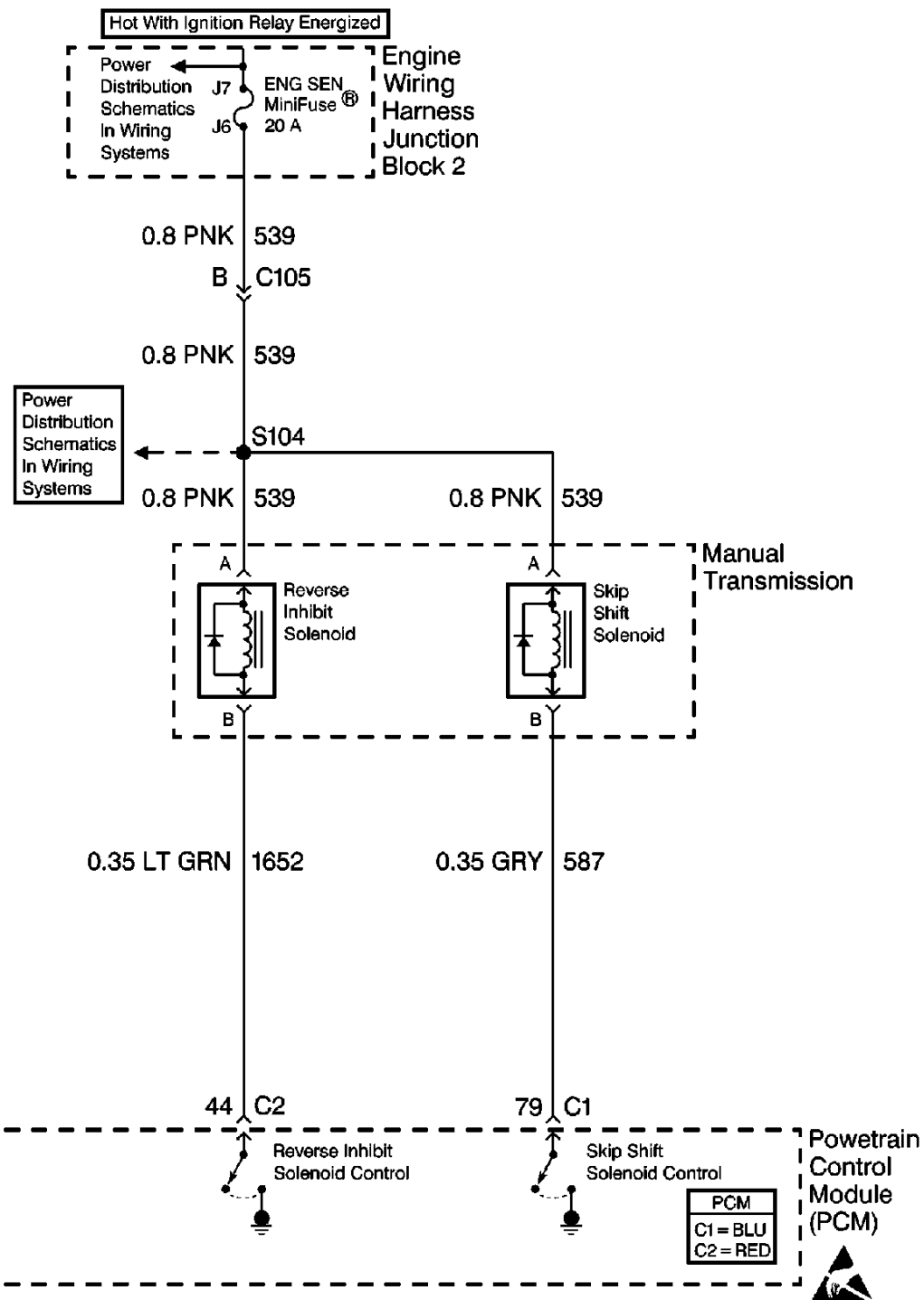
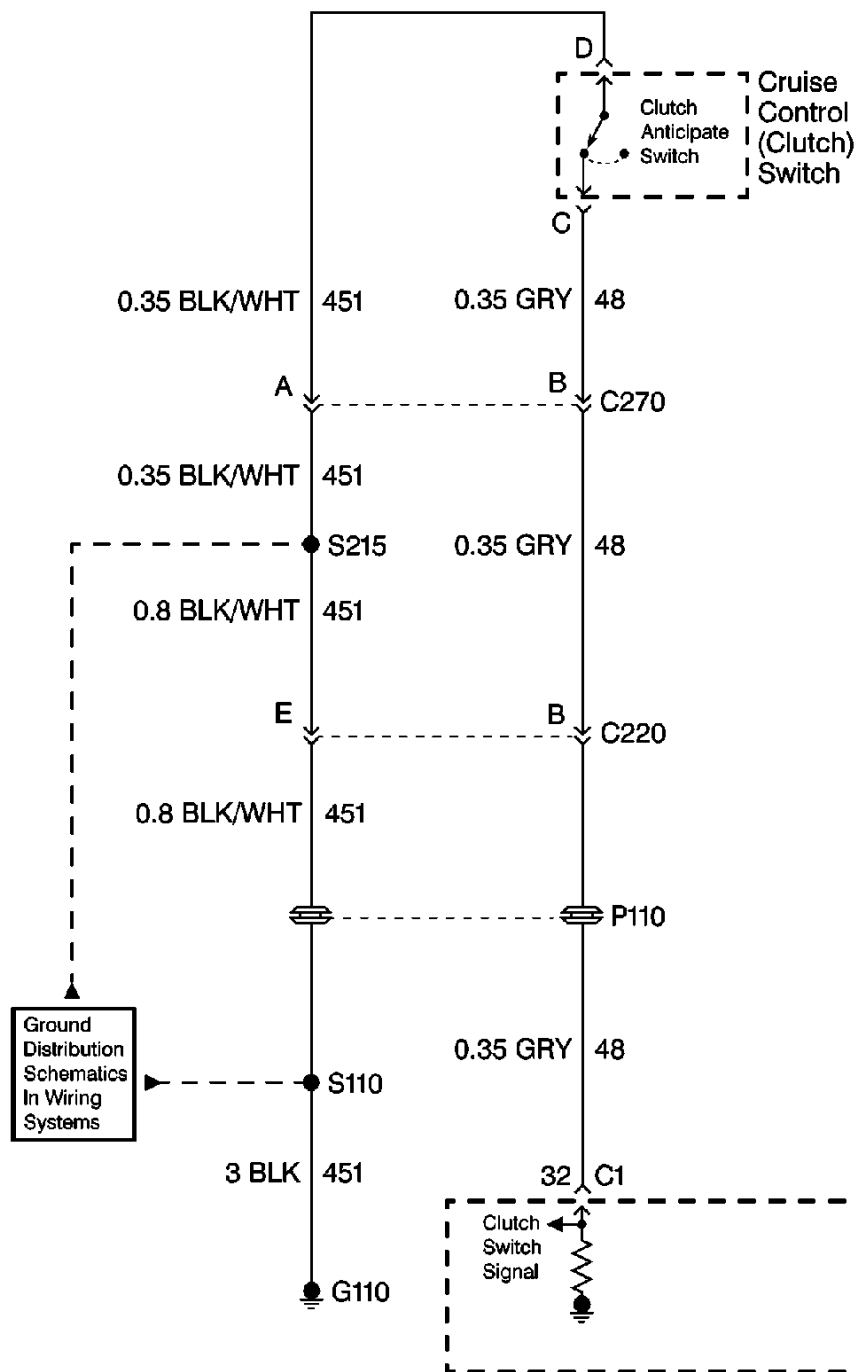


