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NEW DISCOVERY

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This Manual contains information relating to Discovery models with a VIN prefix of LT and should be used in conjunction with the Electrical Circuit Diagrams and Workshop Manual.

Publication Part No. VDL 100000 - 2nd Edition
05/99

Published by Rover Technical Communication

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GENERAL

This document is intended to assist in diagnosing electrical faults, and should be used in conjunction with the Electrical Circuit Diagrams. The document is divided into the following sections:

1. **INTRODUCTION** - includes Electrical Precautions, a list of Abbreviations and general information on how to use the document.
2. **FUSE DETAILS** - provides details of location, rating in Amperes and circuit(s) protected.
3. **EARTH POINTS AND HEADERS** - provides details of earth points, earth and power headers, including a plan view of the vehicle to aid location.
4. **DESCRIPTION AND OPERATION** - provides an explanation of how each of the systems operates.
5. **CONNECTOR DETAILS** - details of connectors including a location photograph, face view and pin-out table.



NOTE: Before starting electrical checks on the vehicle, ensure that the relevant mechanical functions operate satisfactorily.

References

References to the LH or RH side given in this document are made when viewing the vehicle from the rear.

Operations covered in this document do not include reference to testing the vehicle after repair. It is essential that work is inspected and tested after completion and, if necessary, a road test of the vehicle undertaken, particularly where safety related items are concerned.



CAUTION: Before undertaking any electrical work on a vehicle ALWAYS read the ELECTRICAL PRECAUTIONS.

Battery voltage

Before commencing diagnosis of electrical problems, verify the condition of the battery is acceptable by using the open circuit voltage test.

Open circuit voltage test

1. Switch off all electrical loads on the vehicle.
2. Adjust digital multimeter to read dc volts on the appropriate scale.
3. Connect test probes across battery terminals ensuring that polarity is correct and record the voltage displayed.

A reading of 12.3V or more is acceptable; any battery which reads less than this will need charging.



NOTE: If the vehicle has been used within a period of 8 hours prior to the test, surface charge must be removed from the battery by switching the headlamps on for approximately 30 seconds. Wait a further 60 seconds before checking the open circuit voltage.

Battery voltage is used as a known reference for ascertaining whether or not circuits are receiving sufficiently high voltage for components to function correctly. This reference is only a guide since most electronic circuits are designed to function over a wide range of voltages. In addition, consideration must be given to readings affected by voltage drop across certain components and fluctuations due to cable lengths.

ELECTRICAL PRECAUTIONS

General

The following guidelines are intended to ensure the safety of the operator whilst preventing damage to the electrical and electronic components fitted to the vehicle. Where necessary, specific precautions are detailed in the relevant sections of this document, reference to which should be made prior to commencing repair operations.

Equipment - Prior to commencing any test procedure on the vehicle, ensure that the relevant test equipment is working correctly and any harness or connectors are in good condition. This particularly applies to mains lead and connections.



WARNING: Before commencing work on an ignition system, all high tension terminals, adapters and diagnostic equipment for testing should be inspected to ensure that they are adequately insulated and shielded to prevent accidental personal contact and to minimise the risk of shock. Wearers of surgically implanted pacemaker devices should not work in close proximity to ignition circuits or diagnostic equipment.

Polarity - Never reverse connect the vehicle battery and always observe the correct polarity when connecting test equipment.

High Voltage Circuits - Whenever disconnecting live ht circuits, always use insulated pliers and never allow the open end of the ht lead to come into contact with other components, particularly ECU's. Since high voltage spikes can occur on the terminals of the coil while the engine is running, exercise caution when measuring the voltage at these points.

Connectors and Harnesses - The engine compartment of a vehicle is a particularly hostile environment for electrical components and connectors. Always ensure these items are dry and oil free before disconnecting and connecting test equipment. Never force connectors apart either by using tools or by pulling on the wiring harness. Always ensure locking tabs are disengaged before removal and note orientation to enable correct reconnection. Ensure that any protective covers and substances are replaced if disturbed.

Before removing a faulty component, refer to the Workshop Manual for removal procedures. Ensure the starter switch is turned to the 'OFF' position, the battery is disconnected (see Battery disconnecting) and any disconnected harnesses are supported to avoid any undue strain at terminals. When replacing the component keep oily hands away from electrical connection areas and push connectors home until any locking tabs fully engage.

Battery disconnecting

Before disconnecting the battery, switch off all electrical equipment. If the radio is to be serviced, ensure the security code has been deactivated. When the battery is disconnected, certain data such as radio code, clock time, °C/°F on ATC panel and adaptive setups will be lost. On vehicles with battery backed-up sounder (BBUS) fitted, if the battery is disconnected with the alarm armed, the BBUS will sound.



CAUTION: To prevent damage to electrical components, ALWAYS disconnect the battery when working on the vehicle electrical system. The earth lead must be disconnected first and reconnected last. Always ensure that battery leads are routed correctly and are not close to any potential chafing points.

Battery charging

Recharge the battery out of the vehicle and keep the top well ventilated. While being charged or discharged, and for approximately fifteen minutes afterwards, batteries emit hydrogen gas. This gas is inflammable.

Always ensure any battery charging area is well ventilated and that every precaution is taken to avoid naked flames and sparks.

Disciplines

Switch off ignition prior to making any connection or disconnection in the system as electrical surge caused by disconnecting 'live' connections can damage electronic components.

Ensure hands and work surfaces are clean and free of grease, swarf, etc. as grease collects dirt which can cause tracking or high-resistance contacts.

When handling printed circuit boards, treat them as you would a disc - hold by the edges only; note that some electronic components are susceptible to body static.

Connectors should never be subjected to forced removal or refit, especially inter-board connectors, damaged contacts will cause short-circuit and open-circuit conditions.

Prior to commencing test, and periodically during test, touch a good earth, i.e. cigar lighter socket, to discharge body static as some electronic components are vulnerable to static electricity.

Grease for electrical connectors

Some under bonnet and under body connectors are protected against corrosion by the application of a special grease on production. Should connectors of this be disturbed, repaired or replaced, a grease of this type, available under Part No. BAU 5811, should again be applied.



NOTE: The use of other greases must be avoided as they can migrate into relays, switches etc. contaminating the contacts and leading to intermittent operation or failure.

ABBREVIATIONS

A	- Ampere
AAT	- Ambient air temperature
ac	- Alternating current
ABS	- Anti-lock braking system
A/C	- Air conditioning
ACE	- Active cornering enhancement
BBUS	- Battery backed up sounder
BCU	- Body control unit
Cav	- Cavity
Cct	- Circuit
CDL	- Central door locking
Col	- Colour
db	- Decibels
dc	- Direct current
DCU	- Diagnostic control unit
EAT	- Electronic automatic transmission
ECM	- Engine control module
ECT	- Engine coolant temperature
ECU	- Electronic control unit
EKA	- Emergency key access
HCT	- Heater coolant temperature
HDC	- Hill descent control
HFS	- Heated front screen
HRW	- Heated rear window
ht	- High tension
ICE	- In-car entertainment
IDM	- Intelligent Driver Module
ISO	- International Organization for Standardization
LEV's	- Low Emission Vehicles
LH	- Left hand
LHD	- Left hand drive
NAS	- North American Specification
RH	- Right hand
RHD	- Right hand drive
ROW	- Rest of World

SAI	- Secondary air injection
SLABS	- Self levelling/anti-lock braking system
SPE	- Single point entry
SRS	- Supplementary restraint system
V	- Volt
VIN	- Vehicle identification number
W	- Watts

HOW TO USE THIS DOCUMENT

Fuse details

Contains information on fuse functions and values and should be used together with the power distribution circuit diagrams to establish which systems share a common power supply and to ensure that correct value fuses are fitted.

Earth points and headers

Shows a plan view of the vehicle with location of all earth points. Supporting photographs and connector detail information appear in the Connector section.

Description and Operation

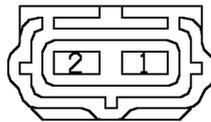
Presented in the same order as the circuit diagrams in the Electrical Circuit Diagram folder, each of the descriptions contains a brief overview of the main system functions and includes reference to the appropriate wire colours. Always read this section before starting work on a system so that a good understanding of system functionality is obtained.

Each electrical item uses a description common on the circuit diagrams and the connector details.

Connector Details

This section is effectively an index of every electrical connector on the vehicle, including headers and eyelets. A page is dedicated to each connector, with the information presented in a standard format. The connector number is displayed on each page header to ease reference. Connector information comprises:

- **Connector Number** - The assigned number, prefixed "C".
- **Connector Name** - Usually derived from the component to which the connection is made.
- **Male/Female** - If applicable, identifies the gender of the connector pins (NOT the housing) as Male or Female. Generally, connectors mating directly to a component have Female pins.
- **Colour** - If applicable, the colour of the connector housing is shown. NATURAL is used to describe connectors with a clear/translucent plastic finish.
- **Location Statement** - Used in conjunction with the photograph to determine the location of the connector.
- **Photograph** - Shows the location of the subject connector. In most cases, the photograph will indicate the amount of trim removal necessary to reveal the connector. For convenience some photographs identify more than one connector.
- **Face View** - An outline of the connector housing, viewed from the front, showing pin numbers (if applicable).



YPC10070

INTRODUCTION

- **Pin-out Table** - A three column table, detailing the colour and position of each wire in the connector:

Cav	Col	CCT
1	GR	ALL
2	B	ALL

1. **Cav:** The connector pin (cavity) number.
2. **Col:** The colour of wire populating the connector pin.
3. **Cct:** Identifies the model or feature which uses the wire.
ALL means applicable to all models in the range fitted with the feature or system in question.
In instances where different models, features or systems require different colour wires to be fitted in a cavity, each instance of the cavity is included in the Pin-out table.



NOTE: In some instances not all cavities may contain wires.

Example - 9 pin connector

Cav	Col	CCT
2	G	ALL
4	GW	7
4	GB	79
4	GW	80
5	LGB	ALL
6	GB	7
6	GW	79
6	GB	80
8	B	ALL

Where necessary a table listing the circuit reference numbers against a description of the model or features which may or may not be fitted, can be found at the beginning of the Connector section. A sample of a typical table is shown below:

Cct	Model or feature
1	Premium ICE
2	Non Premium ICE
3	Diesel
4	Diesel Auto
5	V8
6	V8 Auto
7	Power seats

FAULT DIAGNOSIS

When diagnosing an electrical fault follow the steps below:

1. Read the circuit description appropriate to the reported fault to ensure a good understanding of circuit operation.
2. Study the power distribution, fuse details and earth distribution diagrams and identify other circuits which share fuses and/or earth points. Check whether these circuits operate correctly.
3. Using the photographs contained in the Connector section, locate a point on the circuit (approximately half way between supply and earth) which is easily accessible.
4. Check that the pin out details of the connector are correct and that the correct signals exist at the correct terminals.
5. Using the marker pen supplied (or other suitable non- permanent marker pen), mark the parts of the circuit you have verified.
6. Continue to the next point on the circuit which is easiest to access and repeat the above.
7. Continue this approach until a fault is found, rectify the fault and then verify that the circuit operates correctly.

WIRE COLOUR CODES

The following list contains the wire colour codes used on the vehicle harnesses and is intended to give an indication of the function or feature for which a particular colour of wire is normally used. These guidelines do not always apply to the wiring between components and the main harness.

Code	Colour
B	Black Black with a tracer is also usually an earth wire, but with the earth switched by an ECU.
G	Green
K	Pink
LG	Light Green
N	Brown
O	Orange
P	Purple
R	Red
S	Slate (Grey)
U	Blue
W	White
Y	Yellow

INTRODUCTION

The fuses are mounted in four fuse boxes; one in the right hand side of the engine compartment, one in the passenger compartment, under the fascia below the steering wheel, and a satellite fuse box is located under each front seat.

The engine compartment fuse box contains high current screw-in fuses, which feed multiple circuits, smaller pull-out type fuses, and relays. A 150 Amp fusible link is included to protect the alternator.

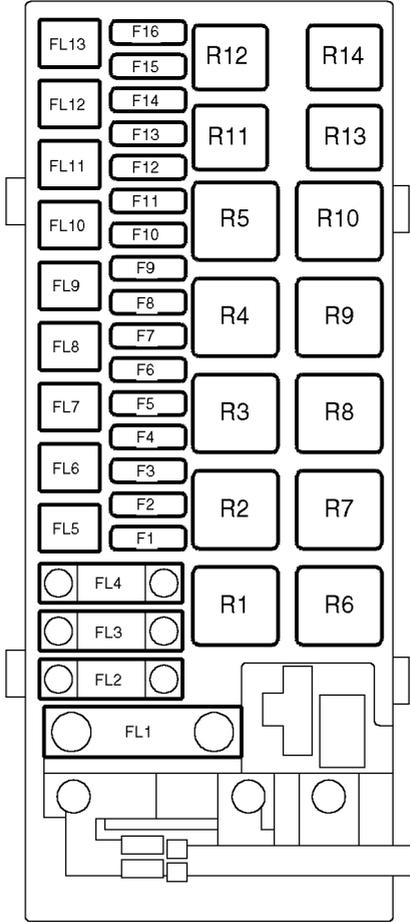
The passenger compartment fuse box contains the smaller pull-out type fuses and relays.

The two satellite fuse boxes each contain three pull-out type fuses and protect the seat motors.

On vehicles with rear air conditioning fitted, a 40 Amp in-line fuse is located behind the LH rear quarter trim panel, taped to the harness. The in-line fuse protects the resistor pack used for rear blower motor speed operation. Failure of the fuse will prevent blower operation in speeds 1, 2 and 3. The fastest speed 4 will still operate when the fuse has failed.

FUSE DETAILS

ENGINE COMPARTMENT FUSE BOX



M86 4472

Fusible links

Link	Rating, Amperes	Function
FL1	150	Alternator
FL2	100	Glow plugs - Diesel
FL3	50	Passenger fuse box
FL4	100	Blower
FL5	50	Front windows/Seats
FL6	50	Heated rear window / Rear windows / Sunroof
FL7	30	Auxiliary circuits / Power amplifier
FL8	50	Ignition switch
FL9	30	Self Levelling Suspension (SLS)
FL10	40	Headlamps
FL11	30	Anti-lock Braking System (ABS) pump
FL12	30	Lighting
FL13	30	Starter solenoid

Fuses

Fuse	Rating, Amperes	Function
F1	30	V8 - Injectors/Diesel - ECM
F2	15	Sensors - V8 and Diesel
F3	15	Front fog lamps
F4	20	Headlamp powerwash
F5	40	Fan - Cooling
F6	10	Compressor clutch (A/C only)
F7	40	LH front screen element
F8	40	RH front screen element

FUSE DETAILS

Fuses (continued)

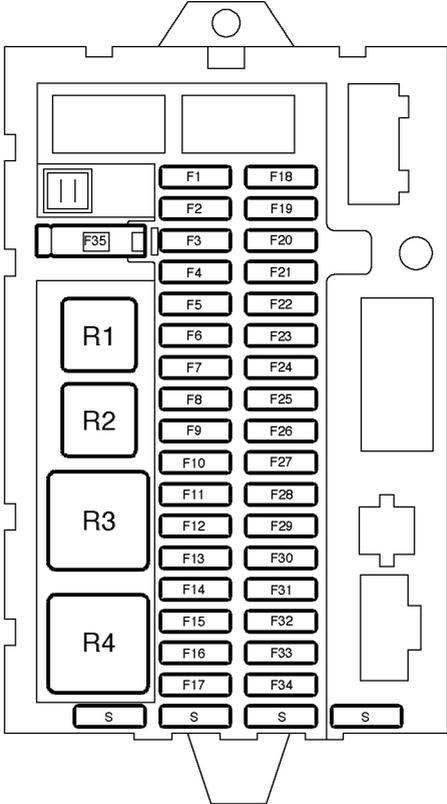
Fuse	Rating, Amperes	Function
F9	25	Trailer
F10	30	Fuel pump
F11	30	ABS Valve
F12	20	Electronic Automatic Gearbox (EAT) Batt +VE
F13	10	Body Control Unit (BCU)
F14	15	Direction indicators/Hazard warning lamps
F15	15	Active Cornering Enhancement (ACE)
F16	10	Horns

Relays

Relay	Function
R1	Fuel pump
R2	Starter
R3	Headlamp powerwash
R4	Cooling fan
R5	Self Levelling Suspension (SLS)
R6	Glowplugs - Diesel only
R7	Auxiliary circuits
R8	Heated Front Screen (HFS)
R9	Main relay
R10	Anti-lock Braking System (ABS)
R11	Compressor clutch (A/C only)
R12	Front fog lamps
R13	Horns
R14	Active Cornering Enhancement (ACE)

FUSE DETAILS

PASSENGER COMPARTMENT FUSEBOX



M86 4473

Fuses

Fuse	Rating, Amperes	Function
F1	25	Central door locking
F2	10	Fuel flap release
F3	10	LH Headlamp - Main beam
F4	10	Rear fog guard lamps
F5	15	Daylight running lamps
F6	25	Blower - Rear (A/C only)
F7	30	Blower - Front
F8	30	Heated rear window / heated mirrors
F9	10	LH Headlamp - Dip
F10	10	RH Headlamp - Dip
F11	10	LH front side lamp / Side marker lamp / Tail lamp / Trailer socket / No. plate lamp / LH-RH Headlamp levelling motors / Interior illumination / Sunroof
F12	30	Sunroof
F13	30	Rear windows
F14	20	Ignition coils - V8
F15	20	Cigar lighter / Interior lamps / LH-RH Seat heaters
F16	15	Clock / ICE
F17	15	Radio cassette power amplifier - Premium ICE
F18	15	Rear wiper motor
F19	15	Front wipers
F20	15	Diagnostic socket / Radio - Clock memory / Compact disc player - Premium ICE / Key interlock unit / Interior lamps / Passive remobilisation
F21	15	BBUS / Key interlock / Transfer box / Shifter box / Alarm audible warning
F22	10	RH Headlamp - Main beam
S	-	Spare

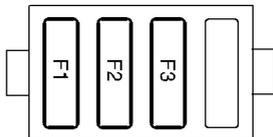
FUSE DETAILS

Fuses (continued)