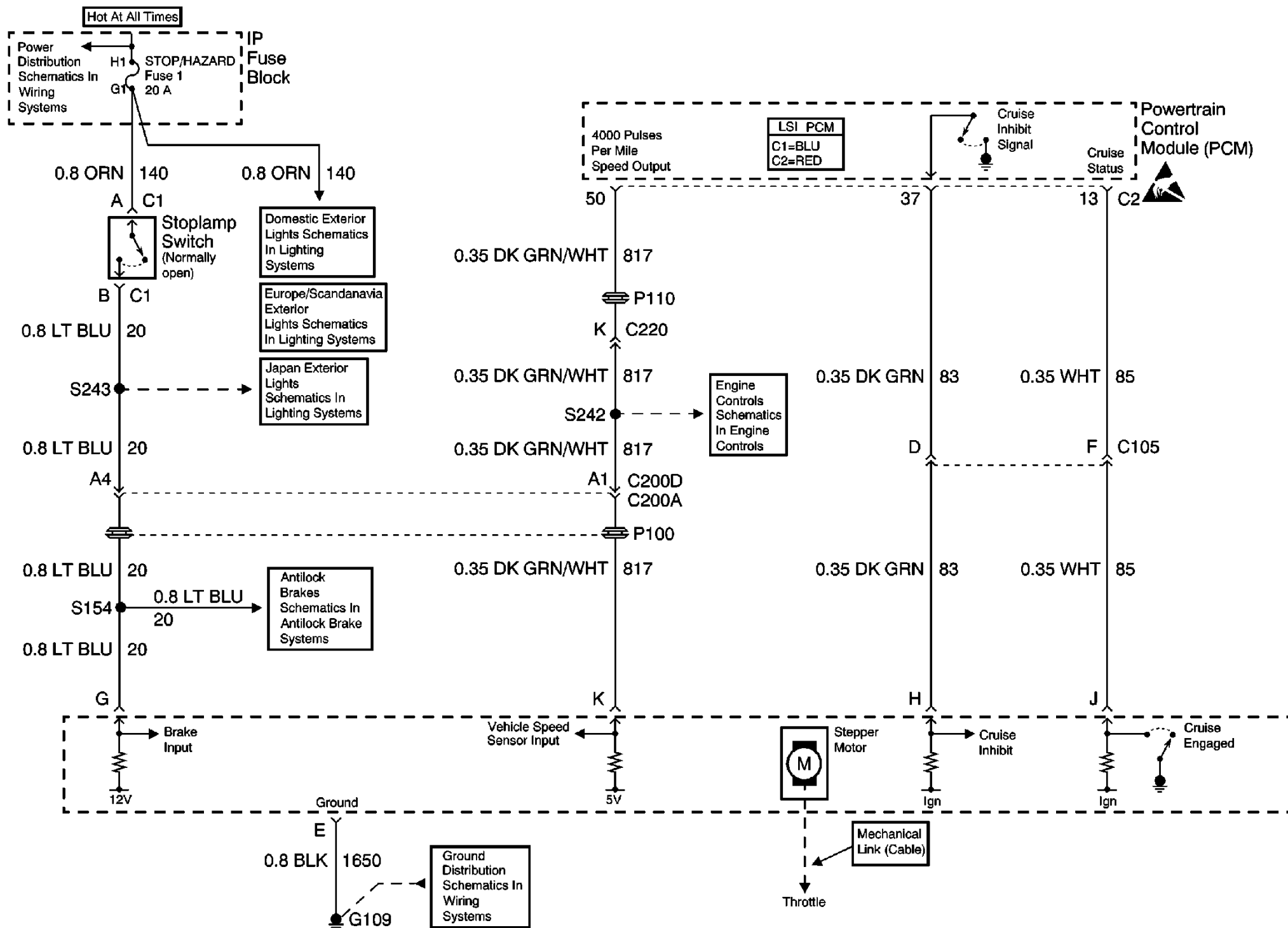


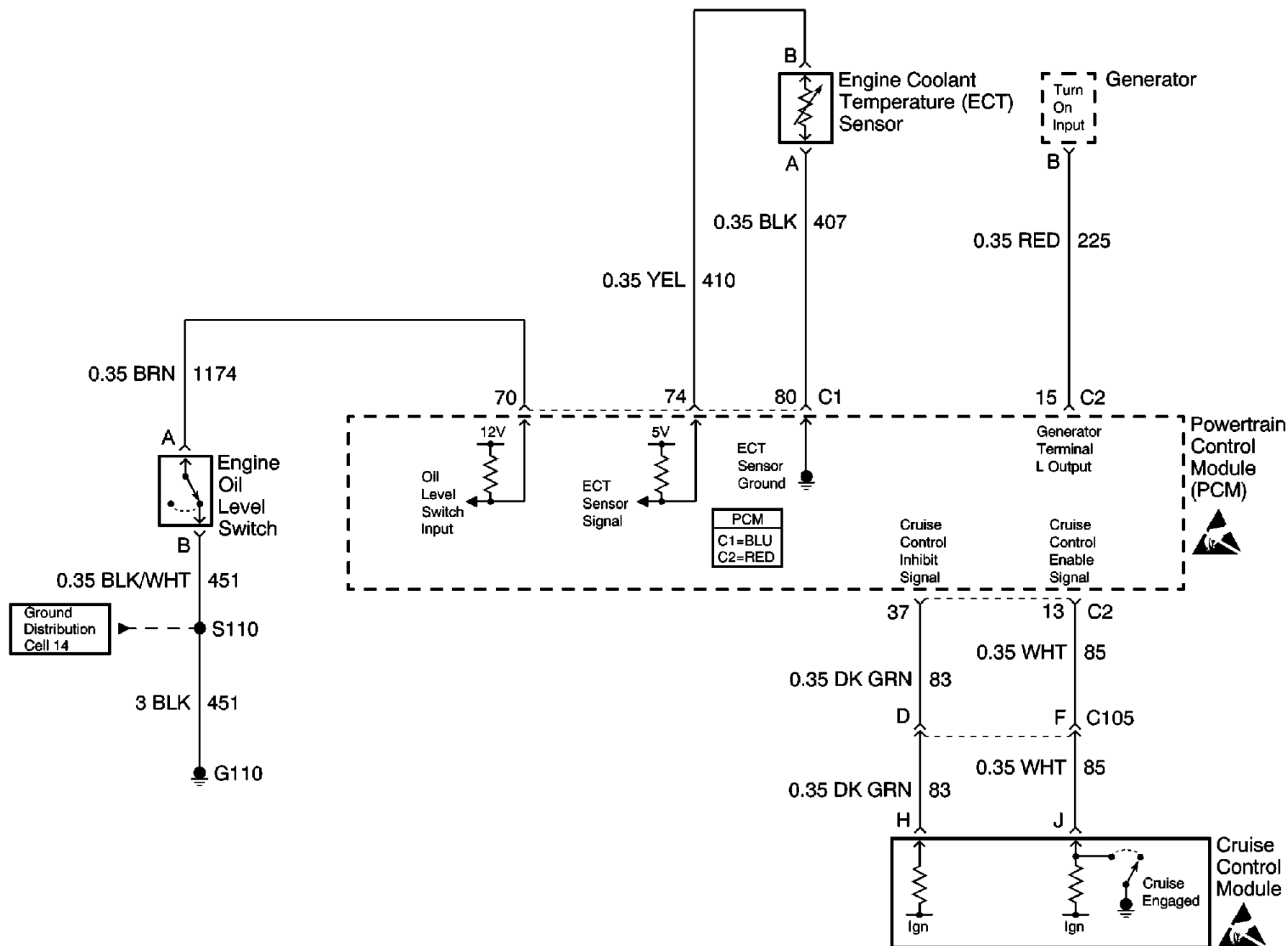


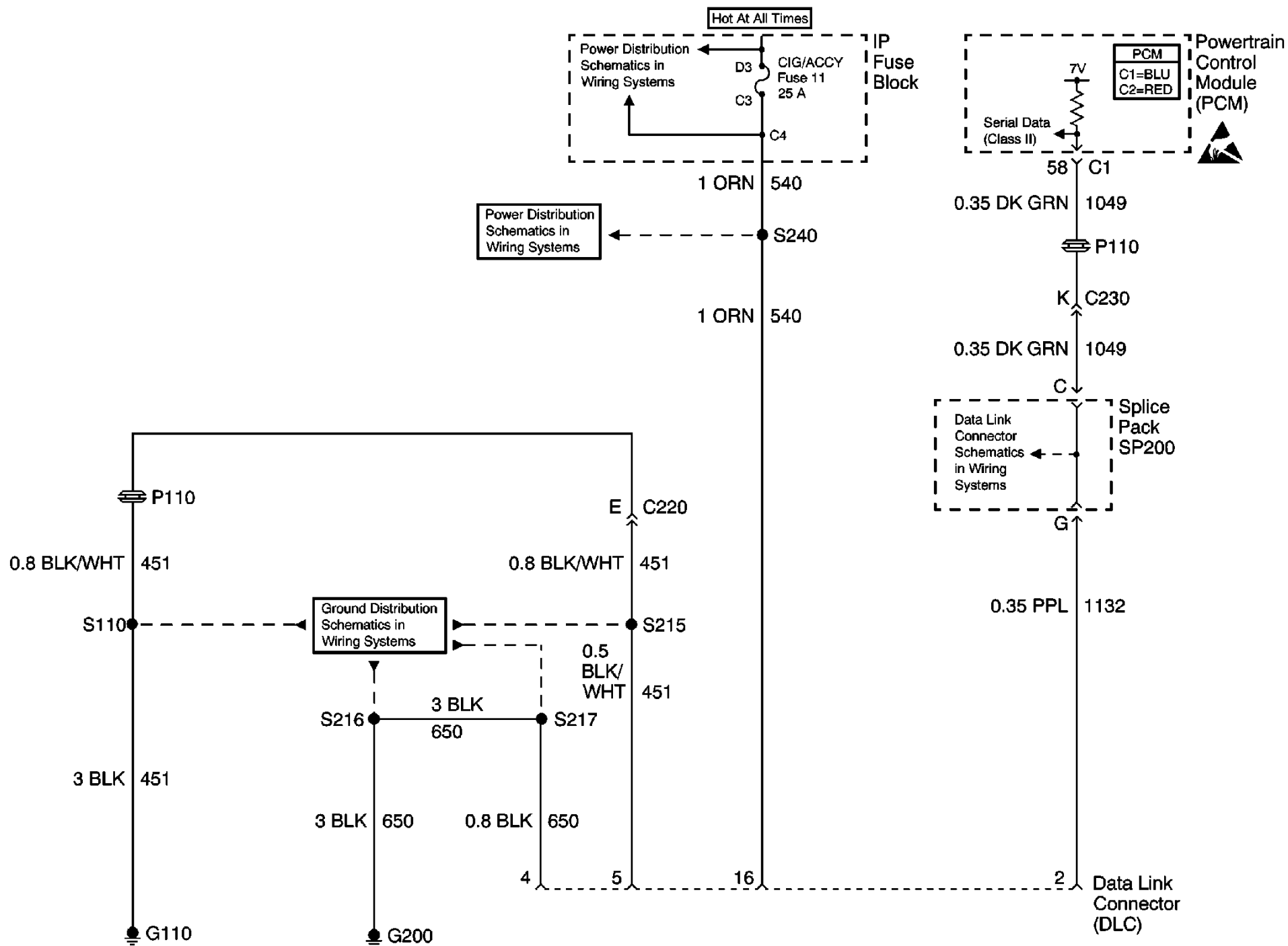


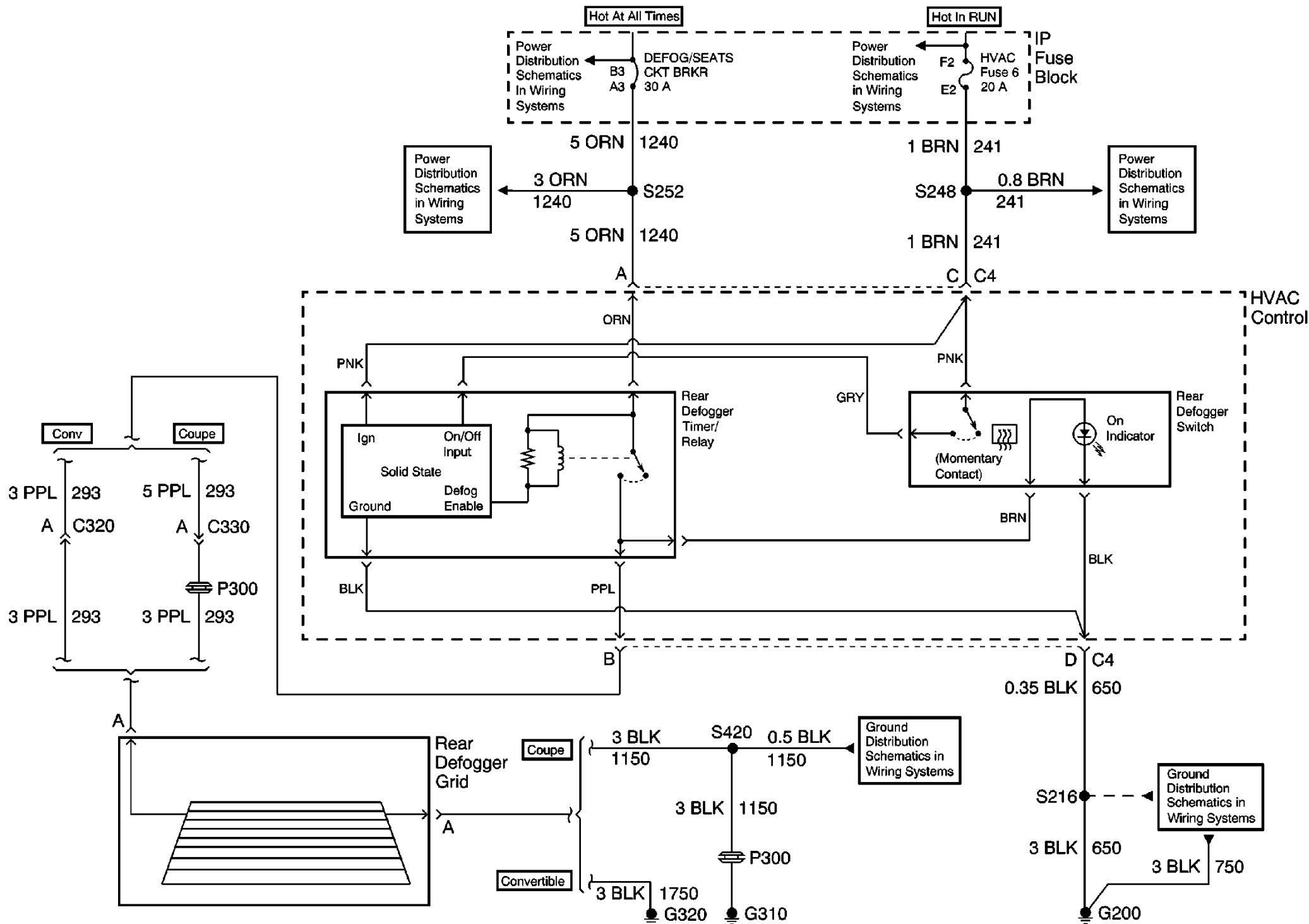


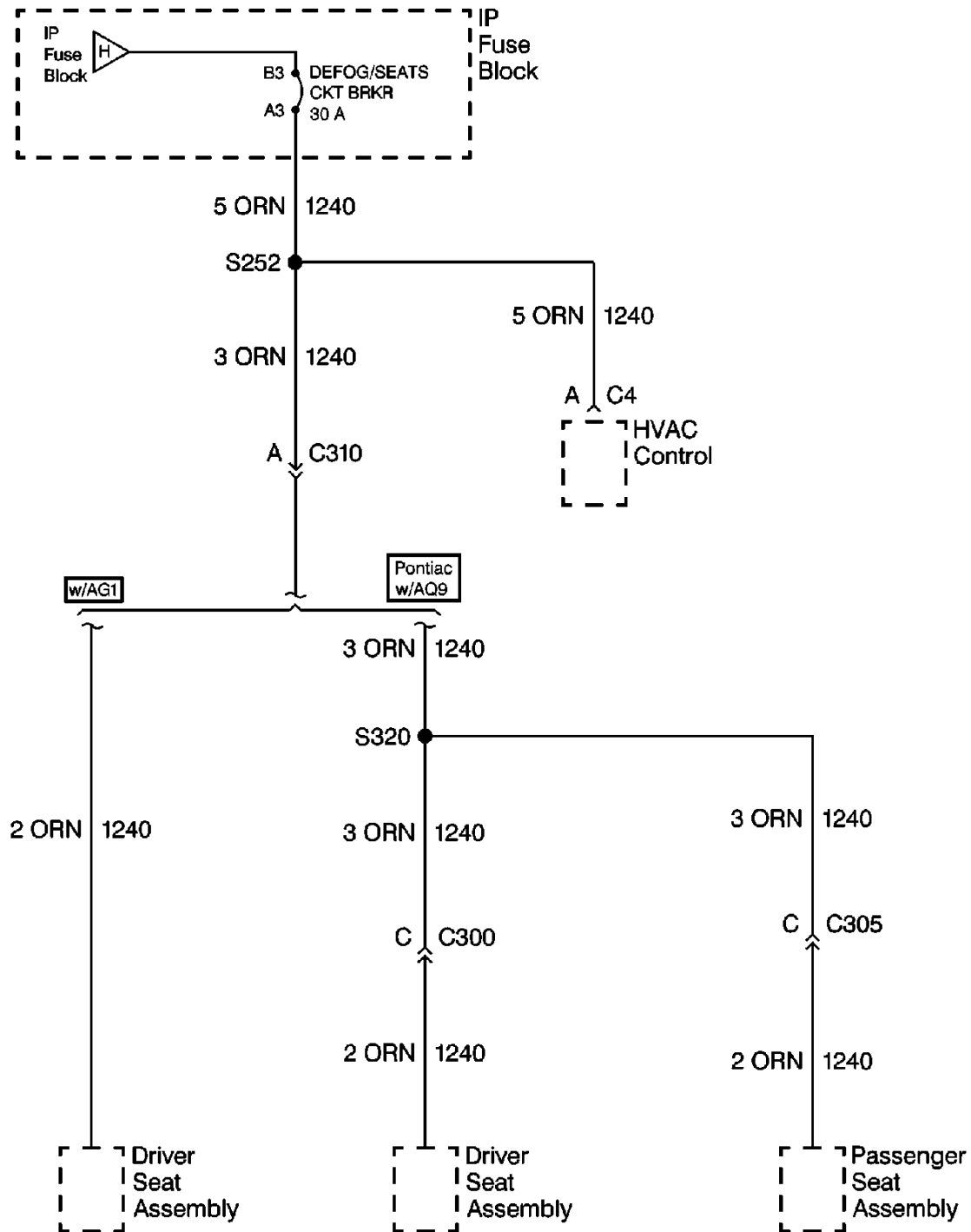


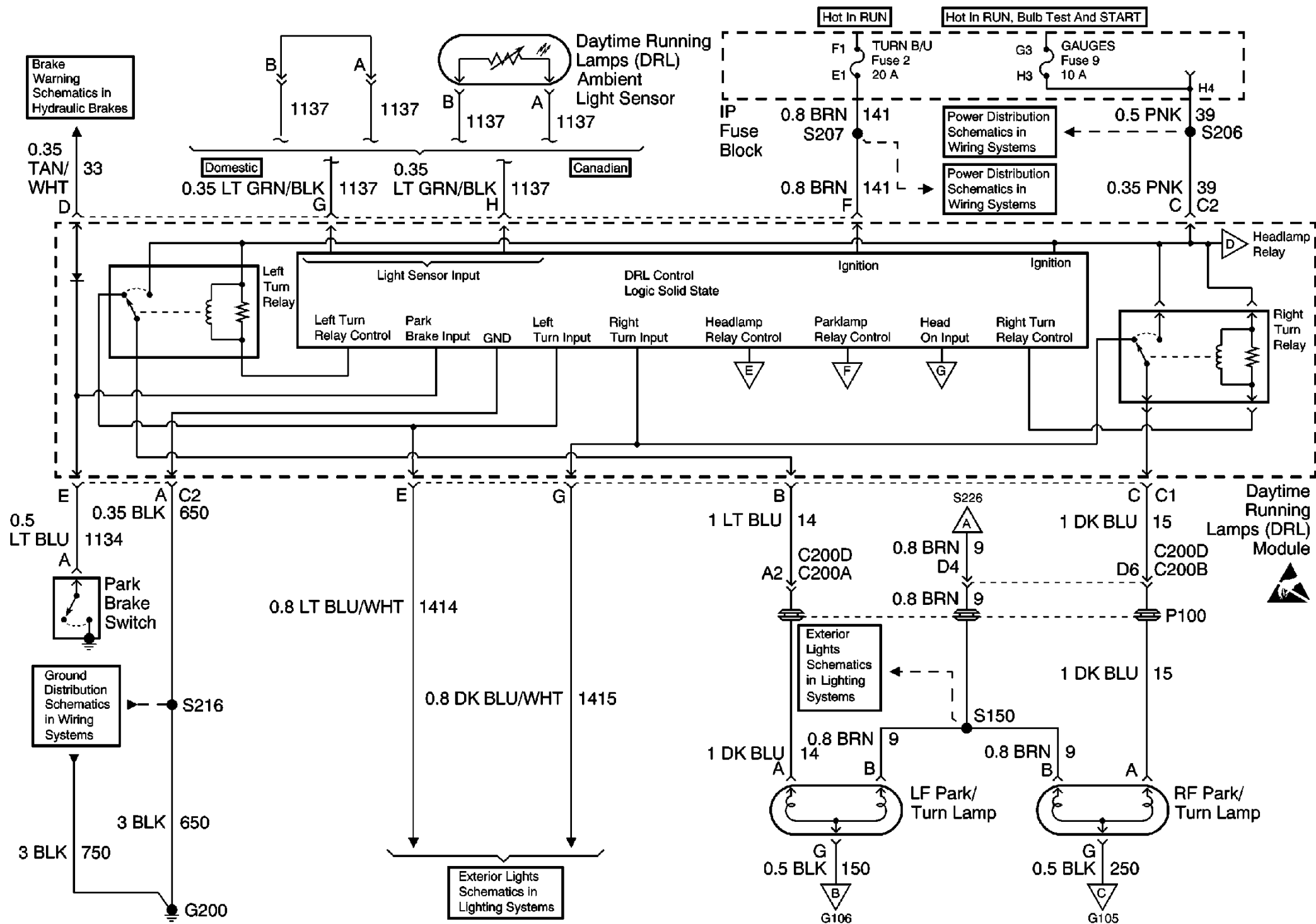


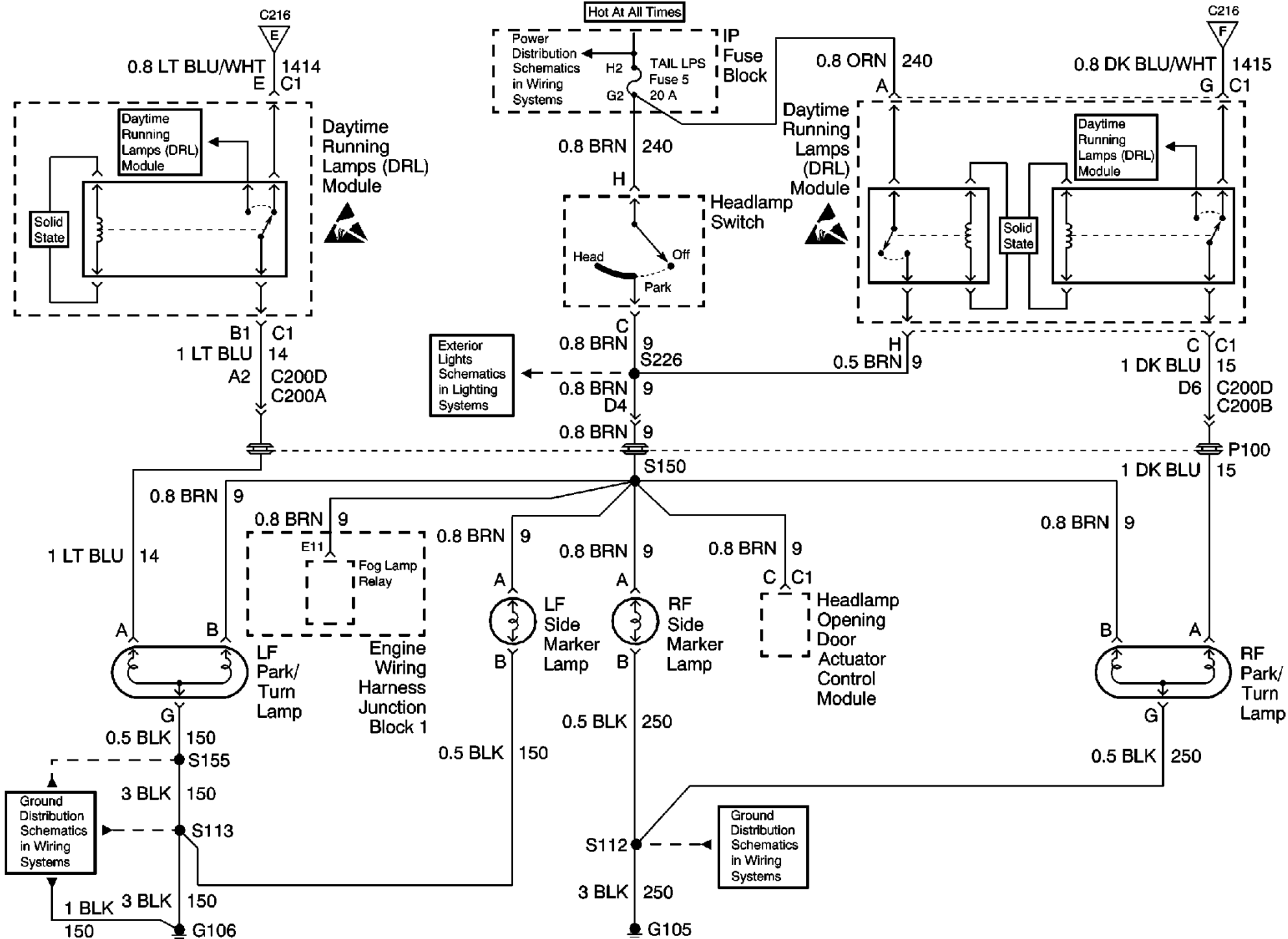


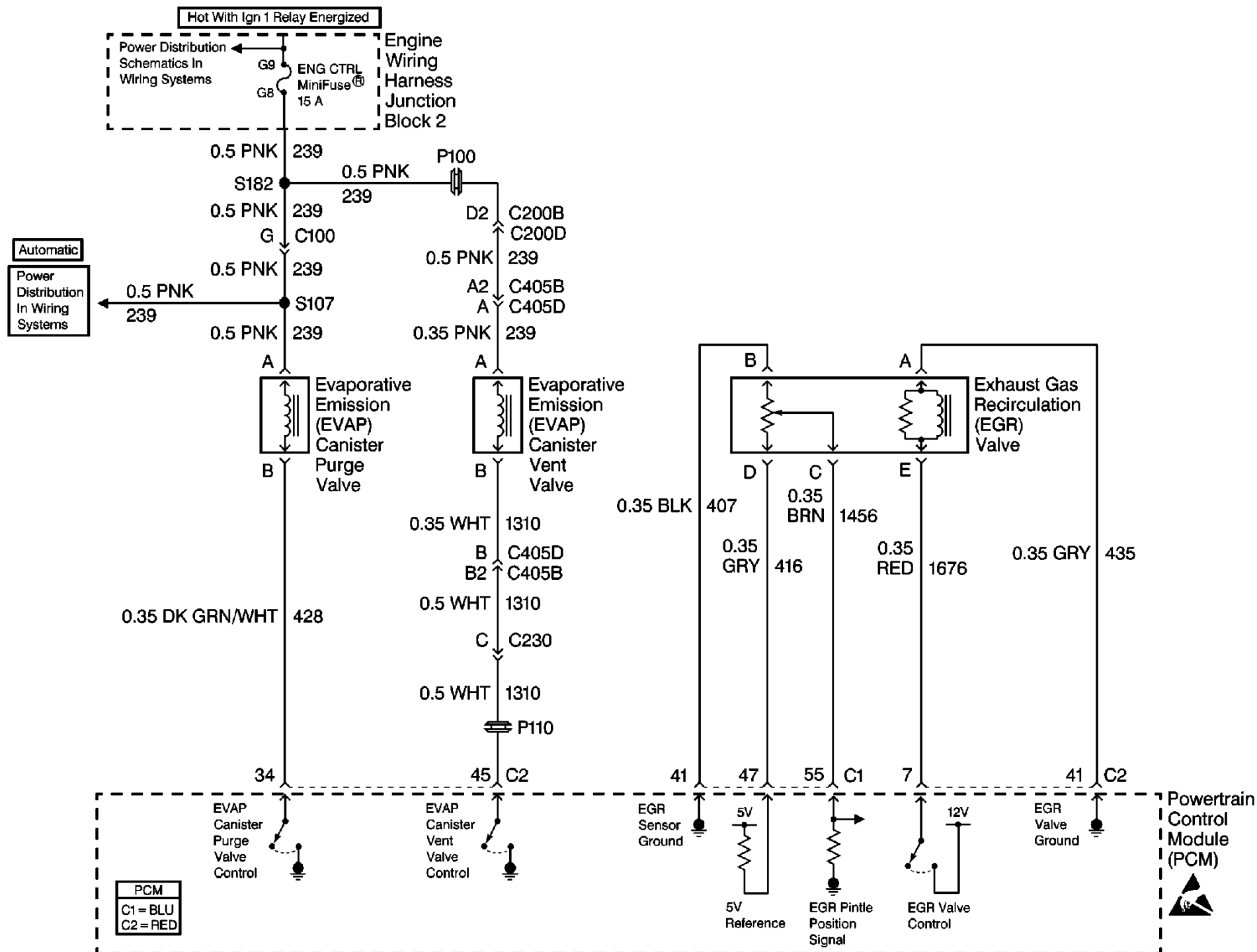


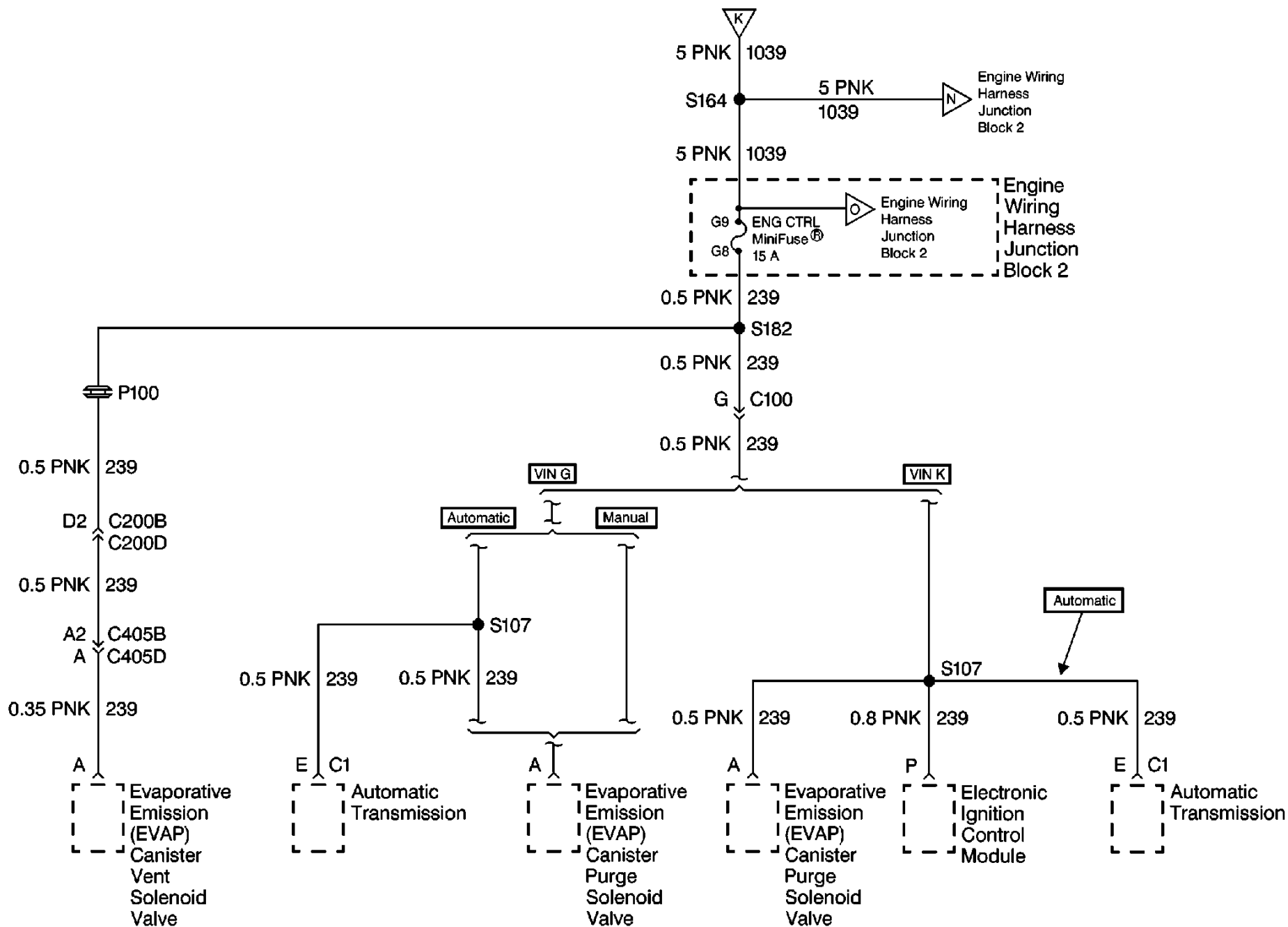


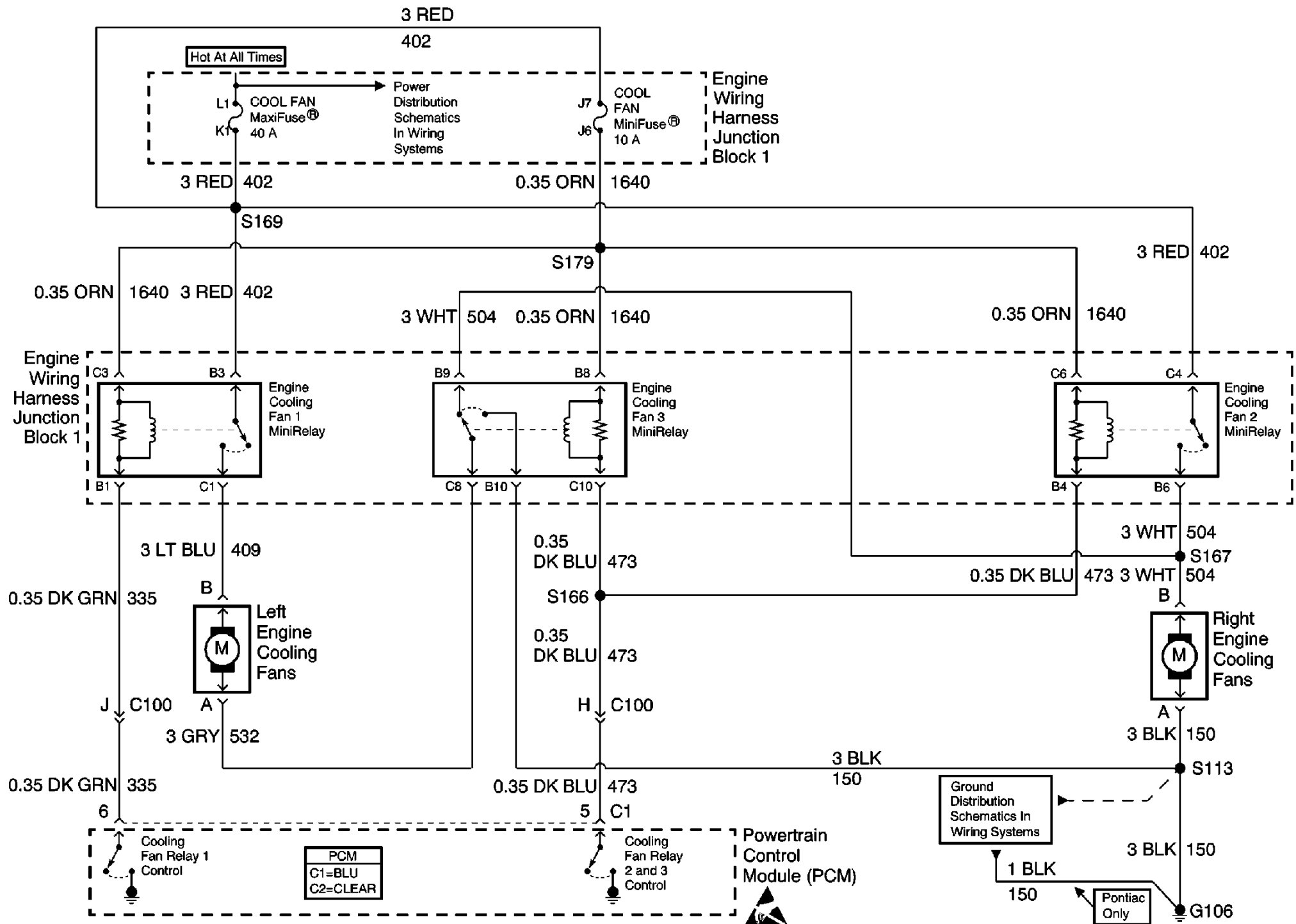


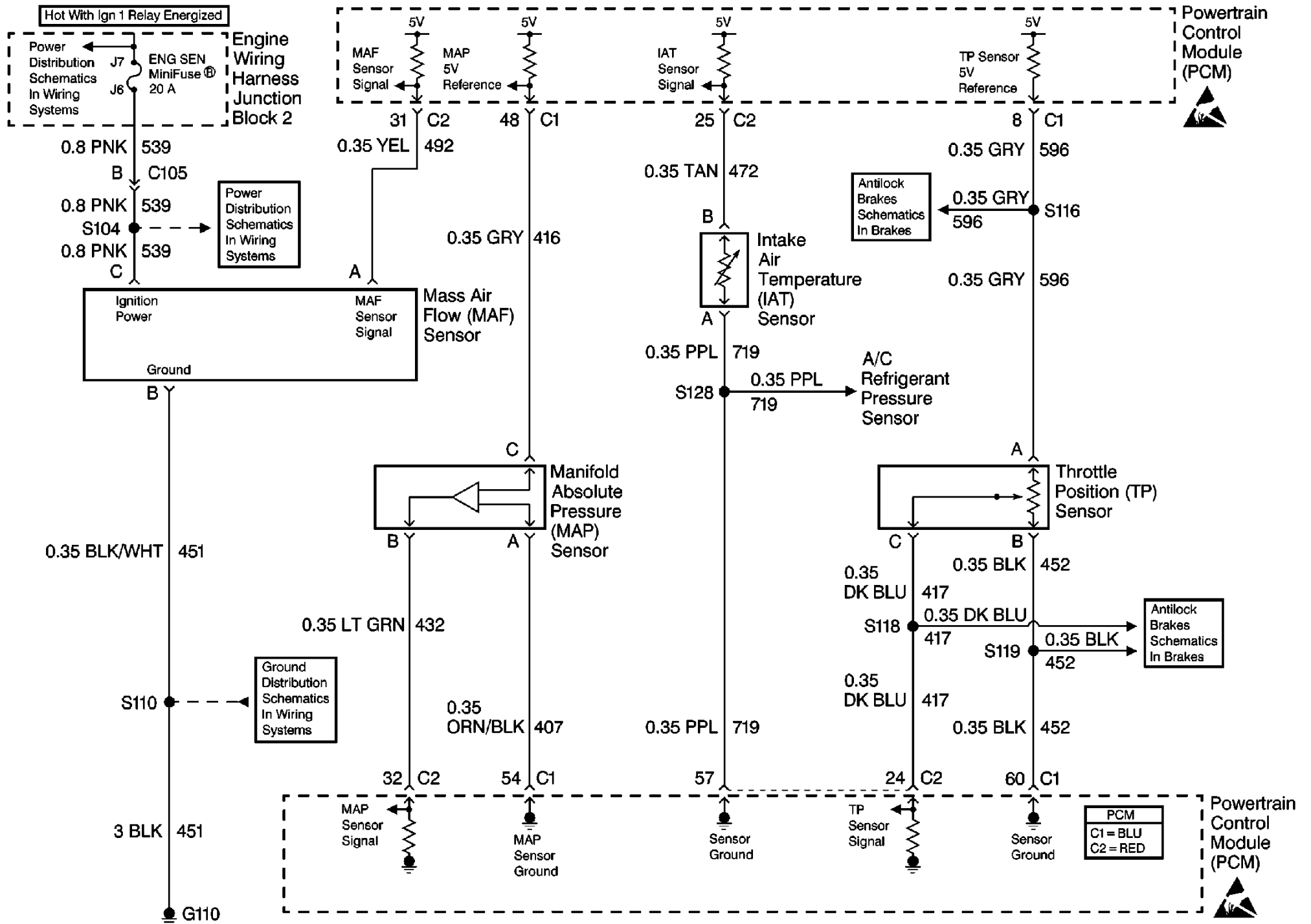