Fuse	Rating, Amperes	Function
F23	10	BCU / Starter relay
F24	10	ECM / Alternator / EAT ECU
F25	25	Brake and reverse lamps
F26	10	Auxiliary circuits relay
F27	10	Instrument pack
F28	10	SLABS ECU
F29	10	ACE / IDM / BCU
F30	20	Cruise control / Electric mirrors / Rear washer
F31	10	ATC / Blower - Fresh recirculated air motor (Non A/C)
F32	25	Accessory socket
F33	10	RH Front side lamp / Side marker lamp / Tail lamp / Trailer socket / Headlamp levelling switch / Radio cassette player / Interior illumination / ATC
F34	30	Front windows
F35	10	SRS

Relays

Relay	Function
R1	LH indicators
R2	RH indicators
R3	Rear windows
R4	Ignition

LH/RH SATELLITE FUSE BLOCKS (SEATS)

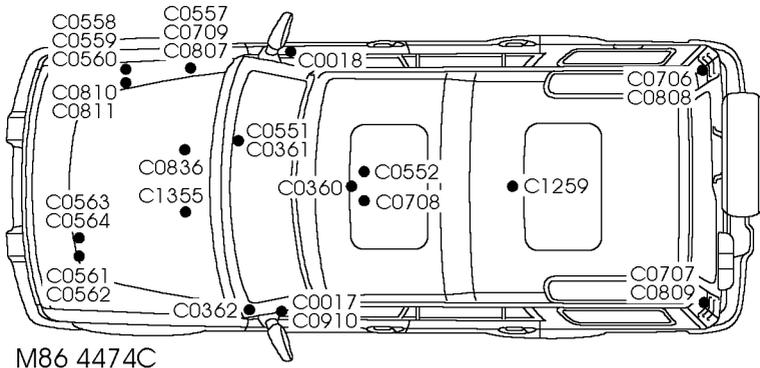
M86 4475

Fuses - LH/RH Satellite Fuse Blocks

Fuse	Rating, Amperes	Function
F1	40	Seat electrical supply
F2	3	Lumbar pump (Inflate)
F3	3	Lumbar solenoid (Deflate)

EARTH POINTS AND HEADER JOINTS

The following illustration indicates the general position of each earth point and earth header on the vehicle.



EARTH POINTS

Refer to the Connector Details for locations of earth points and headers.

Refer to the Circuit Diagrams for details of electrical components and their associated earth headers.

Anti-Theft Alarm

Anti-Theft Alarm Description

The anti-theft alarm system is controlled by the Body Control Unit (BCU). The system alarms and disables the vehicle and monitors the vehicle status using door switches and ultrasonic sensors. The BCU also operates in conjunction with the Engine Control Module to disable the engine operation. Refer to the Workshop Manual for detailed Description and Operation of the anti-theft system.

On NAS vehicles the LH and RH horns are used for the alarm system sounder. On Non-NAS vehicles a separate battery backed-up sounder or an alarm sounder unit and the vehicle horns are used for the alarm system sounder.

On Korean vehicles only, the RF remote handset and receiver are replaced by an infra-red handset and receiver. The infra-red signal is received by the infra-red receiver located in the front interior lamp. An additional link harness is used as shown on the circuit diagrams and described in the following circuit operation. The feed for the receiver is taken from the rear interior lamp circuit - refer to interior illumination description in this manual for details.

Anti-Theft Alarm Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox. The feed passes through fusible links 3 and 8 and fuses 13 and 16.

The feed from fusible link 3 is connected on an NR wire to fuses 2, 20 and 21 and the alarm sounder relay contacts in the passenger compartment fusebox.

DESCRIPTION AND OPERATION

The feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

The feed from fuse 16 is connected to coil and contacts of the horn relay located in the engine compartment fusebox.

Non-NAS vehicles only

On non-NAS vehicles, a feed from fuse 13 is connected on a PN wire from the engine compartment fusebox to the passenger compartment fusebox. The feed passes through a diode and is connected to the coils of two relays integral with the fusebox. Each coil is connected to the IDM which controls their operation via a serial data bus with the BCU. The relays are used for the power supply to either the alarm sounder unit or the battery backed-up sounder (BBUS) alarm.

The feed from fusible link 3 in the engine compartment fusebox to the passenger compartment fusebox is also connected, via fuse 21 in the passenger compartment fusebox, to the contacts of the two integral alarm sounder relays. The coil of each alarm sounder relay is connected to the IDM.

NAS vehicles only

On NAS vehicles, the vehicle horns are used for the alarm sounder. The wiring for the LH and RH horns is as shown and detailed in the horns description and operation and circuit diagram. The horn relay coil is connected as on the horns circuit to header C0291.

From the header C0291, the coil is not only connected to the horn switch on the steering wheel, but is also connected from the header on a PO wire to pin C0662-4 on the BCU. The BCU connection provides an earth path for the horn relay coil to operate the horns when required for the anti-theft system.

Ignition switch supply

When the ignition switch is in position II, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on a Y wire where it passes through fuse 29. From fuse 29, the feed is connected on a GU wire to provide an ignition on supply to the BCU.

When the ignition switch is in the crank position III, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on a WR wire and passes through fuse 23.

From fuse 23 the feed is connected on a WR wire to the coil of the starter relay in the engine compartment fusebox. The coil of the starter relay is connected on a BO wire from the engine compartment fusebox to pin C0662-5 on the BCU.

A second feed from fuse 23 is also connected on a WR wire to pin C0663-1 on the BCU. When the ignition switch) is in crank position III, this feed signals the BCU to provide an earth path for the starter relay coil. This energises the coil closing the relay contacts and supplying power to the starter motor. Refer to Starting and Charging Description and Operation for circuit description.

Anti-Theft Alarm Operation

Inertia switch

The permanent battery feed is connected from fuse 13 in the the engine compartment fusebox to the inertia switch on an NB wire. From the inertia switch the feed is connected on a WG wire back to the engine compartment fusebox.

DESCRIPTION AND OPERATION

From the fuse box the feed is connected to the passenger compartment fusebox on a NS wire where it is then connected to the IDM.

From the IDM the feed is connected on an SK wire (serial data bus), via header C0293 LHD/ C0292 RHD, to pin C0661-1 on the BCU. When the inertia switch is operated, the battery feed to the IDM is removed. This is sensed by the BCU, which automatically unlocks the doors, only if the ignition is in position II and the alarm is disarmed.

Fuel flap release switch

A feed from fuse 2 in the passenger compartment fusebox is connected on a PS wire to the fuel flap release switch. When the switch is operated and the alarm is not armed, the feed passes from the switch and is connected on a PR wire to the fuel flap release solenoid.

The feed energises the solenoid, retracting the plunger and opening the fuel flap. The fuel flap release solenoid is connected on an RU wire to pin C0664-3 on the BCU. The BCU completes the earth path from the solenoid only if the alarm is not armed.

Battery Backed-Up Sounder (BBUS)

When fitted, and the IDM and the BCU determine that BBUS operation is required, the IDM provides an earth for the applicable relay coil in the passenger compartment fusebox. This energises the coil, closing the relay contacts.

With the relay contacts closed, a feed from fuse 21 in the passenger compartment fusebox passes through the relay contacts and from the fusebox on a PB wire, via header C0292 (RHD only), to the BBUS. The BBUS is connected to earth header C0706 on a B wire.

The BBUS is connected from pin C0666-4 on a PO wire to BCU pin C0661-3 and from pin C0666-2 on a PG wire to BCU pin C0661-14.

Alarm sounder unit

When fitted, and the IDM and the BCU determine that alarm sounder unit operation is required, the IDM provides an earth for the applicable relay coil in the passenger compartment fusebox. This energises the coil closing the relay contacts.

With the relay contacts closed, a feed from fuse 21 in the passenger compartment fusebox passes through the relay contacts and from the fusebox on a PB LHD/RU RHD wire, via header C0293 (RHD only), to the alarm sounder unit.

On LHD vehicles, the alarm sounder unit is connected to earth header C0552 on a B wire.

On RHD vehicles, the alarm sounder unit is connected, via header C0288 to earth header C0018 on a B wire.

Key in sensor

A feed from fuse 20 in the passenger compartment fusebox is connected on a P wire to header C0289 LHD/C0294 RHD. From the header the feed is connected on a P wire to the key in sensor.

When the ignition key is inserted into the lock barrel the key in sensor contacts close. The feed passes through the sensor and is connected on a WP wire, via header C0293 LHD/C0289 RHD to pin C0662-2 on the BCU.

DESCRIPTION AND OPERATION

A second connection from the key in sensor is connected on a PU wire, via header C0285 LHD/C0294 RHD to pin C0663-9 on the BCU. This connection is used for the BCU to activate the switch illumination.

Body Control Unit (BCU)

A feed from fuse 13 in the engine compartment fusebox is connected on a PN wire to provide a permanent power supply to the BCU.

A feed from fuse 29 in the passenger compartment fusebox is connected on a GU wire to pin C0660-1 on the BCU to provide an ignition on supply.

A feed from fuse 20 in the passenger compartment fusebox is connected on a P wire, via header C0289 LHD/C0294 RHD to pin C0661-19 on the BCU.

A B wire connects BCU pin C0660-11 to earth header C0551.

Passive coil

A feed from fuse 20 in the passenger compartment fusebox is connected on a GU wire to the passive coil. The passive coil is connected on an SR wire to pin C0661-18 on the BCU.

The passive coil is connected on a B wire, via header C0286 LHD/C0288 RHD to earth header C0018 LHD/C0017 RHD.

Radio Frequency (RF) receiver

The RF receiver is connected on a PS wire to pin C0661-5 on the BCU and on a BN wire to pin C0661-6 on the BCU.

The RF receiver is connected on a B wire to earth header C0707.

Infra-red receiver (Korean vehicles only)

The infra-red receiver is located in the front interior lamp. A feed from fuse 20 in the passenger compartment fusebox is connected on a P wire from header C0289, via header C0723, to the front interior lamp. The lamp is connected on a B wire, via splice joint A4, to earth header C0706.

The front interior lamp is connected on an RP wire to connector interface C1461-2/C0674-2. From the connector interface the connection continues on a BN wire to pin C0661-6 on the BCU.

LH front door lock motor (LHD vehicles only)

The LH front door lock motor switch is connected on a UG wire to pin C0660-5 on the BCU and on a US wire to pin C0661-22 on the BCU.

The LH door switch is connected on a PW wire, via header C0287, to pin C0660-17 on the BCU.

The LH front door lock motor is connected on a B wire, via header C0288, to earth header C0017.

RH front door lock motor (RHD vehicles only)

The RH front door lock motor switch is connected on a UG wire to pin C0660-5 on the BCU and on a US wire to pin C0661-22 on the BCU.

The RH door switch is connected on a PW wire, via header C0285, to pin C0660-17 on the BCU.

The RH front door lock motor is connected on a B wire to earth header C0018.

RH front door lock motor (LHD vehicles only)

The RH Door switch is connected on a PW wire to connector C0733-1/C0464-1 interface. From the connector interface, the wire changes to a PLG wire to header C0291 and from header C0291 on a PLG wire to pin C0660-4 on the BCU.

The RH Door switch is connected on a B wire to earth header C0018.

LH front door lock motor (RHD vehicles only)

The LH Door switch is connected on a PW wire to connector C0733-1/C0464-1 interface. From the connector interface, the wire changes to a PLG wire to header C0285 and from header C0285 on a PLG wire to pin C0660-4 on the BCU.

The LH Door switch is connected on a B wire to earth header C0017.

Tail door lock motor (LHD/RHD Vehicles)

The tail door open switch is connected on a PLG wire to connector C0102-10/C0484-10 interface. From the connector interface the wire continues on a PLG wire to header C0291 and from the header to pin C0660-4 on the BCU. The boot/tail door switch is connected on a B wire to earth header C0706.

RH rear door lock motor (LHD vehicles only)

The RH rear door switch is connected on a PLG wire to connector C0805-3/C0756-3 interface. From the connector interface the wire continues on a PLG wire to header C0291 and from the header to pin C0660-4 on the BCU. The RH rear door switch is connected on a B wire to earth header C0552.

RH rear door lock motor (RHD vehicles only)

The RH rear door switch is connected on a PLG wire to connector C0805-3/C0777-3 interface. From the connector interface the wire continues on a PLG wire to header C0291 and from the header to pin C0660-4 on the BCU. The RH rear door switch is connected on a B wire to earth header C0552.

LH rear door lock motor (LHD vehicles only)

The LH rear door switch is connected on a PLG wire to connector C0805-3/C0753-3 interface. From the connector interface the wire continues on a PLG wire to header C0291 and from the header to pin C0660-4 on the BCU. The LH rear door switch is connected on a B wire to earth header C0552.

LH rear door lock motor (RHD vehicles only)

The LH rear door switch is connected on a PLG wire to connector C0805-3/C0753-3 interface. From the connector interface the wire continues on a PLG wire to header C0285 and from the header to pin C0660-4 on the BCU. The LH rear door switch is connected on a B wire to earth header C0552.

Bonnet switch

The bonnet switch is connected from pin C0660-15 on the BCU on a PO wire to the switch.

Instrument pack

The instrument pack is connected on a BS wire to BCU pin C0661-20. This connection is used for the alarm LED operation.

Diagnostic socket

The BCU provides outputs to and receives inputs from the diagnostic socket on a K wire, via header C0285 LHD/C0286 RHD, to BCU pin C0661-4.

Engine Control Module (ECM)

The ECM is connected to BCU pin C0661-10 on a LGS wire.

Bonnet switch

The bonnet switch is connected on a PO wire from pin C0660-15 to the switch. The bonnet switch is connected on a B wire to earth header C0017, via header C0288.

Ultrasonic modules

The BCU is connected to the front and rear ultrasonic modules from pin C0663-6 on a WB wire to connector interface C0483-5/C0101-5. From the connector interface the WB wire passes through splice joint A46 and is connected to the front ultrasonic module.

A second connection from the BCU on an SP wire from BCU pin C0663-8 to connector interface C0483-3/C0101-3. From the connector interface the SP wire passes through splice joint A44/A105 and is connected to the front ultrasonic module. A second SP wire is taken from splice joint A44/A105 and is also connected to the front ultrasonic module.

From splice joint A46 a WB wire is connected to the rear ultrasonic module. From splice joint A44/A105 two SP wires are connected to the rear ultrasonic module.

A B wire connects the front ultrasonic module to earth header C0707. A B wire connects the rear ultrasonic module to earth header C0706.

Central Door Locking (CDL)

CDL Description

Four methods are available for locking the doors; locking using vehicle key, remote handset locking, locking using the CDL switch on the fascia or speed related locking. The anti-theft alarm operates in conjunction with the CDL system. Refer to Anti-Theft Alarm - Description and Operation in this manual for alarm details.

Two levels of door locking are available; Central Door Locking (CDL) and Superlocking.

CDL

CDL allows the doors to be locked from inside and outside of the vehicle. In the CDL state, the doors can be opened from inside the vehicle or unlocked using the vehicle key or the remote handset. CDL can be initiated using the vehicle key in the driver's door lock, the remote handset or the CDL switch on the fascia.

CDL locking is also used for the optional speed related locking. This feature automatically locks all the doors when the vehicle speed exceeds 4 mph (7 km/h). Refer to the Workshop Manual Body Control Unit Description and Operation.

Superlocking

Superlocking only allows the doors to be locked from outside the vehicle. When superlocked, the doors cannot be opened from inside the vehicle. Superlocking can be initiated with two turns of the vehicle key in the driver's door lock or the remote handset. In the superlocked state the remote handset is used to unlock the doors. In the event of the remote handset not being available, the vehicle key can be used in the driver's door lock to enter an Emergency Key Access (EKA) code which will unlock the doors and disarm the anti-theft alarm. Refer to the Workshop Manual Alarm System for EKA and door locking description and Operation.

DESCRIPTION AND OPERATION

An inertia switch is located in the engine compartment. In the event of a collision, the inertia switch will trip. When the inertia switch is tripped with the ignition on and the alarm disarmed, all doors will automatically unlock and locking of the doors will be prevented until the inertia switch is reset.

The locking system can be interrogated using TestBook for diagnostic information.

CDL Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes to fusible link 3 and fuse 13.

The feed from fusible link 3 is connected on an NR wire to the passenger compartment fusebox where it passes through fuses 1 and 20.

From fuse 1 in the passenger compartment fusebox the feed is connected to the contacts of the four electronic CDL relays in the passenger compartment fusebox. When the relay contacts are open they are connected on a B wire from the passenger compartment fusebox to earth header C0017 LHD/ C0018 RHD.

From fuse 20 LHD/ fuse 21 RHD in the passenger compartment fusebox the feed is connected on a P wire via header C0289 LHD and a PB wire via header C0292 RHD, to Body Control Unit (BCU) pin C0661-19. A second feed from fuse 20 LHD/ fuse 21 RHD is connected on a GU wire to the passive coil which surrounds the ignition switch.

The feed from fuse 13 is connected on a PN wire to BCU pin C0660-13 and provides a permanent battery supply to the BCU. A second feed from fuse 13 is connected on a PN wire to the passenger compartment fusebox and supplies power to the electronic CDL relays in the fusebox. A third feed from fuse 13 is connected on an NB wire to the inertia switch.

CDL Operation

Inertia switch

When the inertia switch contact is closed (switch not tripped) the feed from fuse 13 in the engine compartment fusebox passes through the switch and is connected on a WG wire to the engine compartment fusebox. The feed passes through the fusebox and is connected on an NS wire to the Intelligent Driver Module (IDM) in the passenger compartment fusebox.

Body Control Unit (BCU)

The BCU is connected from pin C0661-1 on an SK wire (serial data bus), via header C0293/C0292 RHD to the passenger compartment fusebox. The BCU uses the serial data bus to the IDM in the passenger compartment fusebox to energise each electronic relay. When each relay is energised power is supplied to each door lock motor as applicable. When each relay is de-energised it is connected to earth.

The BCU is connected using the serial data bus from pin C0661-1 on an SK wire, via header C0293 LHD/C0292 RHD, to the instrument pack pin C0233-16. The instrument pack pin C0230-16 is connected via header C0290 (and splice joint A87 on automatic vehicles) to the SLABS ECU pin C0504-3. The SLABS ECU supplies a road speed signal to the instrument pack.