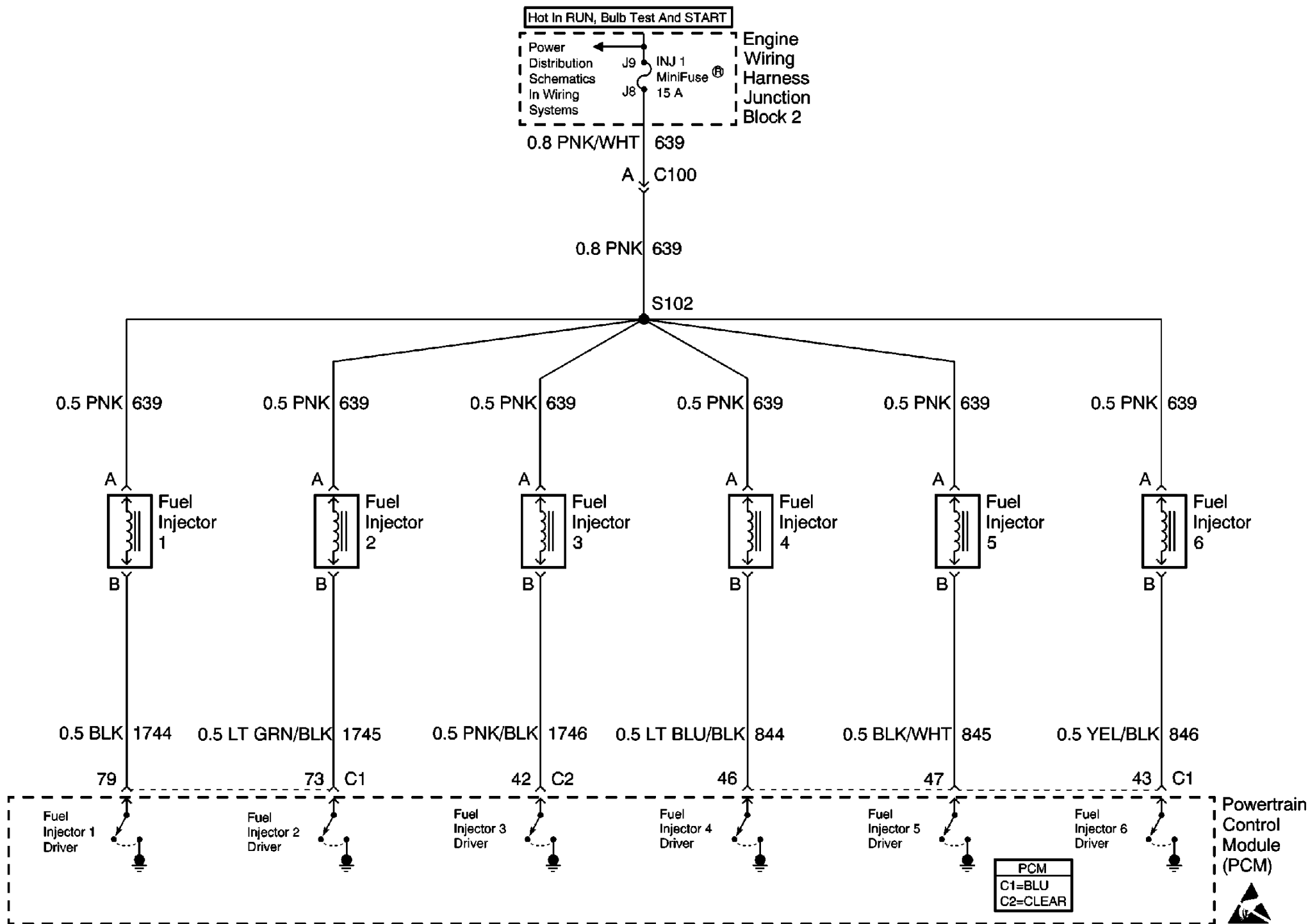


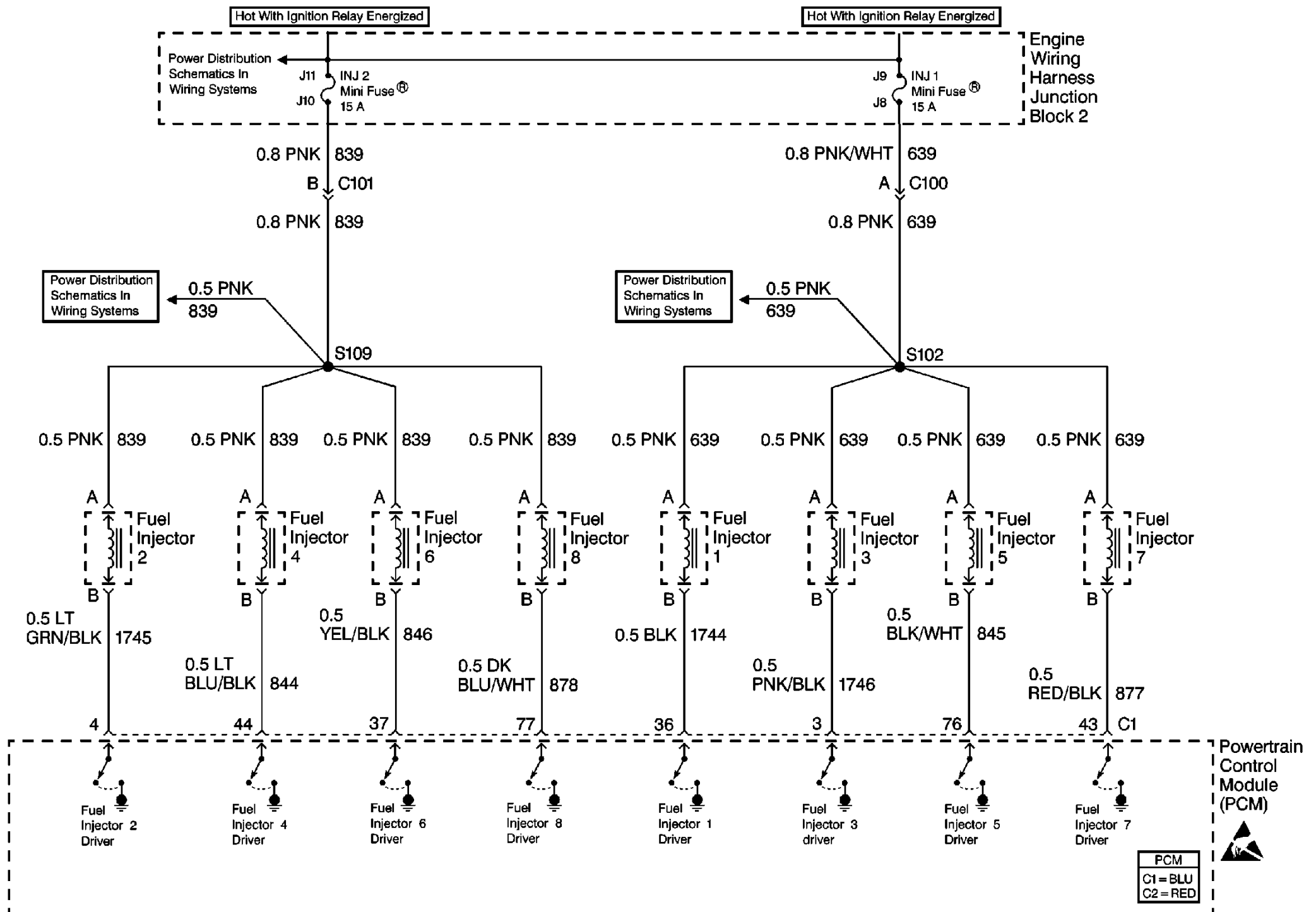


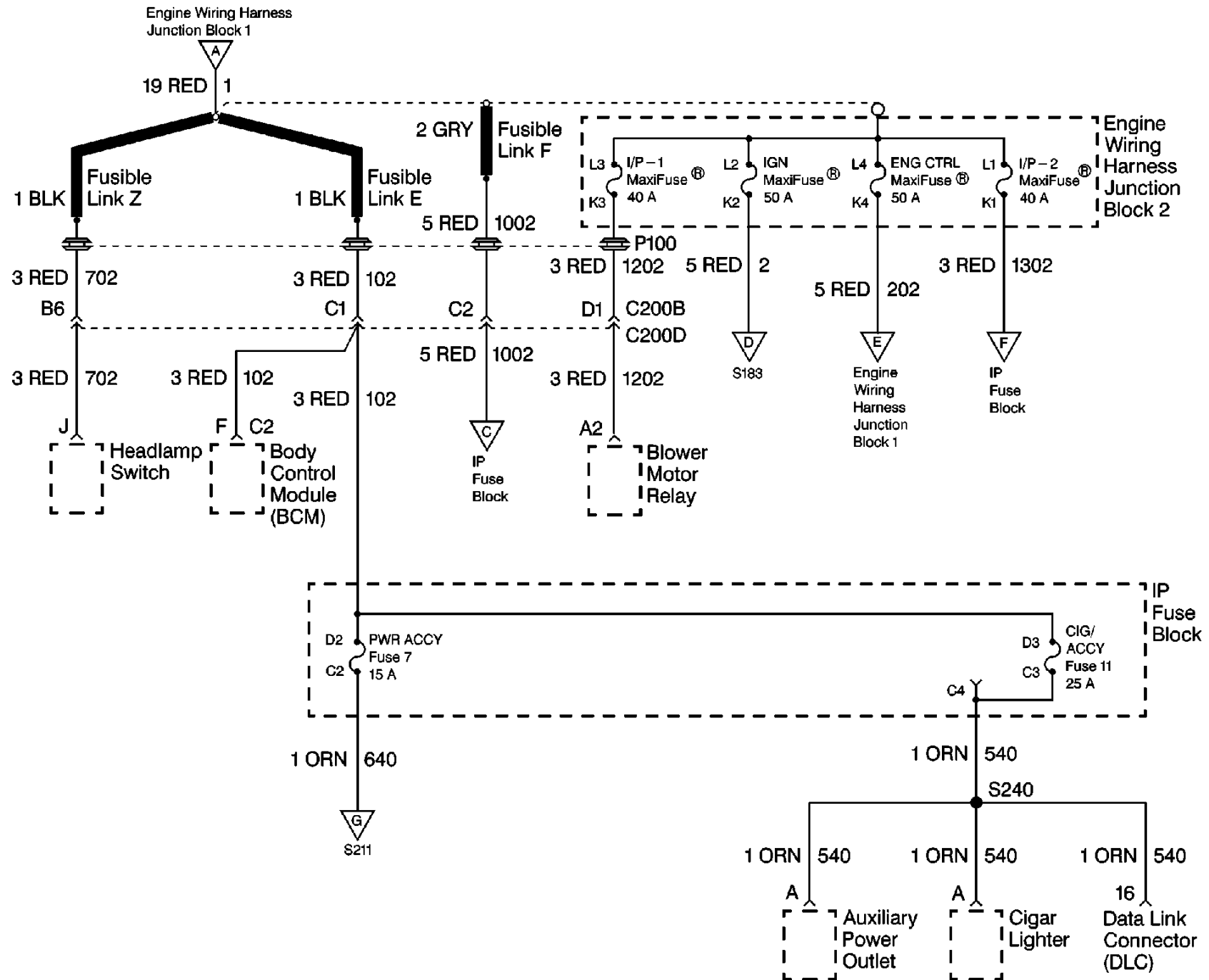


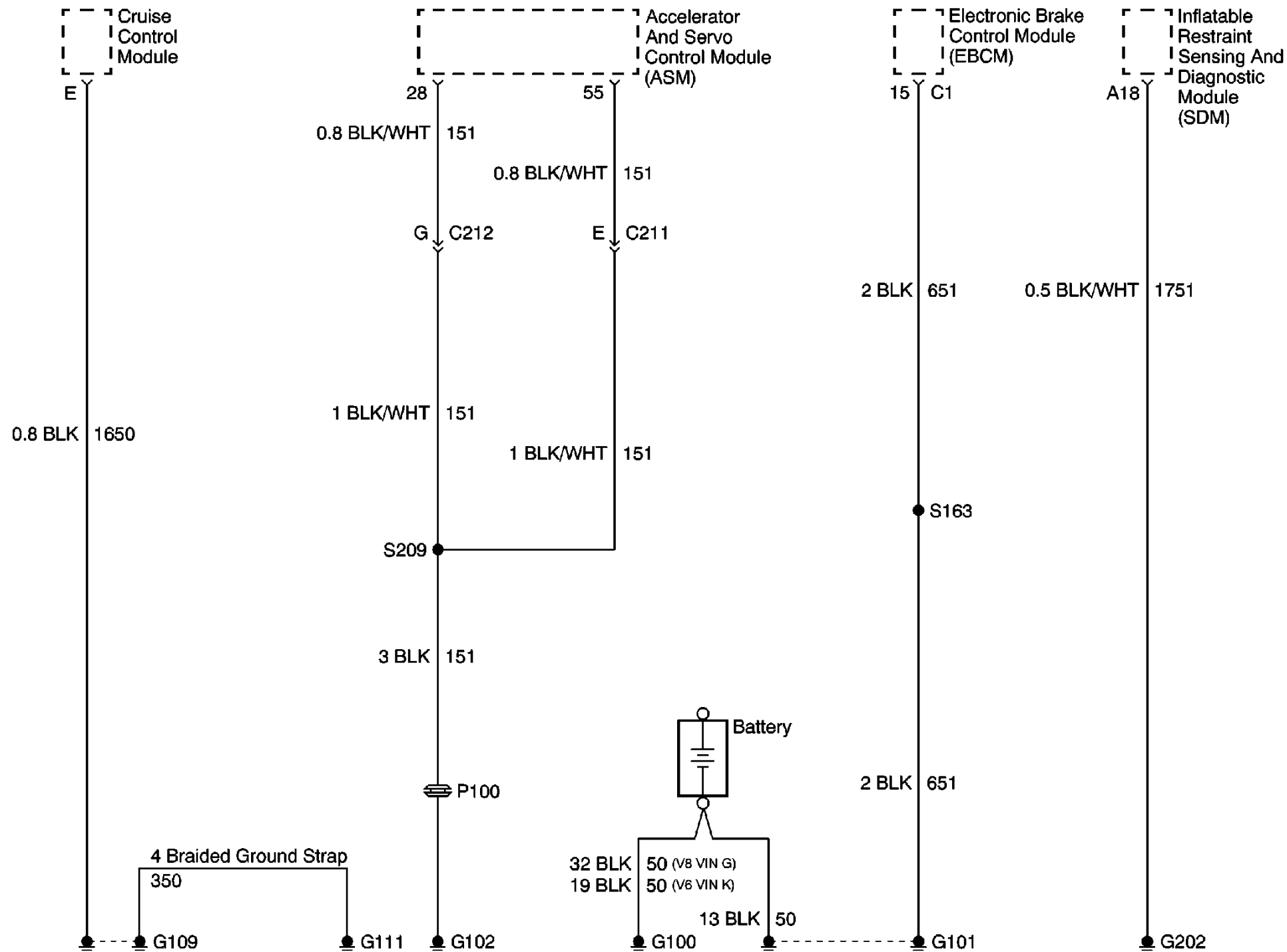


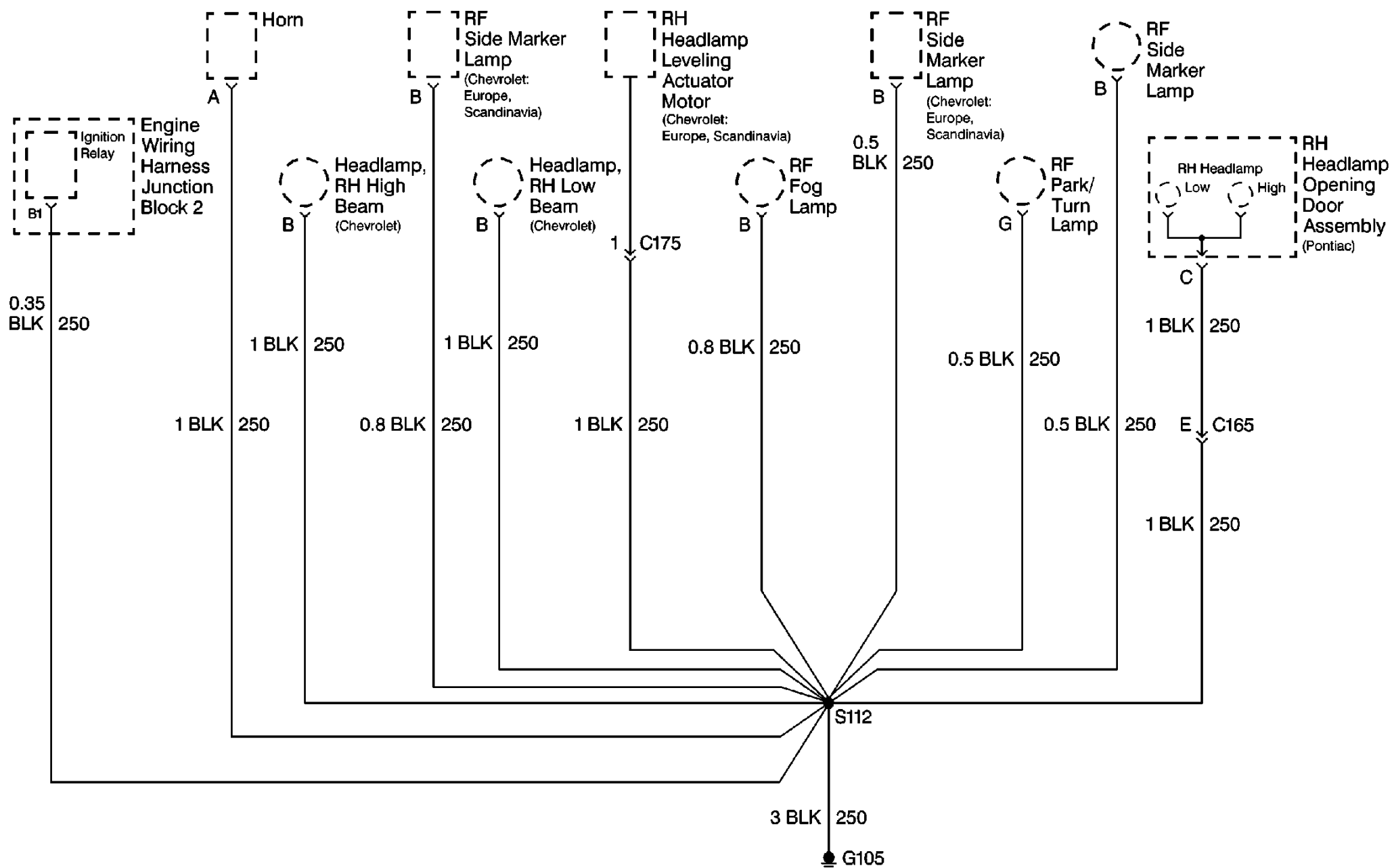


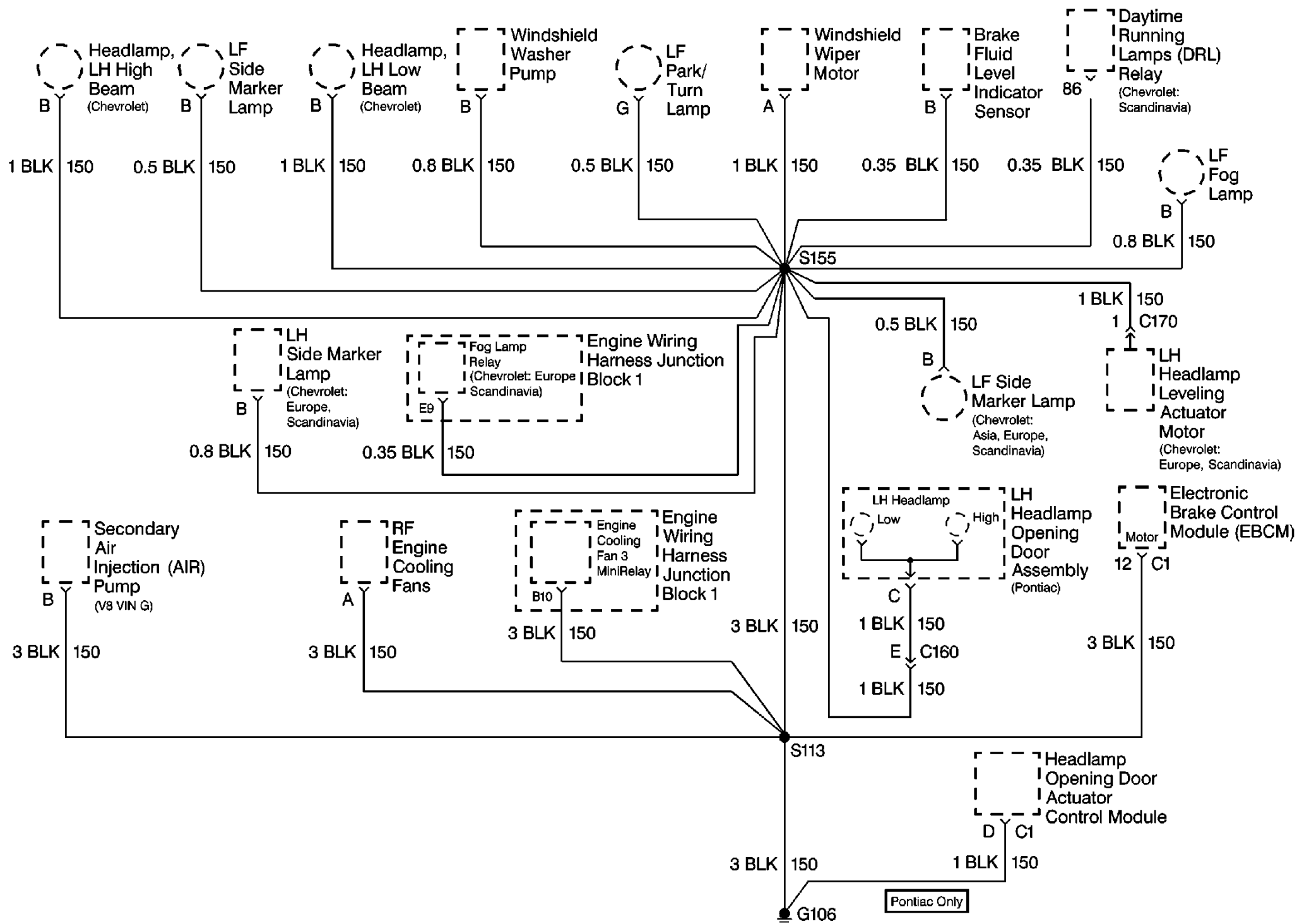


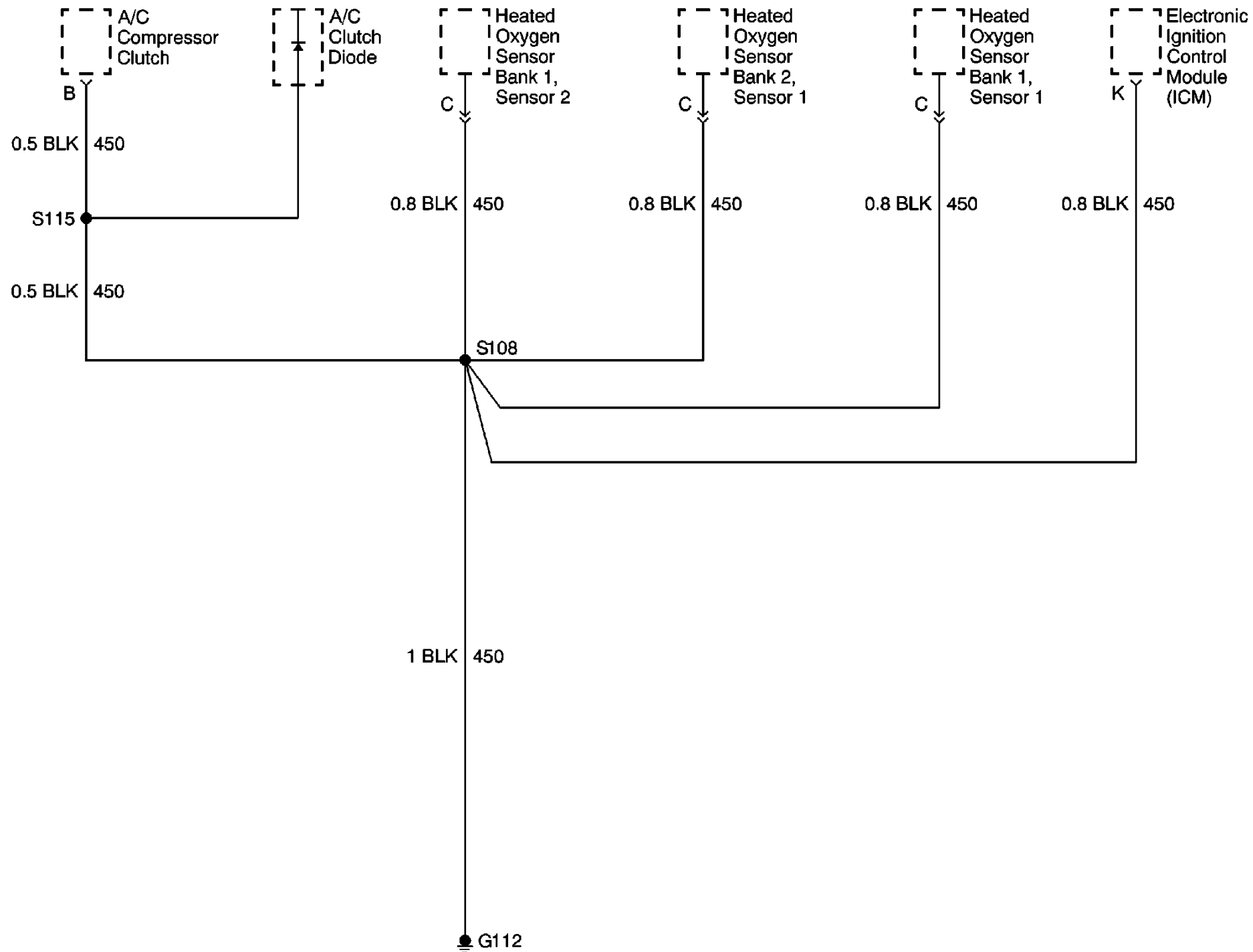


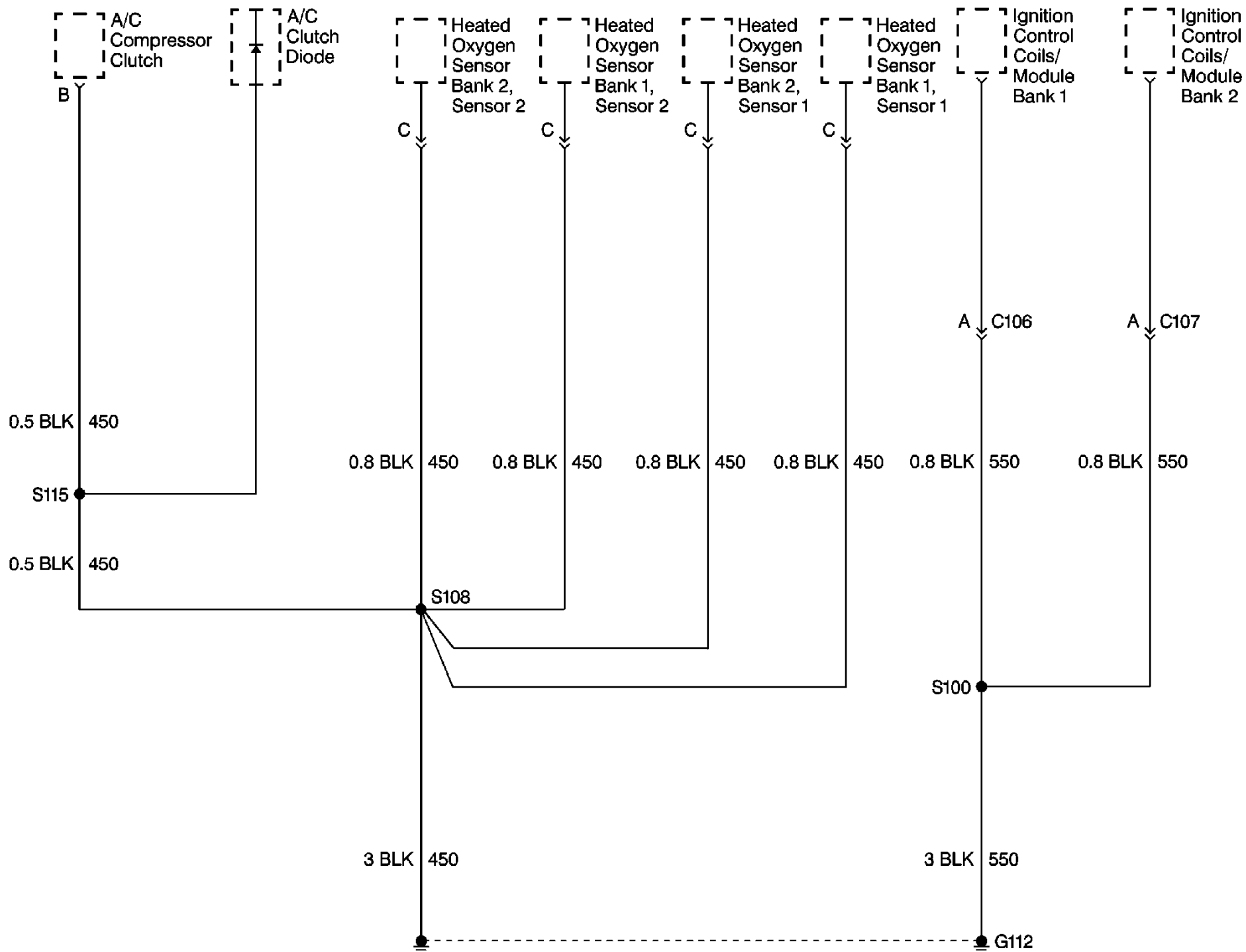


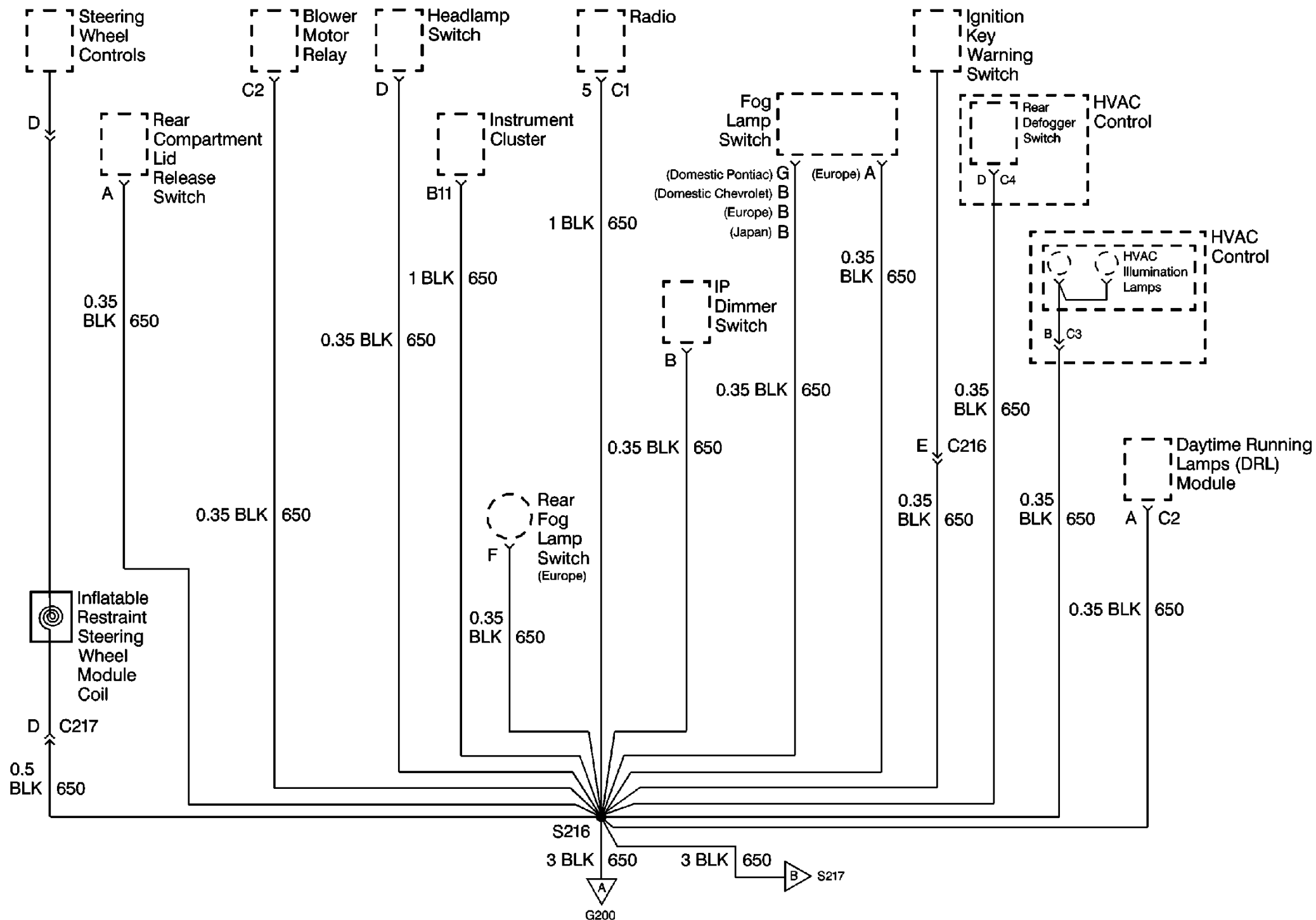


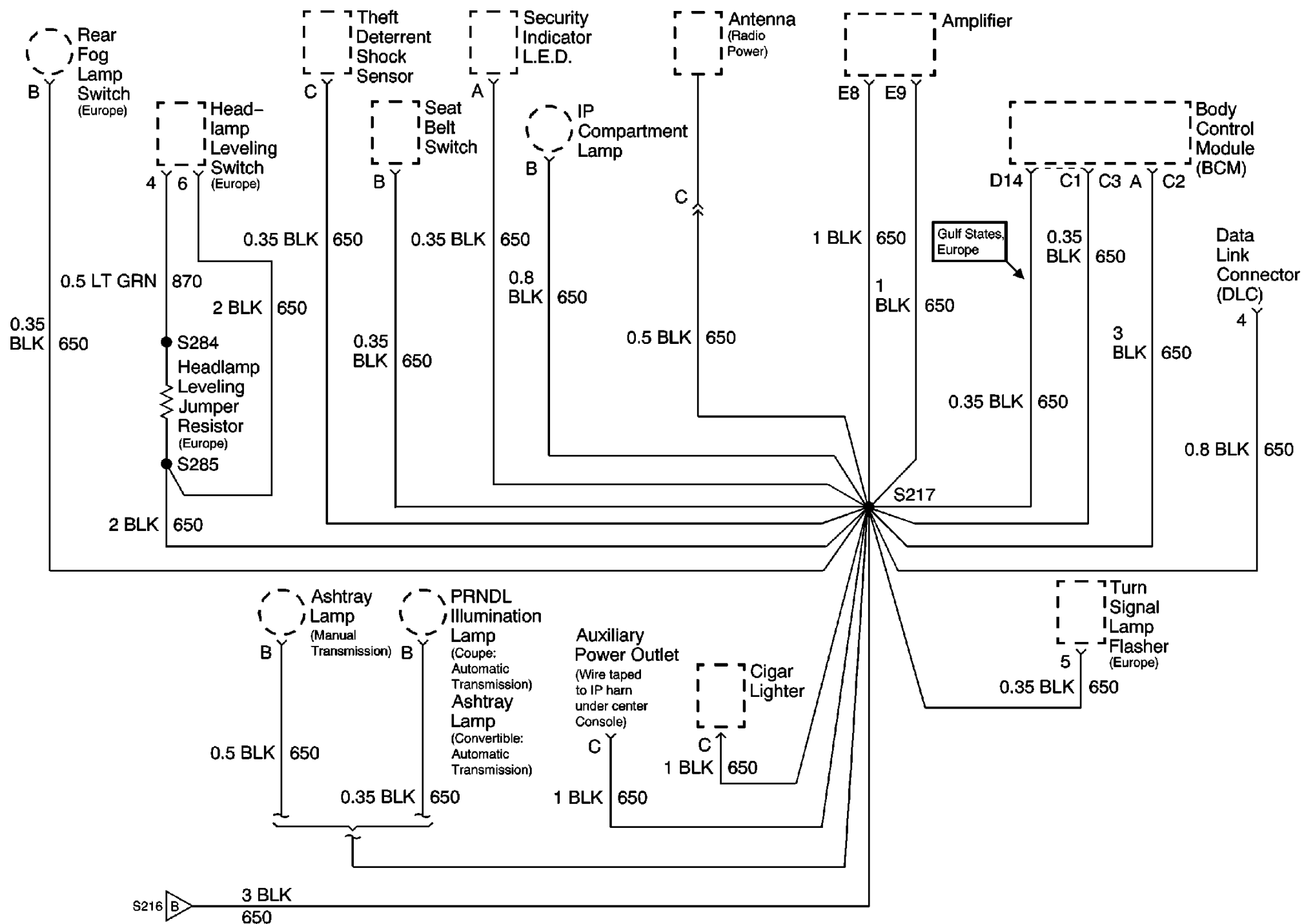


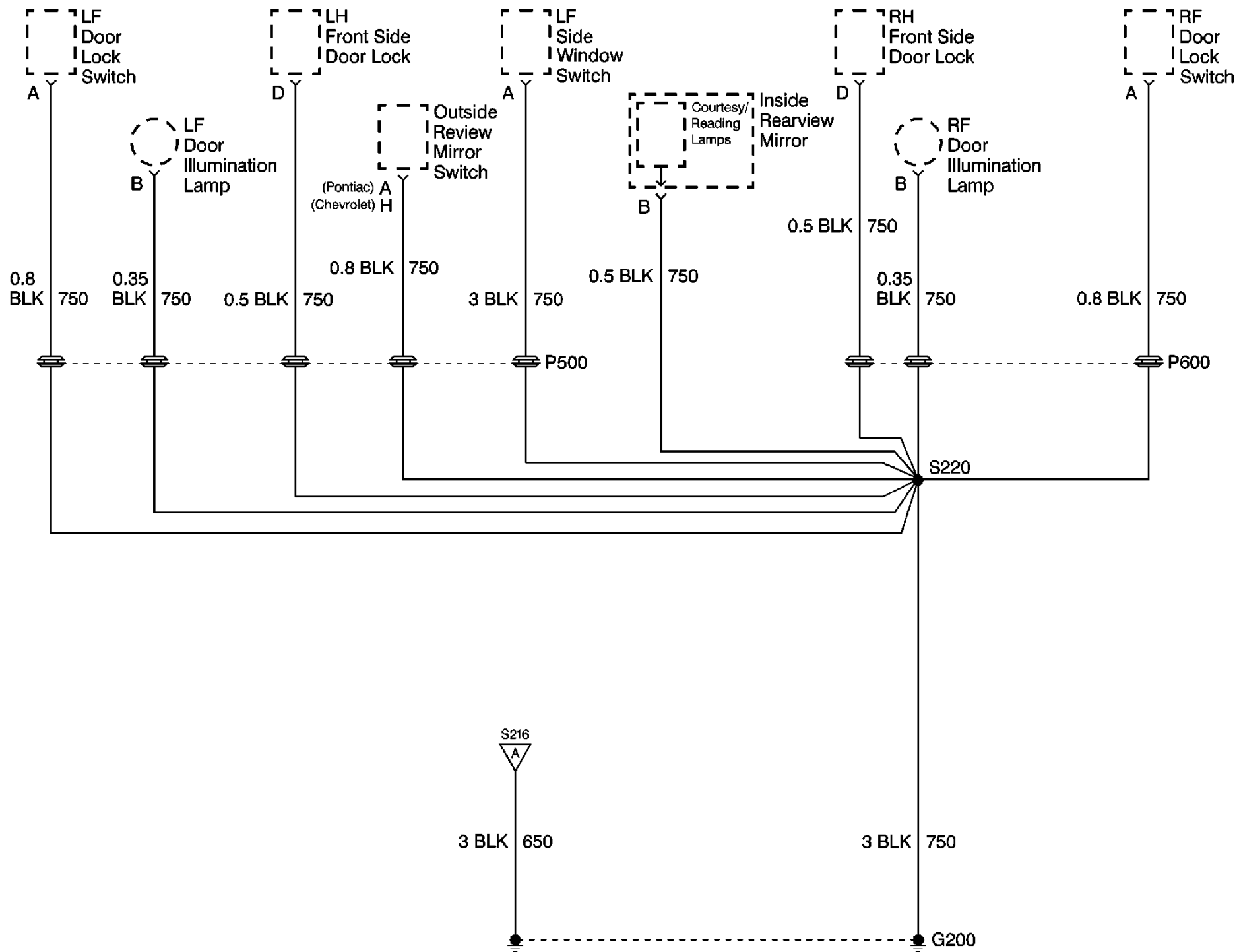


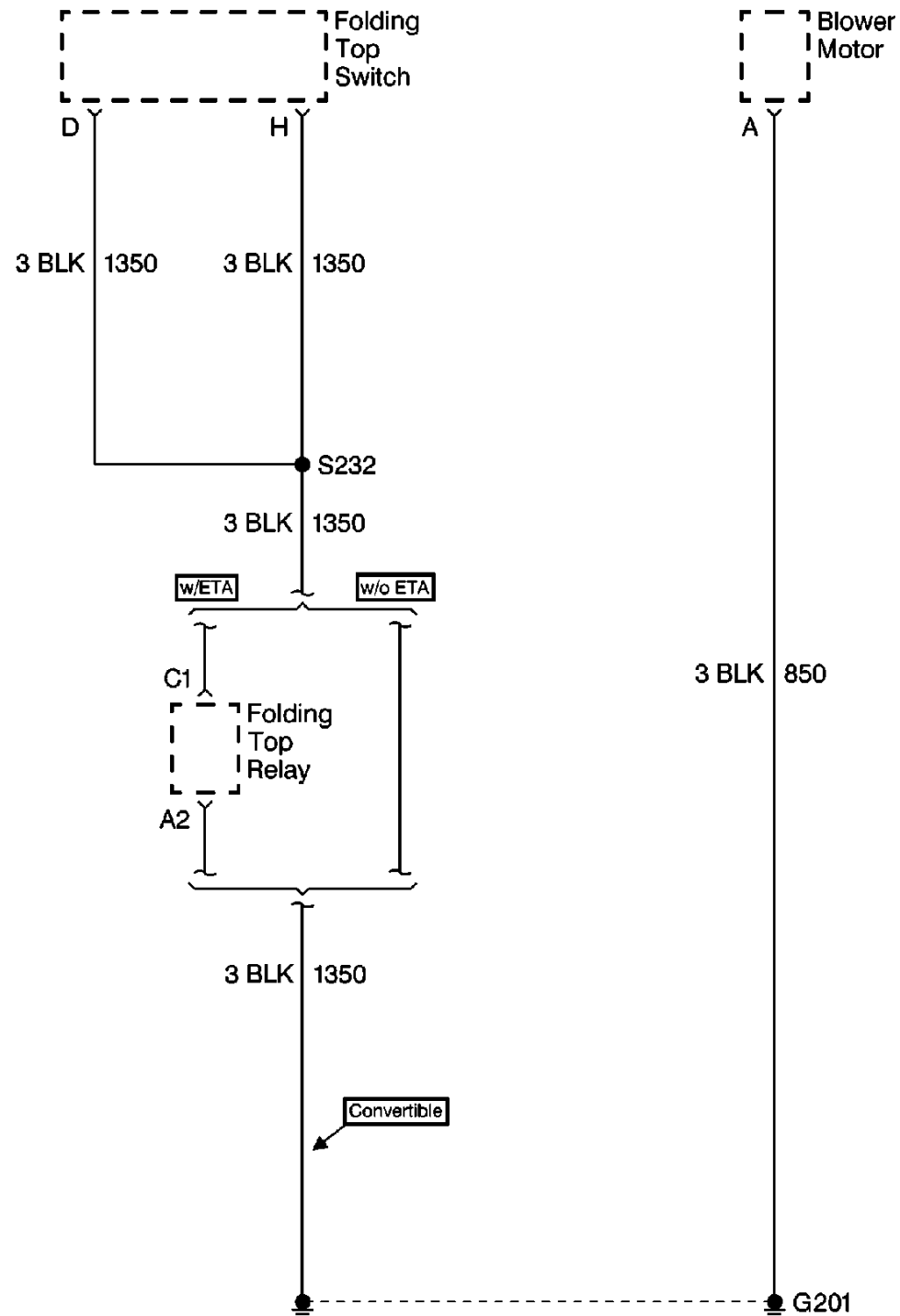


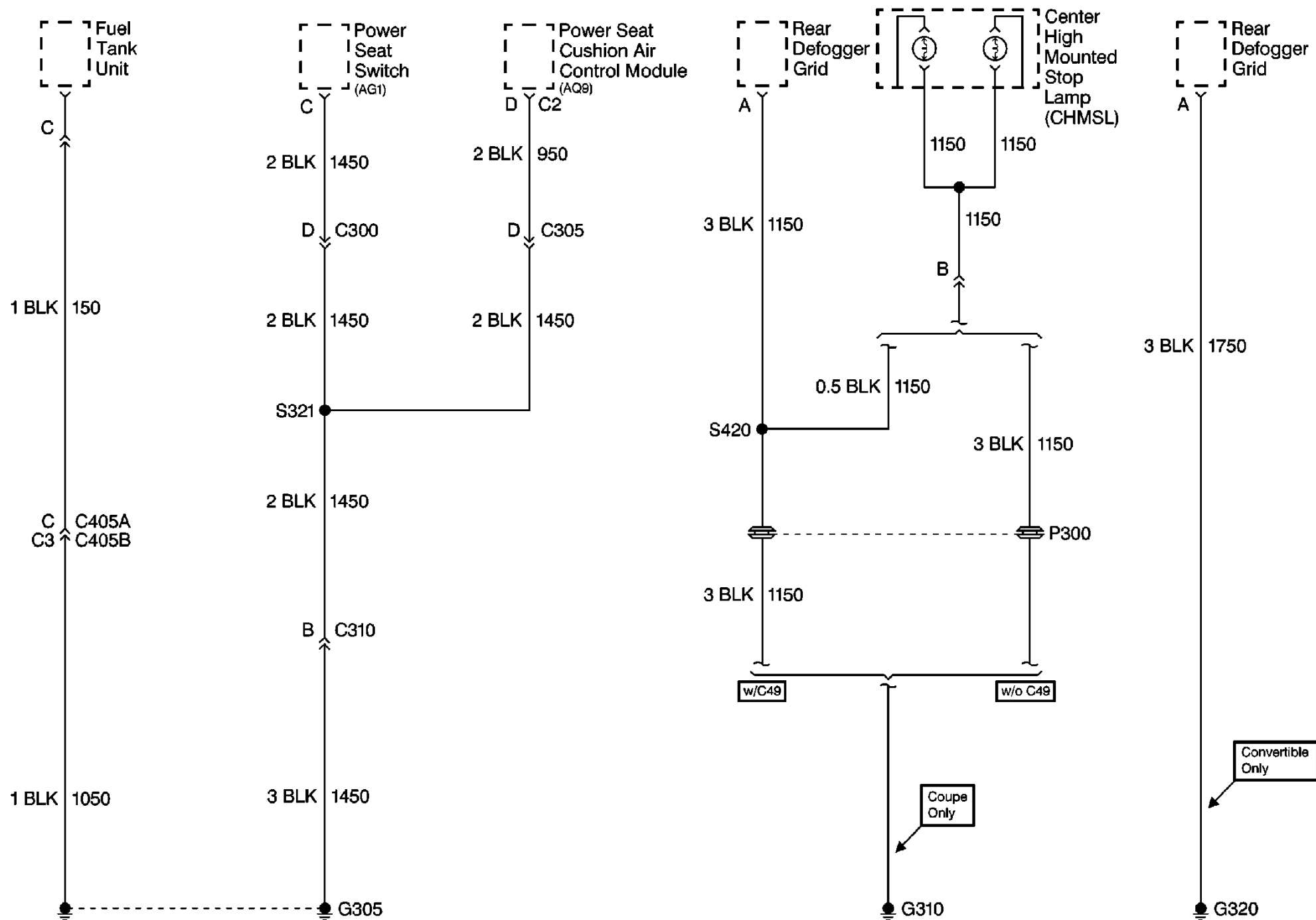


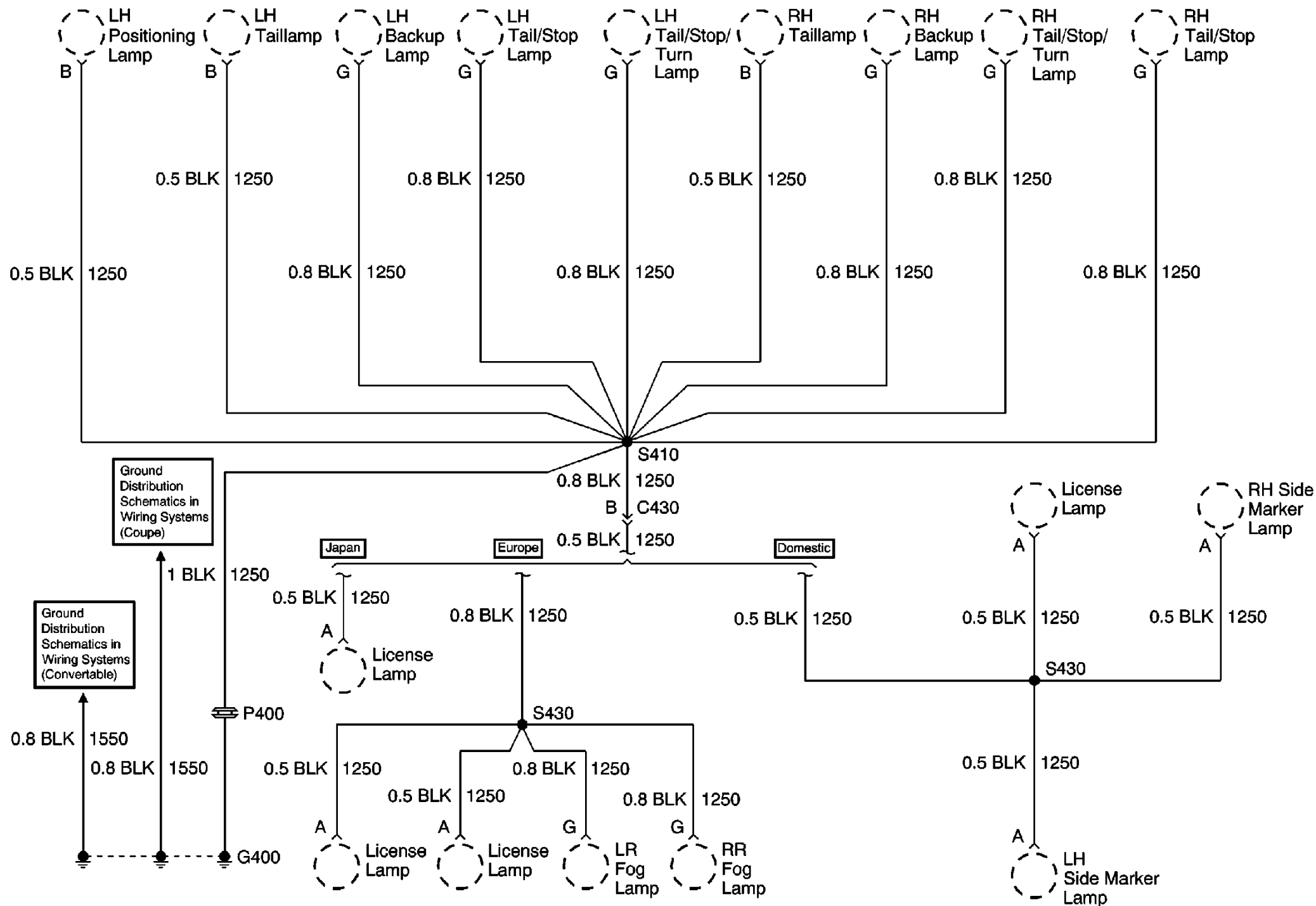


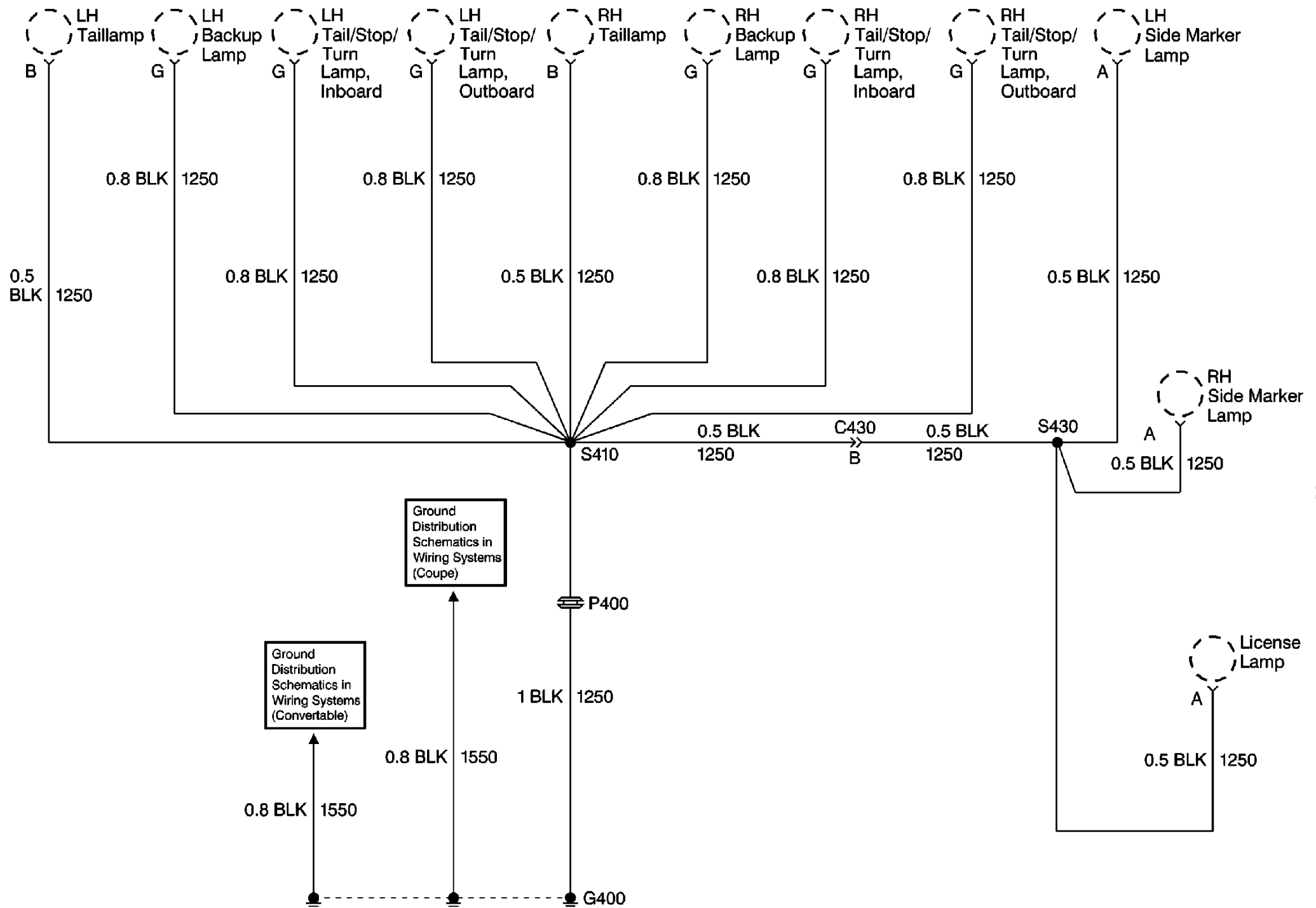


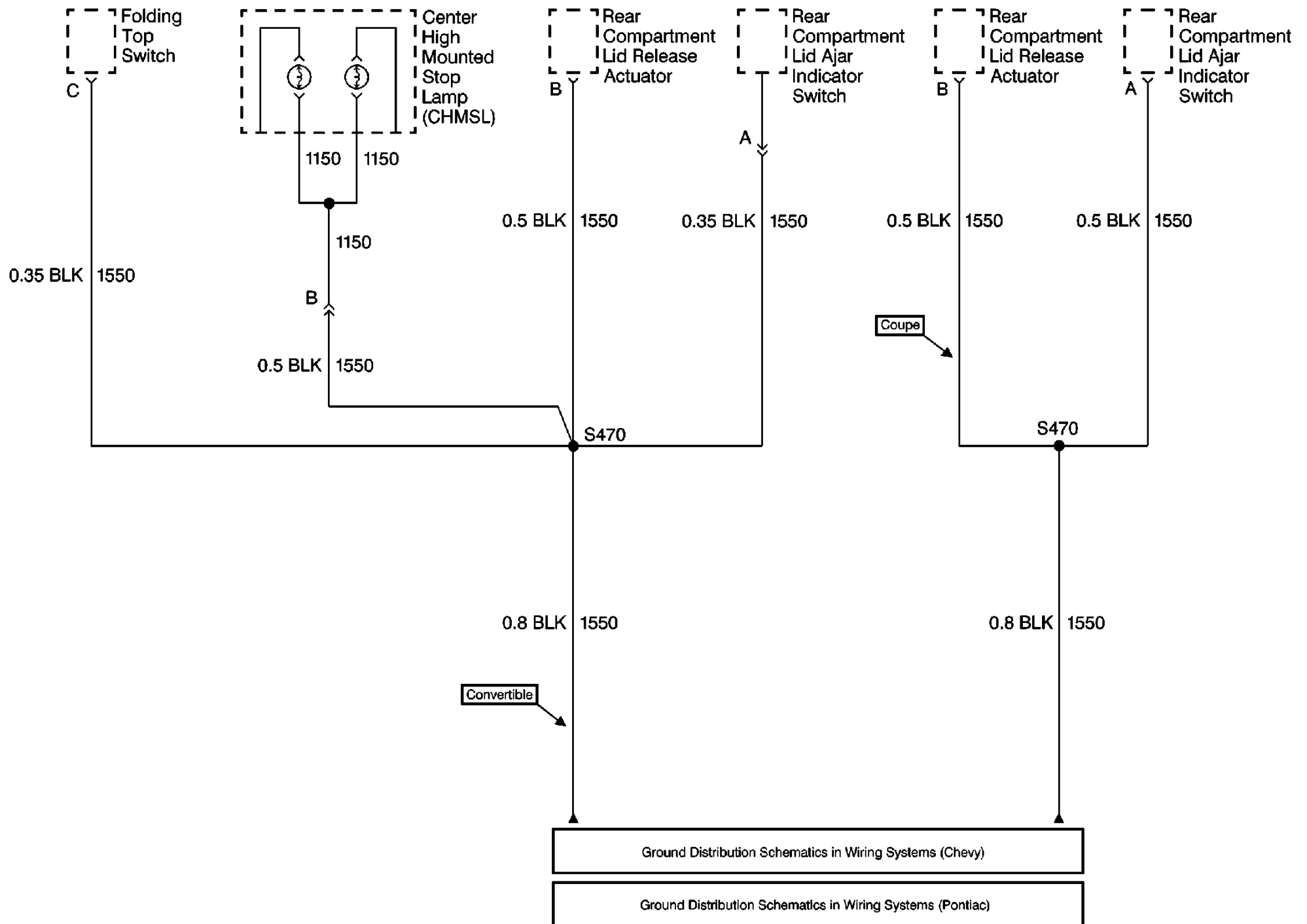


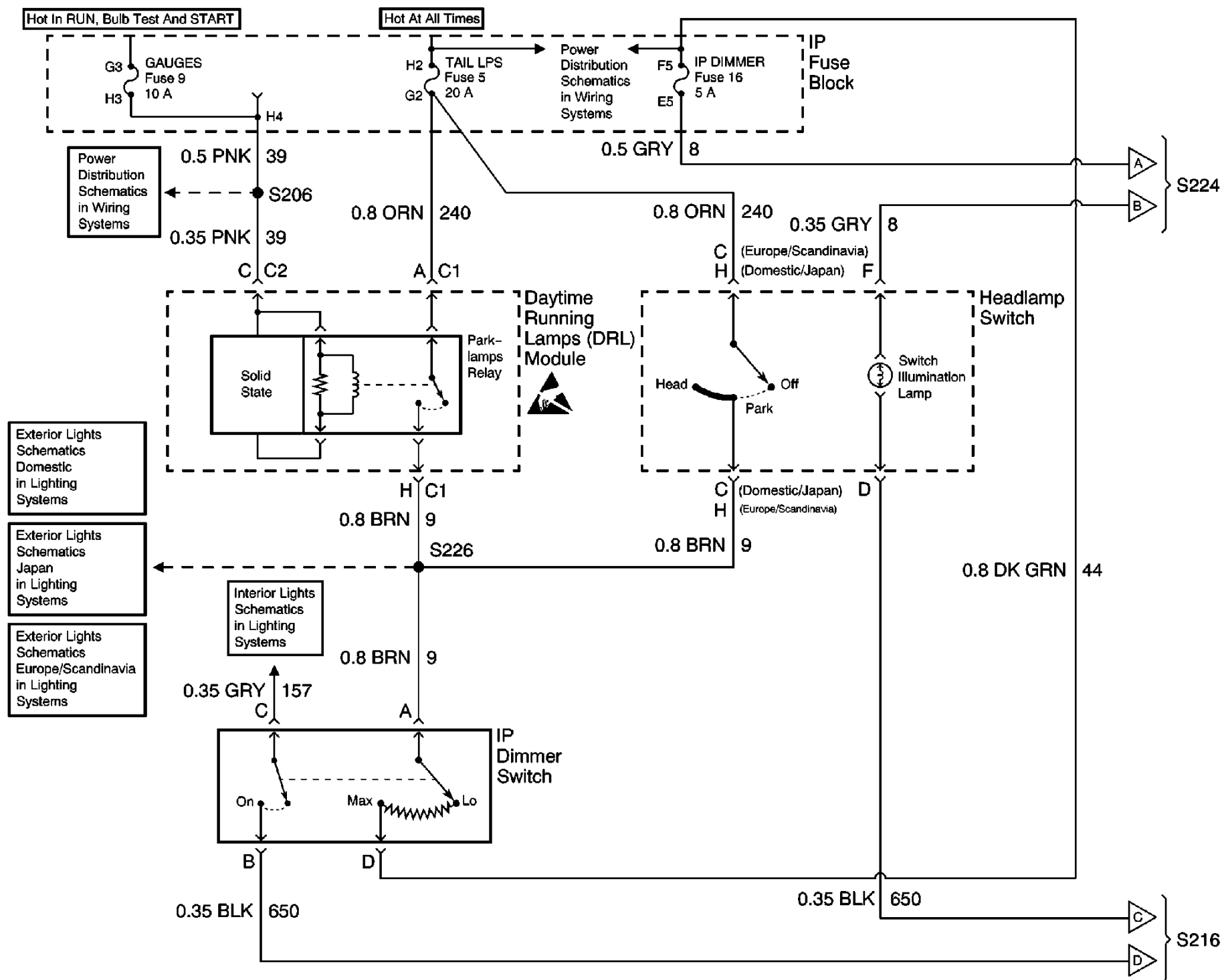


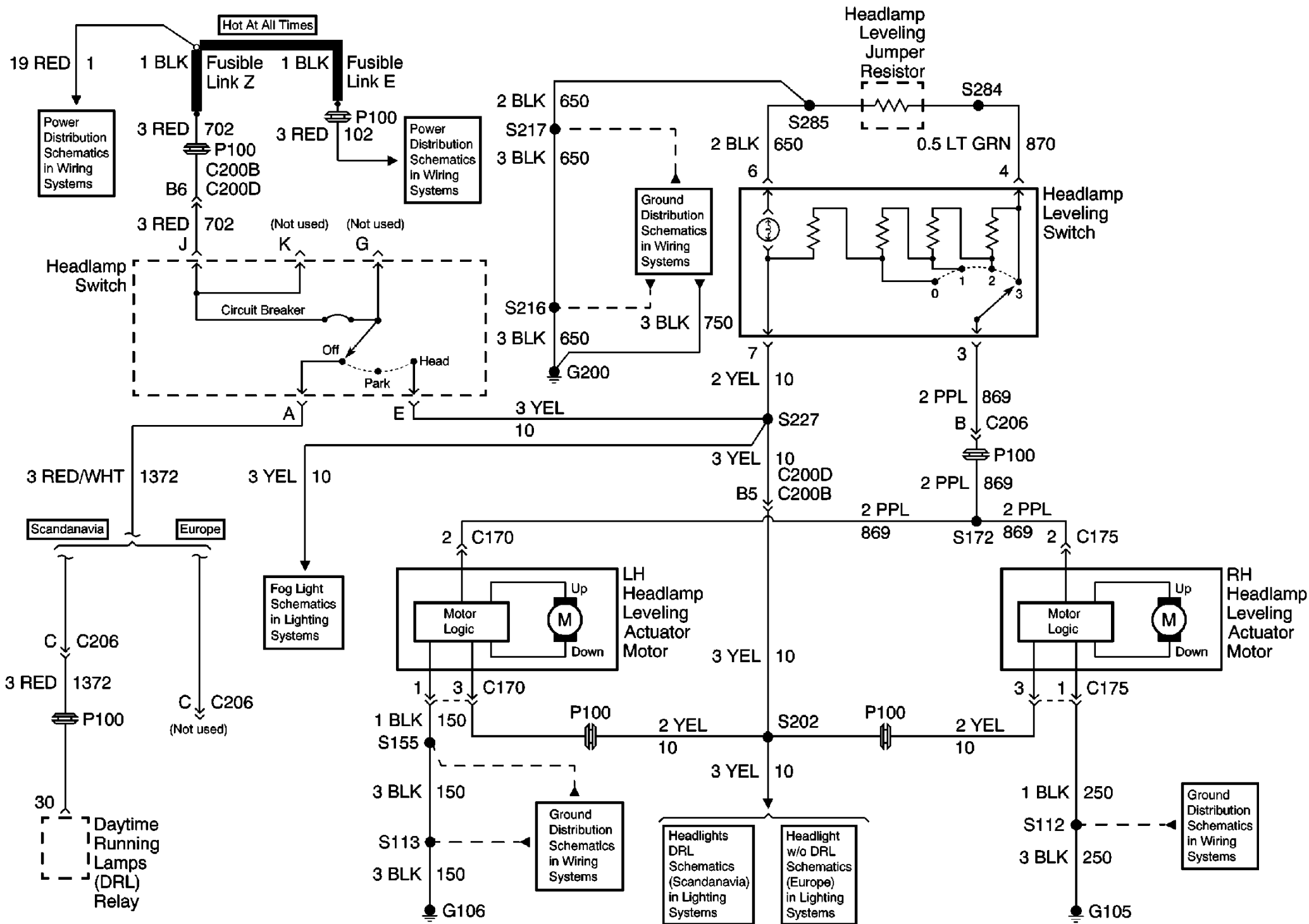




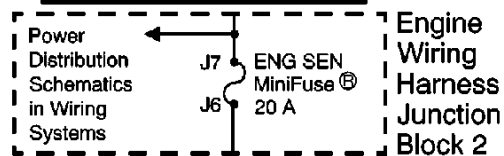






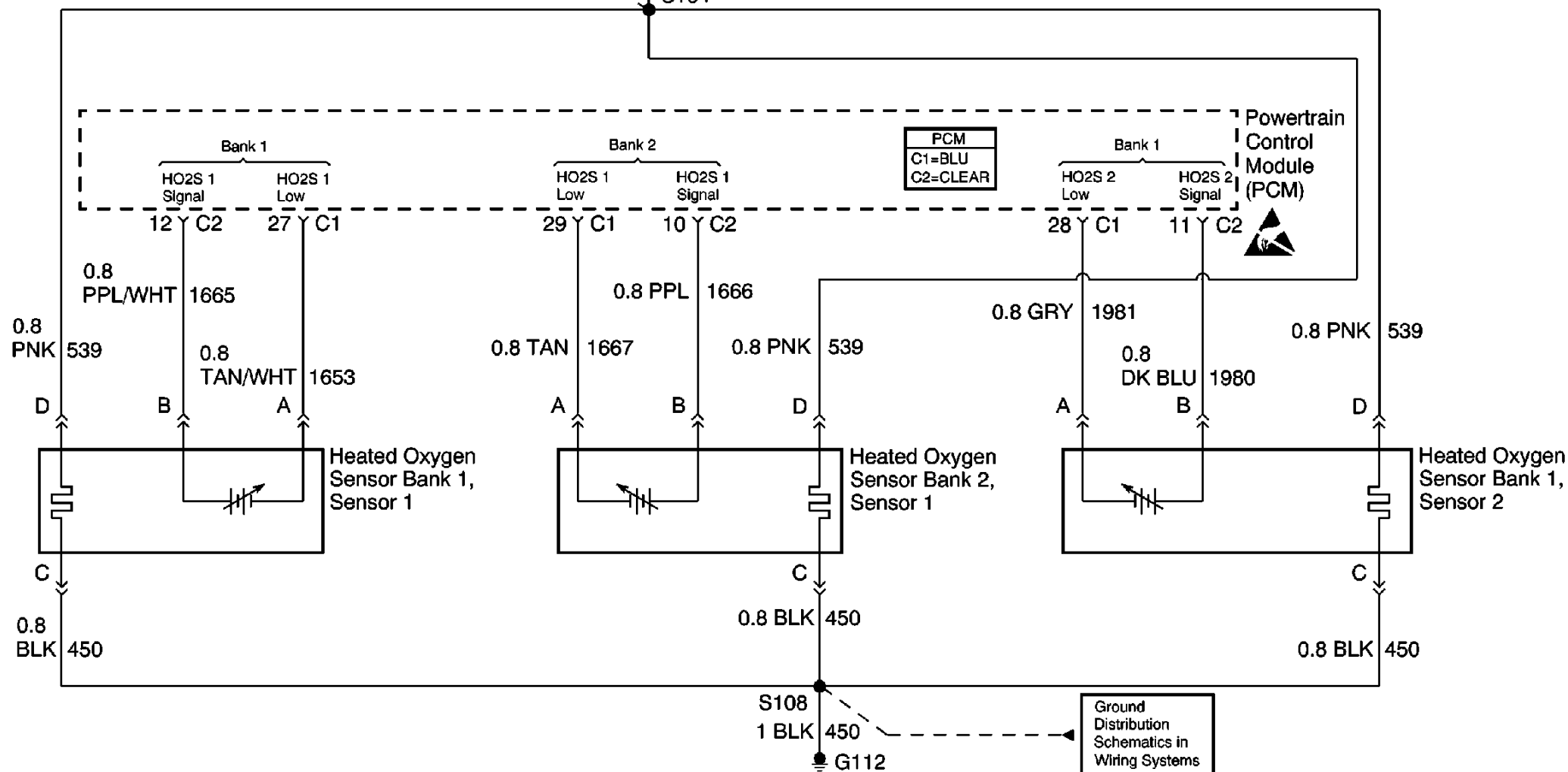


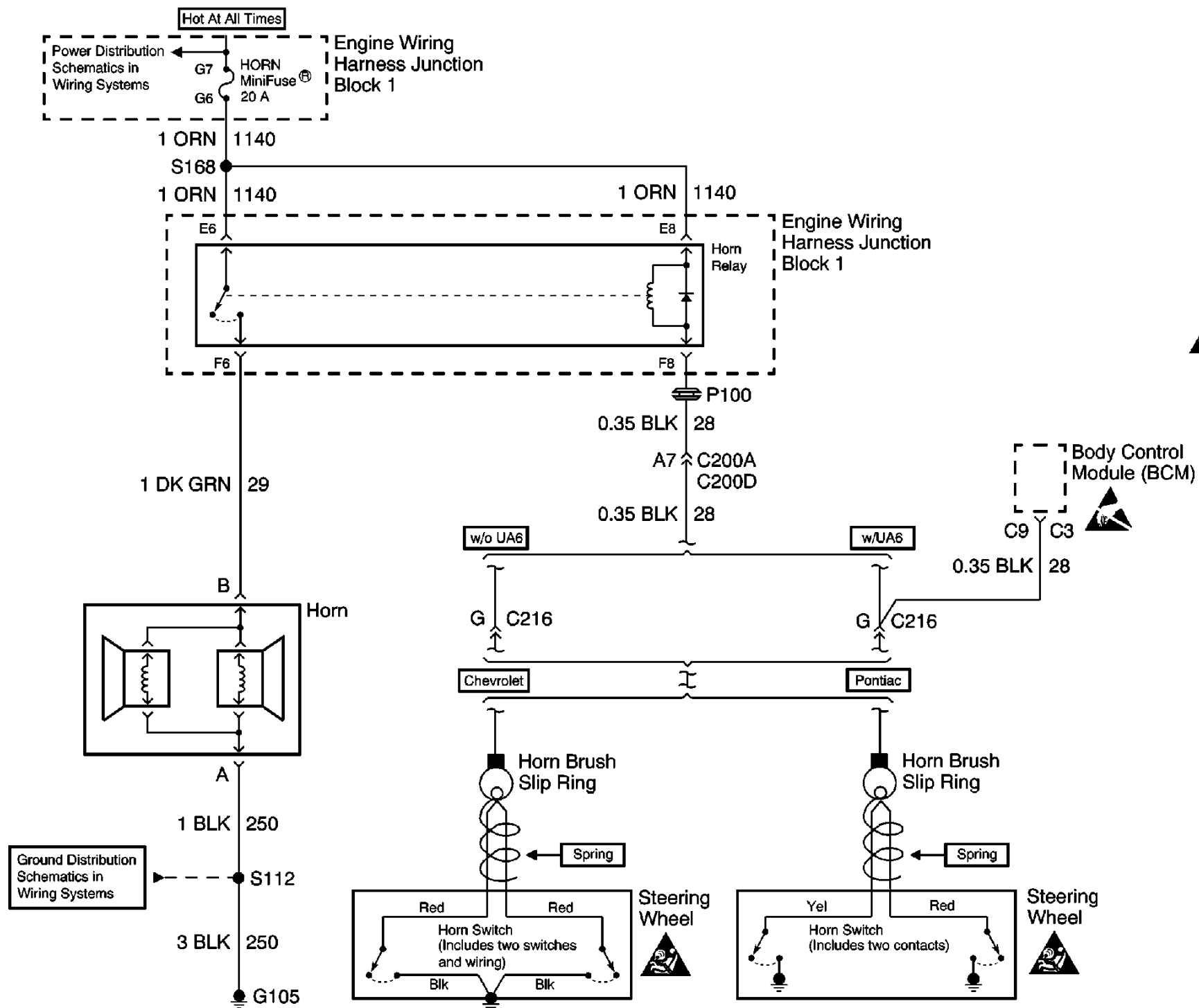