The BCU receives the road speed signal from the instrument pack via the serial data bus to BCU pin C0661-1. The BCU uses the speed signal to enable the speed related locking when the road speed exceeds 4 mph (7 km/h).

The BCU is connected on a B wire from pin C0660-11 to earth header C0551.

The BCU is connected on a US wire from pin C0660-22 to the LH or RH door lock motor switch. This connection provides an earth signal which informs the BCU that CDL lock using the vehicle key has been requested.

DESCRIPTION AND OPERATION

The BCU is connected on a UG wire from pin C0660-5 to the LH or RH door lock motor switch. This connection provides an earth signal which informs the BCU that superlock using the vehicle key has been requested. The door lock motor switch is connected on a B wire, via header C0288 (LHD only), to earth header C0017 LHD/C0018 RHD.

Passive coil

The passive coil receives a supply from fuse 20 LHD/ fuse 21 RHD in the passenger compartment fusebox on a GU wire. The passive coil is connected on an SR wire to BCU pin C0561-18. When applicable the BCU supplies an earth on this wire to energise the passive coil.

The passive coil is connected on a B wire, via header C0286 LHD/C0288 RHD, to earth header C0018 LHD/C0017 RHD.

Radio frequency (RF) receiver

The RF receiver is connected on a PS wire to pin C0661-5 on the BCU. This connection provides the power supply to the RF receiver.

A BN wire is connected from BCU pin C0661-6 to the RF receiver. This connection provides an RF signal to the BCU when the remote handset is operated.

The RF receiver is connected on a B wire to earth header C0707.

CDL switch

The CDL switch is connected on a KR wire to BCU pin C0660-16. This connection provides an earth input to the BCU to signal that the lock has been requested from the CDL switch.

A second connection from the CDL switch on a YK wire to BCU pin C0662-7 provides an earth input to the BCU to signal that unlock has been requested from the CDL switch.

The CDL switch is connected on a B wire, via headers C0725 and C0760, to earth header C0017 LHD/C0018 RHD.

Diagnostic socket

The BCU is connected on a K wire from pin C0661-4 to the diagnostic socket pin C0040-7.

CDL motor operation

The electronic relays in the passenger compartment fusebox supply power feeds or earth paths for each door lock motor as necessary. Each door lock motor is connected to the passenger compartment fusebox as follows:

Front LH/RH (driver's) door lock motor

An O wire is connected from the fusebox to the LH/RH front CDL motor.

A KP wire is connected from the fusebox, via header C0292 LHD/C0291 RHD, to the LH/RH front superlock motor and the LH/RH front CDL motor.

A KS wire is connected from the fusebox, via header C0292 LHD/C0285 RHD, to the LH/RH front superlock motor.

Front LH/RH (Passenger) door lock motor

A KR wire is connected from the fusebox, via header C0292 LHD/C0290 RHD, to connector interface C0464-5/C0733-5. From the interface an O wire connects to the LH/RH front CDL motor.

A KP wire is connected from the fusebox, via header C0292 LHD/C0291 RHD, to the LH/RH front superlock motor and the LH/RH front CDL motor.

A KS wire is connected from the fusebox, via header C0292 LHD/C0285 RHD, to the LH/RH front superlock motor.

DESCRIPTION AND OPERATION

LH rear passenger door lock motor

A KR wire is connected from the fusebox, via header C0292 LHD/C0290 RHD and header C0761, to connector interface C0651-2/C0805-2. From the interface a KP wire connects to the LH rear CDL motor.

A KP wire is connected from the fusebox, via header C0292 LHD/C0291 RHD, to connector interface C0651-1/C0805-1. From the interface an O wire connects to the LH rear superlock motor and the LH rear CDL motor.

A KS wire is connected from the fusebox, via header C0292 LHD/C0285 RHD, to the LH rear superlock motor.

RH rear passenger door lock motor

A KR wire is connected from the fusebox, via header C0292 LHD/C0290 RHD and header C0761 to connector interface C0777-2/C0805-2. From the interface a KP wire connects to the RH rear CDL motor.

A KP wire is connected from the fusebox, via header C0292 LHD/C0291 RHD to connector interface C0777-1/C0805-1. From the interface an O wire connects to the RH rear CDL motor and the RH rear superlock motor.

A KS wire is connected from the fusebox, Via header C0292 LHD/C0285 RHD, to the RH rear superlock motor.

Tail door lock motor

A KR wire is connected from the fusebox, via header C0292 LHD/C0290 RHD, to the tail door CDL motor.

A KP wire is connected from the fusebox, via header C0292 LHD/C0291 RHD, to the tail door CDL motor and the tail door superlock motor.

A KS wire is connected from the fusebox, via header C0292 LHD/C0285 RHD, to the tail door superlock motor.

Windows - Front

Windows - Front Description

The front windows are electrically operated from two rocker switches located in the centre console. The front windows are controlled by the Body Control Unit (BCU) which limits the operation of the windows to when the ignition is in position II and for a period of 44 seconds after the ignition is switched off or after the driver's door is opened. The front window operation is suspended when the ignition switch is in the crank position III.

The front windows are powered by electric motors located in each front door. The window up/down functions are controlled by reversing the polarity to the motors. The BCU logic circuits have a stall detect function that monitors the current drawn by the window motor. When the window contacts the top of the door frame or an obstruction the current drawn by the electric motor rises. If the BCU detects a sudden current rise the internal logic will remove the power supply to the front window motor.

The front windows have a one shot down function which operates if the switch is pressed for less than 0.4 seconds. Operation of the switch for more than 0.4 seconds operates the windows in inch down mode. The windows stop when the switch is released.

The front windows only operate in the in up mode for as long as the switch is pressed. The windows stop when the switch is released.

Fault conditions related to the front windows can be retrieved from the BCU via the diagnostic socket using TestBook.

Windows - Front Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible links 1, 5 and 8 and fuse 13. Fusible links 1 and 5 are connected in series.

A feed from fusible links 1 and 5 is connected from the fusebox on an NW wire to the passenger compartment fusebox, where it passes through fuse 34. From fuse 34, the feed is connected to pin C0664-7 of the BCU on an NG wire. This feed provides the power for the window lift motors.

A feed from fuse 13 is connected from the fusebox on a PN wire to pin C0660-13 the BCU. This feed is the permanent battery supply fo the BCU.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 passes through the ignition switch to fuse 29 in the passenger compartment fusebox on a Y wire. From fuse 29 the feed is connected to pin C0660-1 of the BCU on a GU wire.

Windows - Front Operation

BCU earth connection

The BCU is earthed from pin C0660-11 on a B wire to earth header C0551.

Front left window up

The left window switch up contact is connected to pin C0660-18 on the BCU by a BS wire. When the switch is set to the up position an internal supply from the BCU flows along the BS wire through the contacts of the switch and to earth via earth header C0552 on a B wire.

The BCU internal logic monitors the current flow from pin C0660-18 and uses this input as an up signal. The BCU routes power from the permanent feed from pin C0664-7 to pin C0664-4, from pin C0664-4 on an SB wire to connector C0326-1 on the LH front window motor. The motor is energised and drives the window mechanism towards the up position.

The front left window lift motor is earthed via an SR wire to connector C0664-1 on the BCU. The BCU completes the earth via pin C0664-5 on a B wire to earth header C0018 LHD/C0017 RHD.

Front left window down

The left window switch down contact is connected to pin C0662-1 on the BCU by a BR wire. When the switch is set to the down position an internal supply from the BCU flows along the BU wire through the contacts of the switch and to earth via earth header C0552 on a B wire.

The BCU internal logic monitors the current flow from pin C0662-1 and uses this input as a down signal. The BCU routes power from the permanent feed from pin C0664-7 to pin C0664-1, from pin C0664-1 on an SR wire to connector C0326-2 on the LH front window motor. The motor is energised and drives the window mechanism towards the down position.

The front left window lift motor is earthed via an SK wire to connector C0664-4 on the BCU. The BCU completes the earth via pin C0664-5 on a B wire to earth header C0018 LHD/C0017 RHD.

Front right window up

The right window switch up contact is connected to pin C0660-19 on the BCU by a BU wire. When the switch is set to the up position an internal supply from the BCU flows along the BU wire through the contacts of the switch and to earth via earth header C0552 on a B wire.

The BCU internal logic monitors the current flow from pin C0660-19 and uses this input as an up signal. The BCU routes power from the permanent feed from pin C0664-7 to pin C0664-6, from pin C0664-6 on an SK wire to connector C0326-2 on the RH front window motor. The motor is energised and drives the window mechanism towards the up position.

The front right window lift motor is earthed via an SK wire to connector C0664-2 on the BCU. The BCU completes the earth via pin C0664-5 on a B wire to earth header C0018 LHD/C0017 RHD.

Front right window down

The right window switch down contact is connected to pin C0660-2 on the BCU by a BK wire. When the switch is set to the down position an internal supply from the BCU flows along the BU wire through the contacts of the switch and to earth via earth header C0552 on a B wire.