Hot In RUN, Bulb Test And START

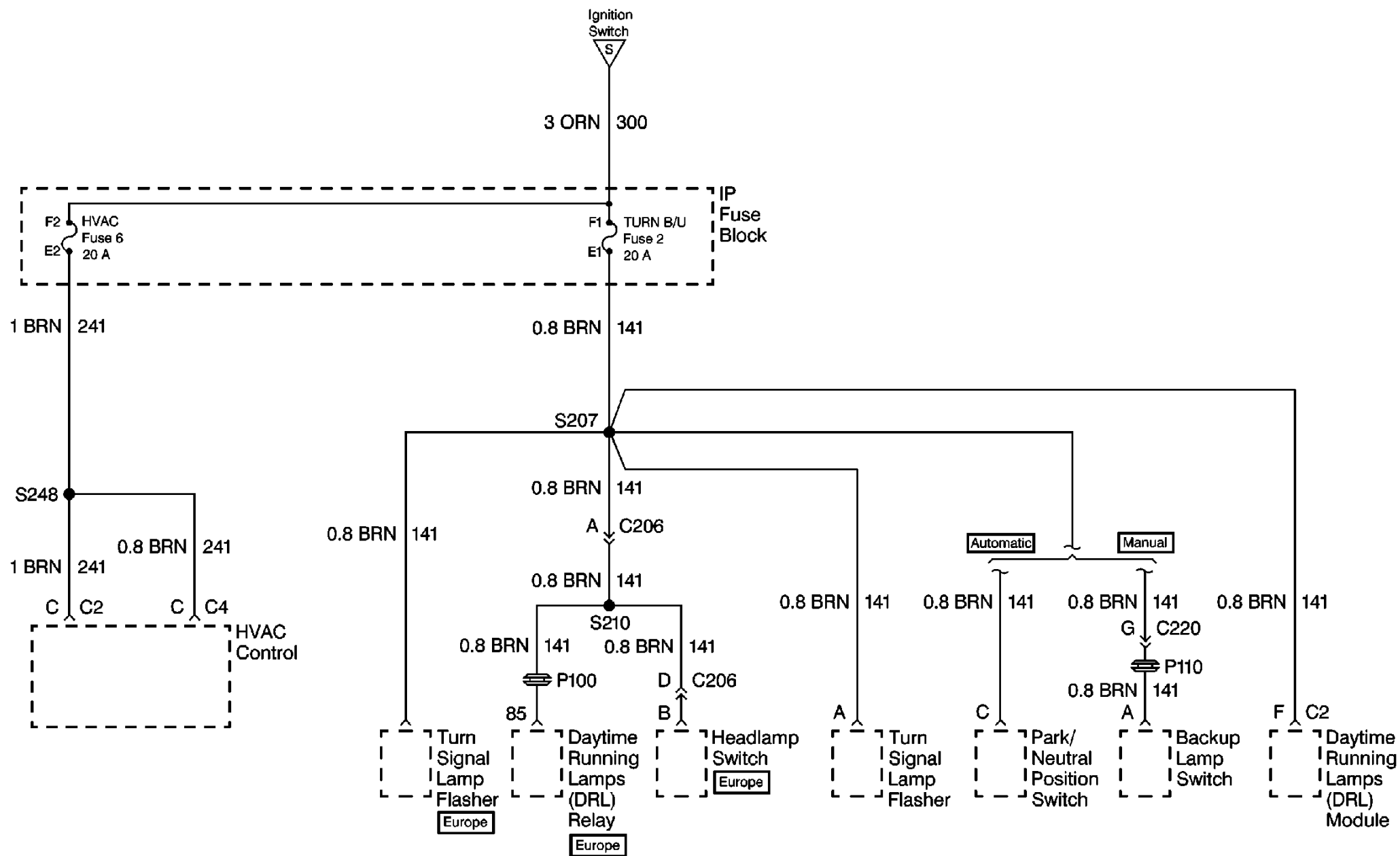


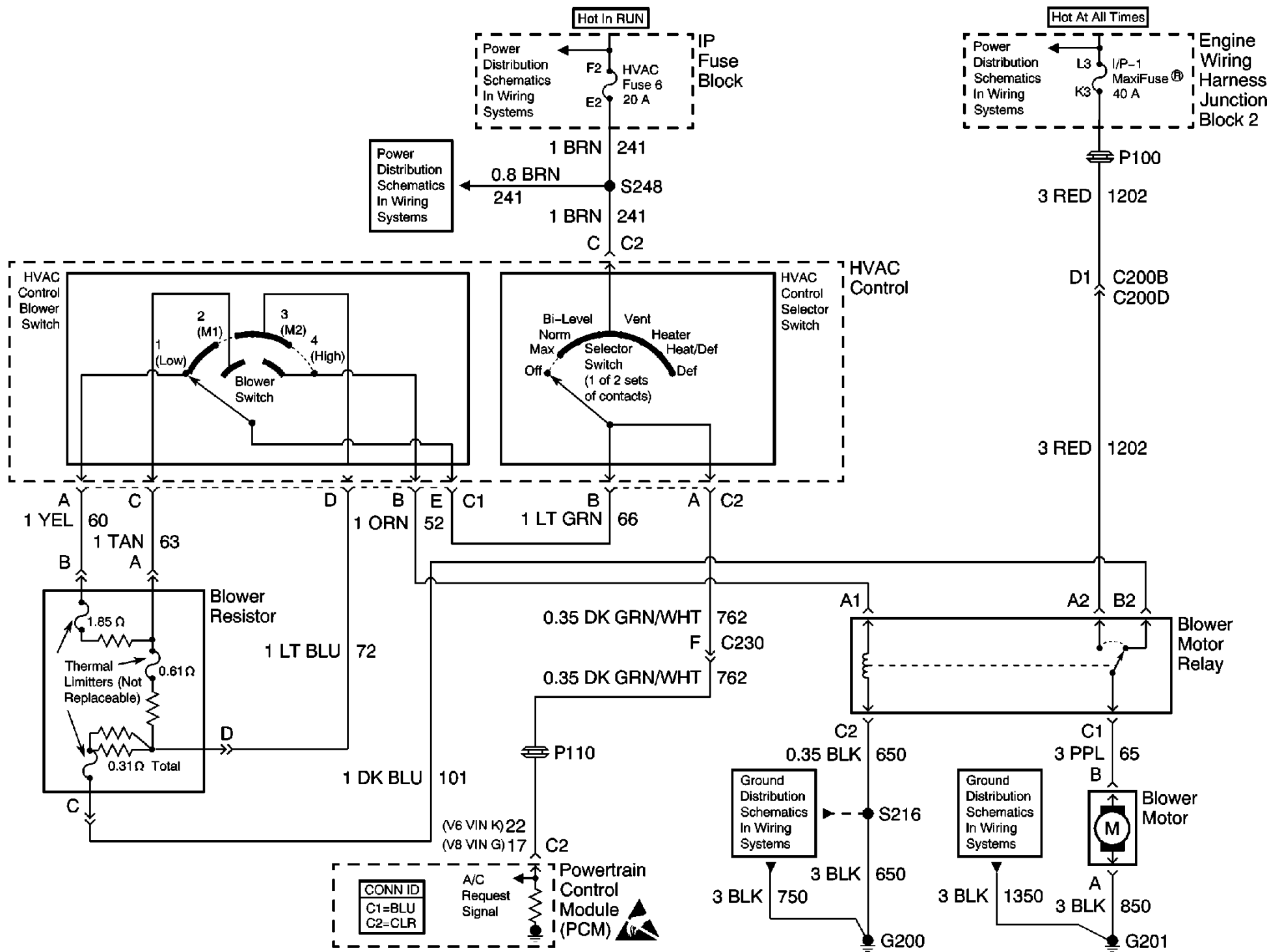
Power Distribution Schematics in Wiring Systems

0.8 PNK 539
B C105
0.8 PNK 539
S104









Electronic Brake Control Module (EBCM)

Tachometer Input

11 C1

0.35 WHT 121

G C105

0.8 BRN/WHT 633

0.35 DK BLU 496

0.35 LT BLU 1876

1

Knock Sensor, Left

1

Knock Sensor, Right

34

Bank 2 KS Signal

33

Bank 1 KS Signal

8

Engine Speed Output

7

Camshaft Position Sensor Signal

9

18x Reference Signal

8

3x Reference Signal

53

Bypass Control

54

Ignition Control (IC)

48

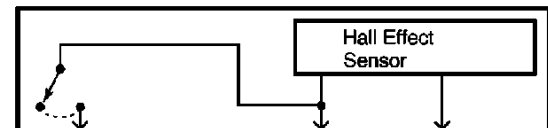
Ref Low

C1

Powertrain Control Module (PCM)

C1=BLU C2=CLR

Camshaft Position (CMP) Sensor



A

0.8 RED/BLK 645

S145

0.8 RED/BLK 645

0.8 WHT/BLK 644

S144

0.8 WHT/BLK 644

0.8 BRN/WHT 633

J

CMP Sensor Signal

12V

5V

Camshaft Position Sensor Signal

18x Reference Signal

3x Reference Signal

Bypass Control

Ignition Control (IC)

Ref Low

Ground

0.8 BLK 630

F

0.35 WHT 121

0.8 LT BLU/BLK 647

0.8 PPL/WHT 430

0.8 TAN/BLK 424

0.8 WHT 423

0.8 RED/BLK 453

0.8 BLK 450

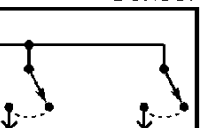
1 BLK 450

G112

S108

Ground Distribution Schematics In Wiring Systems

Crankshaft Position (CKP) Sensor



D

0.8 WHT/BLK 644

C

0.8 RED/BLK 645

B

0.8 LT BLU/WHT 1800

A

0.8 YEL 573

G

CKP 18x Signal

H

CKP Sync Signal

Ignition Positive Voltage

0.5 PNK 239

S182

0.5 PNK 239

G

C100

0.5 PNK 239

S107

0.8 PNK 239

P

Power Distribution Schematics In Wiring Systems

ENG CTRL MiniFuse® 15 A

G9

G8

Hot In RUN, Bulb Test And START

Power Distribution Schematics In Wiring Systems

Engine Wiring Harness Junction Block 2

Electronic Ignition Control Module (ICM)

Ground Distribution Schematics In Wiring Systems

0.8 BLK 450