The BCU internal logic monitors the current flow from pin C0660-2 and uses this input as a down signal. The BCU routes power from the permanent feed from pin C0664-7 to pin C0664-2, from pin C0664-2 on an SU wire to connector C03026-1 on the RH front window motor. The motor is energised and drives the window mechanism towards the down position.

The front right window lift motor is earthed via an SU wire to connector C0664-6 on the BCU. The BCU completes the earth via pin C0664-5 on a B wire to earth header C0018 LHD/C0017 RHD.

Ignition key modes

Depending on the vehicle specification:

The BCU controls operation of the front windows and will allow operation for a period of 44 seconds after the ignition switch is moved to the off position.

On some models if the time is less than 44 seconds and the drivers door (or any door on some models) is opened the BCU will disable the function of the windows.

On some models the BCU disables the windows as soon as the ignition is turned off.

On all models the windows will not operate while the ignition key is turned to the cranking position III.

DESCRIPTION AND OPERATION

Windows - Rear

Windows - Rear Description

The rear windows are electrically operated from two rockers switches located in the centre console. A rocker switch located in each rear door trim panel also operates the corresponding rear window.

A window lift isolation switch is located in the centre console. The isolation switch prevents rear window operation using the rear window switches in the rear door trims, but allows operation from the rear window switches in the centre console.

Power to the rear window motors is enabled by the Intelligent Driver's Module (IDM) which energises the rear window lift relay located in the passenger compartment fusebox.

The rear window enable is operative when the ignition switch is in position II and for a period of 44 seconds after the ignition is switched off or after the driver's door is opened. The rear window operation is suspended when the ignition switch is in the crank position III.

The rear windows are operated by electric motors located in each rear door. The window up/down functions are controlled by reversing the polarity to the motors.

Windows - Rear Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox, where it passes through fusible links 1, 6 and 8. Fusible links 1 and 6 are connected in series.

A feed from fusible links 1 and 6 is connected from the engine compartment fusebox, on an NU wire, to the passenger compartment fusebox, where it passes through fuse 13. From fuse 13, the feed is connected to the contacts and the coil of the rear window lift relay located in the passenger compartment fusebox.

A feed from fusible link 8 is connected from the engine compartment fusebox, on an NW wire, to the passenger compartment fusebox. From the passenger compartment fusebox the feed is connected to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 passes through the ignition switch to fuse 29 in the passenger compartment fusebox on a Y wire.

When the ignition switch is in position II, the feed from fuse 29 is connected to the IDM. The IDM logic connects the feed from fuse 13 in the passenger compartment fusebox through the coil of the rear window lift relay, to earth header C0551 on a B wire. This supply energises the coil of the rear window lift relay.

The contacts of the rear window lift relay close when the coil is energised and allow the feed from fuse 13 to pass through the rear window lift relay contacts. The feed is connected from the passenger compartment fusebox to splice joint A183. The feed is then connected on four WK wires to the LH and RH window console switches.

Windows - Rear Operation

LH rear window console switch - down

Operation of the LH window console switch in the down position, allows the feed from the rear window lift relay to pass through the up switch contacts to the LH rear window switch on an SW wire. The feed passes through the LH up switch contacts and is connected to the LH rear window motor on an SO wire.

When the LH window console switch is set in the down position, the contacts complete the earth path for the LH rear window motor. The LH rear window motor is earthed via an SR wire to the LH rear window switch. From the down contacts of LH rear window switch the earth continues on an SY wire to the closed contacts of LH window console switch. From the contacts of the LH rear console switch the earth continues on a B wire to earth header C0552.

LH rear window console switch - up

Operation of the LH window console switch in the up position, allows the feed from the rear window lift relay to pass through the down switch contacts to the LH rear window switch on an SY wire. The feed passes through the down switch contacts and is connected to the LH rear window motor on an SR wire.

When the LH window console switch is set in the up position, the contacts complete the earth path for the LH rear window motor. The earth path from the LH rear window motor is connected to the LH rear window switch on an SO wire. The earth continues through the up switch contacts and is connected to the LH window console switch on an SW wire. The earth passes through the down switch contacts and is connected to earth header C0552 on a B wire.

RH rear window console switch - down

Operation of the RH window console switch in the down position, allows the feed from the rear window lift relay to pass through the up switch contacts to the RH rear window switch on an SY wire to the RH rear window switch. The feed passes through the up switch contacts and is connected to the RH rear window motor on an SO wire.

When the RH window console switch is set in the down position, the contacts complete the earth path for the RH rear window motor. The RH rear window motor is earthed via an SR wire through the down contacts of the rear window console switch on a SW wire to connector interface C0650-3/C0804-3. From this interface the feed continues on a SN wire to the RH window console switch. From the RH window console switch the earth continues via the closed down contacts, via a B wire to earth header C0552.

RH rear window console switch - up

Operation of the RH window console switch in the up position, allows the feed from the rear window lift relay to pass through the down switch contacts on an SN wire to connector interface C0650-3/C0804-3. From this interface the feed continues on a SW wire to the RH rear window switch. The feed passes through the down switch contacts and is connected to the RH rear window motor on an SR wire.

When the RH window console switch is set in the up position, the contacts complete the earth path for the RH rear window motor. The earth path from the RH rear window motor is connected to the RH rear window switch on an SO wire. The earth continues on an SY wire to the up contacts of the RH rear window console switch. From the RH rear window console switch the earth continues on a B wire to earth header C0552.

LH rear window switch - down

Operation of the LH rear window switch in the down position, allows the feed from the rear window lift relay to pass through the up contacts of the LH window console switch on an SW wire. The feed passes through the up switch contacts and is connected to the LH rear window motor on an SO wire.

When the LH rear window switch is set in the down position, the contacts complete the earth path for the LH rear window motor. The earth path from the LH rear window motor is connected to the LH rear window switch on an SR wire. The earth continues through the down switch contacts and is connected via splice joint A358 to the window lift isolation switch on an SG wire. The earth is connected from the closed contacts of the window lift isolation switch on a B wire to earth header C0552.

LH rear window switch - up

Operation of the LH rear window switch in the up position, allows the feed from the rear window lift relay to pass through the down contacts of the LH window console switch to the rear window switch on an SY wire. The feed passes through the down switch contacts to the LH rear window motor on an SR wire.

When the LH rear window switch is set in the up position, the contacts complete the earth path for the LH rear window motor. The earth path from the LH rear window motor is connected to the LH rear window switch on an SO wire. The earth continues through the up switch contacts and is connected via splice joint A358 to the window lift isolation switch on an SG wire. The earth is connected from the closed contacts of the window lift isolation switch on a B wire to earth header C0552.

RH rear window switch - down

Operation of the RH rear window switch in the down position, allows the feed from the rear window lift relay to pass through the up contacts of the RH window console switch on an SY wire to the RH rear window switch. The feed passes through the up switch contacts and is connected to the RH rear window motor on an SO wire.

When the RH rear window switch is set in the down position, the contacts complete the earth path for the LH rear window motor. The earth path from the RH rear window motor is connected to the RH rear window switch on an SR wire. The earth continues through the switch down contacts and is connected via splice joint A358 to the window lift isolation switch on an SG wire. The earth is connected from the closed contacts of the window lift isolation switch on a B wire to earth header C0552.

RH rear window switch - up

Operation of the RH rear window switch in the up position, allows the feed from the rear window lift relay to pass through the down contacts of the RH window console switch on an SN wire to connector interface C0650-3/C0804-3. From this interface the feed continues on an SW wire to the rear window switch. The feed passes through the down switch contacts to the RH rear window motor on an SR wire.

When the RH rear window switch is set in the up position, the contacts complete the earth path for the RH rear window motor. The earth path from the RH rear window motor is connected to the RH rear window switch on an SO wire. The earth continues through the up switch contacts and is connected via splice joint A358 to the window lift isolation switch on an SG wire. The earth is connected from the closed contacts of the window lift isolation switch on a B wire to earth header C0552.

Window lift isolation switch

If the window lift isolation switch is latched out, the earth path from the LH and RH rear window switches is broken, preventing operation of the LH and RH rear window switches. Rear window operation using the console switches is not affected by the isolation switch.

When the window lift isolation switch is latched out, the removal of the earth path also breaks the earth path for the LH and RH rear window switch illumination. Refer to interior illumination - Description and Operation in this manual for switch illumination circuit description.

Sunroof

Sunroof Description

Electric sunroofs are fitted at the front and rear of the vehicle. Both sunroofs are electrically operated. Switches on the front overhead console control operation of the front and rear sunroofs.

The rear sunroof can be operated by a switch located in the rear overhead console. The switch is only operative when not disabled by the rear sunroof isolation switch located in the front overhead console.

Sunroof Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible links 1, 6 and 8. Fusible links 1 and 6 are connected in series.

The feed from fusible links 1 and 6 is connected on an NU wire to the passenger compartment fusebox where it passes through fuse 11. The feed is connected from fuse 11 to supply a continuous battery feed on an NR wire to the sunroof ECU pin C0785-3.

The feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on a W wire, where it passes through fuse 29. The feed is connected from fuse 29 to the Body Control Unit (BCU) pin C0660-1 on a GU wire.

Sunroof Operation

Front sunroof operation

When the ignition switch is in position II, an enable input is sent from the BCU pin C0661-9 on a WG wire to pin C0785-10 on the sunroof ECU. When the enable input is present the power feed from pin C0785-3 is made available by the logic circuits in the sunroof ECU.

The sunroof ECU is earthed from pin C0785-2 on a B wire via splice joints A14 and A15 to earth header C0018.

Front sunroof tilt detection

The front sunroof motor is connected to pin C0784-8 on the sunroof ECU by a U wire. An input to the sunroof ECU via this connection forms a sunroof tilt input to the sunroof ECU.

Front sunroof - open function

When the front sunroof switch is set to the open position, an earth path from pin C0784-2 to the front sunroof switch on a GK wire is completed. From the front sunroof switch the earth continues to earth header C0018 via splice joints A14 and A15. The sunroof ECU logic circuit monitors a current flow from pin C0784-2. This current flow forms the 'open' input to the sunroof ECU, and the ECU logic supplies a power feed to pin C0785-5.

The feed flows from pin C0785-5 on the sunroof ECU to the sunroof motor on a P wire. The front sunroof motor is earthed on a B wire via splice joints A14 and A15 to earth header C0018.

The sunroof motor drives the sunroof mechanism towards the open position. When the sunroof switch is released, the earth path via the sunroof switch is interrupted and the 'open' input to the sunroof ECU is lost. The sunroof ECU logic circuits remove the power supply to pin C0784-2, this removes the power supply from the sunroof motor.

Front sunroof - close function

When the front sunroof switch is set to the close position, an earth path from pin C0785-7 of the sunroof ECU to the front sunroof switch is completed on a GR wire. The front sunroof switch is earthed via splice joints A14 and A15 to earth header C0018 on a B wire. The sunroof ECU logic circuit monitors a current flow from pin C0785-7. With this current flow forming a 'close' input the sunroof ECU logic supplies a power feed to pin C0785-1.

The feed flows from pin C0785-1 of the sunroof ECU to the sunroof motor on a W wire. The front sunroof motor is earthed on a B wire via splice joints A14 and A15 to earth header C0018. The sunroof motor drives the sunroof mechanism towards the close position.

When the sunroof switch is released, the earth path via the sunroof switch is interrupted and the close input to the sunroof ECU will be lost. The sunroof ECU logic circuits remove the power supply to pin C0785-1, this removes the power supply from the sunroof motor.

Rear sunroof operation

Rear sunroof tilt detection

The rear sunroof motor is connected to pin C0784-1 on the sunroof ECU by a OG wire. An input to the sunroof ECU via this connection forms a sunroof tilt input to the sunroof ECU. A U wire is connected from the front sunroof motor to pin C0784-8 on the sunroof ECU. An input to the sunroof ECU via this connection forms a sunroof tilt input to the sunroof ECU.

Rear sunroof operation - via front switch 1

Rear sunroof - open function - via front switch 1

When the rear 1 sunroof switch is set to the open position, an earth path from pin C0784-7 of the sunroof ECU to the sunroof switch is completed on a GU wire. From sunroof switch 1 the earth continues via splice joints A14 and A15 to earth header C0018 on a B wire. The sunroof ECU logic circuit monitors the current flow from pin C0784-7. With this current flow forming an 'open' input the sunroof ECU logic supplies a power feed to pin C0785-4.

The feed flows from pin C0785-4 of the sunroof ECU to the rear sunroof motor on an OU wire. The rear sunroof motor is earthed on a B wire via splice joints A14 and A15 to earth header C0018. The sunroof motor drives the sunroof mechanism towards the open position.

When the sunroof switch is released, the earth path via the sunroof switch is interrupted and the open input to the sunroof ECU will be lost. The sunroof ECU logic circuits remove the power supply to pin C0784-4, this removes the power supply from the sunroof motor.

Rear sunroof - close function - via front switch 1

When the rear sunroof switch 1 is set to the close position, an earth path from pin C0785-8 on the sunroof ECU to the rear sunroof switch 1 is connected on a GO wire. The rear sunroof switch 1 is earthed via splice joints A14 and A15 to earth header C0018 on a B wire. The sunroof ECU logic circuit monitors a current flow from pin C0785-8. With a current flow forming an 'close' input the sunroof ECU logic supplies a power feed to pin C0785-6.

The feed flows from pin C0785-6 on a O wire to the rear sunroof motor. The rear sunroof motors are earthed on a B wire via splice joints A14 and A15 to earth header C0018. The sunroof motor drives the sunroof mechanism towards the close position.

When the sunroof switch is released, the earth path via the sunroof switch is interrupted and the close input to the sunroof ECU will be lost. The sunroof ECU logic circuits remove the power supply to pin C0785-6, this removes the power supply from the sunroof motor.

Rear sunroof operation - via rear switch 2

Rear sunroof switch 2 - isolation

An isolation switch is connected by an BS wire to the rear sunroof switch 2. From the isolation switch a B wire is connected to earth via splice joints A14 and A15 to earth header C0018. When the isolation switch is pressed the earth line from the rear sunroof switch 2 is interrupted. This function allows the driver or front seat passenger to disable the rear sunroof switch 2.

Rear sunroof switch 2 - normal operation

Rear sunroof - open function - via switch 2

When the rear 2 sunroof switch is set to the open position, an earth path from pin C0784-6 on a GW wire is completed via the closed contacts of the isolation switch, and on a B wire via splice joints A14 and A15 to earth header C0018. The sunroof ECU logic circuit monitors the current flow from pin C0784-6. With this current flow forming an 'open' input the sunroof ECU logic supplies a power feed to pin C0785-4.

The feed flows from pin C0785-4 on an OU wire to the rear sunroof motor. The rear sunroof motor is earthed on a B wire via splice joints A14 and A15 to earth header C0018. The sunroof motor drives the sunroof mechanism towards the open position.

When the sunroof switch is released, the earth path via the sunroof and isolation switches is interrupted. The open input to the sunroof ECU will be lost and the sunroof ECU logic circuits remove the power feed to pin C0784-4, this removes the power supply from the sunroof motor.

Rear sunroof - close function - via switch 2

When the rear sunroof switch 2 is set to the close position, an earth path from pin C0784-9 on a GB wire is completed via the closed contacts of the isolation switch, and on a B wire via splice joints A14 and A15 to earth header C0018. The sunroof ECU logic circuit monitors the current flow from pin C0784-9, this current flow forms a 'close' input and the sunroof ECU logic supplies a power feed to pin C0785-6.

The feed flows from pin C0785-6 on a O wire to the rear sunroof motor. The sunroof motor drives the sunroof mechanism towards the close position. When the sunroof switch 2 is released, the earth path via the sunroof switch is interrupted. The close input to the sunroof ECU is lost and the sunroof ECU logic circuits remove the power supply to pin C0785-6. This removes the power supply from the rear sunroof motor.

Sunroof motor protection

Control functions of the sunroof ECU prevent damage to the sunroof motors at full travel positions when the operating switch is still pressed:

- Current (step) sensing
- A backup seven second time delay after movement has stopped.



NOTE: Either of these control functions will stop the operation of the sunroof motors at the end of travel positions.

Ignition key modes

Depending on the vehicles specification:

The sunroof ECU controls operation of both sunroofs and will allow sunroof operation for a period of 44 seconds after the ignition switch is moved to the off position.

On some models if the time is less than 44 seconds and the drivers door (or any door on some models) is opened the sunroof ECU will disable the function of the sunroofs.

On some models the sunroof ECU will disable the sunroofs as soon as the ignition is turned off.

On all models the sunroofs will not operate while the ignition key is turned to the cranking position III.

DESCRIPTION AND OPERATION

Mirrors

Mirrors Description

The door mirrors are electrically adjustable using a joystick operated mirror switch located on the fascia. The mirrors only operate with the ignition switch in position II.

The mirror switch can be rotated to select the left or right hand door mirror. A central position on the switch isolates the mirror operation. Movement of the switch in the vertical or horizontal positions moves the selected mirror glass accordingly. The mirror glass is attached to a swash plate operated vertically and horizontally by two motors.

Each mirror glass has heater elements bonded to the rear of the glass for demisting. The mirror heater elements operate when the heated rear window is switched on.

Mirrors Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible links 6 and 8 and fuse 13.

A feed from fusible link 6 is connected to the passenger compartment fusebox on an S wire. The feed passes through fuse 8 in the passenger compartment fusebox and is connected to the contacts of the heated rear screen relay.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

A feed from fuse 13 is connected to the passenger compartment fusebox on a PN wire and is connected to the coil of the heated rear screen relay.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on a W wire. The feed continues through fuse 30 in the passenger compartment fusebox and is connected on a GLG wire to the electric mirror switch.

Mirrors Operation

Driver mirror adjustment

The mirror switch is connected on a B wire, via header C0760, to earth header C0017 LHD/C0018 RHD.

Vertical - Up

When the electric mirror switch is operated in the up position the feed from fuse 30 passes through the switch contacts and is connected to the mirror vertical adjustment motor. The wire connections are as follows:

- On LHD vehicles, the connection from the switch is on a BK wire to the motor.
- On RHD vehicles, the connection from the switch is on a BN wire to connector interface C0460-7/C0733-7. From the connector interface the connection continues to the motor on a BK wire.

The earth path for the motor is connected on an SW wire, via splice joint A9 and earth header C0285 LHD/C0282 RHD, to the mirror switch.

Vertical down

When the electric mirror switch is operated in the down position the feed from fuse 30 passes through the switch contacts and is connected to the mirror vertical adjustment motor on an SW wire, via splice joint A9 and header joint C0285 LHD/C0282 RHD.

DESCRIPTION AND OPERATION

The earth path for the motor is connected as follows:

- On LHD vehicles, the earth path is on a BK wire to the mirror switch.
- On RHD vehicles, the earth path is on a BK wire to connector interface C0733-7/C0460-7. From the connector interface the earth is connected to the mirror switch on a BN wire.

Horizontal - left

When the electric mirror switch is operated in the left position the feed from fuse 30 passes through the switch contacts and is connected to the mirror horizontal adjustment motor on an SW wire, via splice joint A9 and header joint C0285 LHD/C0282 RHD.

The earth path for the motor is connected as follows:

- On LHD vehicles, the earth path is on a BU wire to the mirror switch.
- On RHD vehicles, the earth path is on a BU wire to connector interface C0733-7/C0460-7. From the connector interface the earth is connected to the mirror switch on a BP wire.

Horizontal - right

When the electric mirror switch is operated in the right position the feed from fuse 30 passes through the switch contacts and is connected to the mirror horizontal adjustment motor. The wire connections are as follows:

- On LHD vehicles, the connection from the switch is on a BU wire to the motor.
- On RHD vehicles, the connection from the switch is on a BP wire to connector interface C0460-8/C0733-8. From the connector interface the connection continues to the motor on a BU wire.

The earth path for the motor is connected on an SW wire, via splice joint A9 and earth header C0285 LHD/C0282 RHD, to the mirror switch.

Passenger mirror adjustment

The mirror switch is connected on a B wire, via header C0760, to earth header C0017 LHD/C0018 RHD.

Vertical - Up

When the electric mirror switch is operated in the up position the feed from fuse 30 passes through the switch contacts and is connected to the mirror vertical adjustment motor. The wire connections are as follows:

- On LHD vehicles, the connection from the switch is on a BN wire to connector interface C0464-7/C0733-7. From the connector interface the connection continues to the motor on a BK wire.
- On RHD vehicles, the connection from the switch is on a BK wire to the motor.

The earth path for the motor is connected on an SW wire, via splice joint A9 and earth header C0285 LHD/C0282 RHD, to the mirror switch.

Vertical down

When the electric mirror switch is operated in the down position the feed from fuse 30 passes through the switch contacts and is connected to the mirror vertical adjustment motor on an SW wire, via splice joint A9 and header joint C0285 LHD/C0282 RHD.

The earth path for the motor is connected as follows:

- On LHD vehicles, the earth path is on a BK wire to connector interface C0733-7/C0464-7. From the connector interface the earth is connected to the mirror switch on a BN wire.
- On RHD vehicles, the earth path is on a BK wire to the mirror switch.

DESCRIPTION AND OPERATION

Horizontal - left

When the electric mirror switch is operated in the left position the feed from fuse 30 passes through the switch contacts and is connected to the mirror horizontal adjustment motor on an SW wire, via splice joint A9 and header joint C0285 LHD/C0282 RHD.

The earth path for the motor is as follows:

- On LHD vehicles, the earth path is on a BU wire to connector interface C0733-8/C0464-8. From the connector interface the earth is connected to the mirror switch on a BP wire.
- On RHD vehicles, the earth path is on a BU wire to the mirror switch.

Horizontal - right

When the electric mirror switch is operated in the right position the feed from fuse 30 passes through the switch contacts and is connected to the mirror horizontal adjustment motor. The wire connections are as follows:

- On LHD vehicles, the connection from the switch is on a BP wire to connector interface C0464-8/C0733-8. From the connector interface the connection continues to the motor on a BU wire.
- On RHD vehicles, the connection from the switch is on a BU wire to the motor.

Mirror heater

The LH and RH door mirror heaters are connected from the heated rear screen relay in the passenger compartment fusebox on an NP wire via splice joints A19/A167.

When the heated rear window switch is operated an earth path is completed from the switch on a B wire, via header C0760, to earth header C0017 LHD/C0018 RHD. The switch is connected on an NB wire to pin C0663-5 on the BCU.

On vehicles with Air Temperature Control (ATC), when the demist function is selected the ATC ECU provides an earth path on an NB wire through splice joint A280, to pin C0663-5 on the BCU.

The completed earth path is interpreted by the BCU as a signal for heated rear screen operation. The BCU is connected from pin C0661-1 on an SK wire to the the IDM in the passenger compartment fusebox. The SK wire is the serial data bus between the BCU and the IDM. The BCU passes a signal to the IDM which in turn provides an earth path for the coil of the heated rear screen relay in the passenger compartment fusebox.

The heated rear screen relay coil is energised by the feed from fuse 13 in the engine compartment fusebox causing the relay contacts to close. With the contacts closed, a feed from fuse 8 in the passenger compartment fusebox passes through the relay and is connected from the fusebox on an NP wire to splice joints A19/A167. From the splice joints the feed is connected on NP wires to the driver and passenger door mirror heaters.

On LHD vehicles, the driver's door mirror heater is connected on a B wire, via splice joint A34 and header C0288, to earth header C0017. The passenger door mirror heater is connected on a B wire, via splice joint A34, to earth header C0018.

On RHD vehicles, the driver's door mirror heater is connected on a B wire, via splice joint A34, to earth header C0018. The passenger door mirror is connected on a B wire, via splice joint A34, to earth header C0017.

The door mirror heaters will operate for as long as the heated rear screen relay is energised.

Folding Mirrors (JAPAN only)

Folding Mirrors Description

The door mirrors can be folded electrically to prevent damage using the joystick operated mirror switch located on the fascia. The mirrors only operate with the ignition switch in position II.

The central position on the switch is used for the folding mirrors function. The switch is moved vertically down to fold the mirrors in or out. A dedicated folding mirrors ECU is located behind the fascia adjacent to the 'A' post. All feeds to and from the folding mirror motors are controlled by the ECU.

Folding mirror operation is controlled by an earth signal received by the ECU from the mirror switch. The ECU supplies a feed to each motor to drive it in the required direction. The feed is supplied for a maximum of 30 seconds. The motors detect a stall condition when they are fully folded in or out which is sensed by the ECU which then removes the power feed.

Folding Mirrors Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox, where it passes through fusible links 3 and 8.

A feed from fusible link 3 is connected on an NR wire to the passenger compartment fusebox where it passes through fuse 21. The feed is connected from fuse 21 on a PB wire to header C0292. From the header the feed is connected on an NS wire to pin C0907-8 on the folding mirror ECU.

A feed from fusible link 8 is connected from the engine compartment fusebox on an NW wire and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a W wire where it passes through fuse 31. From fuse 31 the feed is connected on a GR wire from the fusebox, via header C0289, to pin C0907-6 on the folding mirror ECU. The ECU is connected on a B wire to earth header C0017.

Folding Mirrors Operation

When the switch is moved to the fold position, an earth path is completed on a UB wire from the ECU pin C0907-5 to the mirror switch. The earth continues through the switch contact and is connected on a B wire to earth header C0018.

The ECU supplies a feed to the LH folding mirror motor from pins C0907-1 or C0907-3 on O or OR wires to the motor. Depending on motor direction required to fold mirrors in or out, the earth from each motor is on either the O or the OR wire back to the ECU.

The ECU supplies a feed to the RH folding mirror motor from pins C0907-7 or C0907-9 on YR or Y wires to the motor. Depending on motor direction required to fold mirrors in or out, the earth from each motor is on either the YR or the Y wire back to the ECU.

Electric Seats

Seat Adjustment Description

The electrically powered front seats are operated by four electric motors which control the seat base rear up/down, seat base front up/down, seat base forward/rearward and seat squab recline. The seats are operated by switches and controlled by the Body Control Unit (BCU). The seats operate when the ignition switch is in position I or II or for a predetermined period when the driver's door is open.

A electrically powered lumbar adjustment in each seat is operated by a single motorised pump and a solenoid located on the seat squab frame. The pump inflates a cushion in the seat squab and the solenoid operates a valve to deflate the cushion. The seat cushion and seat squab also contain heater elements.

A seat switch pack is located on each side of the centre console. Each switch pack comprises two non-latching switch levers. The horizontal lever has three, two position switches which control the seat cushion forward and rearward movement and also the seat cushion front and rear height adjustment. The vertical switch has two, two position switches which control the seat squab recline function and also the lumbar adjustment.

The power supply to each seat switch pack is supplied from a power seat relay located on the underside of each seat frame. The feed from the relay is protected by a fuse located in a satellite fuse block adjacent to the power seat relay. The fuse block also contains two additional fuses which protect the feeds to the lumbar pump and solenoid.

Seat Heating Description

The heated seat elements for each seat are supplied power from a seat heat module located on the underside of the seat frame. The seat heat module provides consistent temperature control of the seat heater elements. A negative temperature coefficient variable resistor is located in the seat cushion heater element. The resistor changes its resistance as the seat cushion temperature increases or decreases. The resistance is monitored by electronics within the seat heat module, which raises or lowers the power supplied to the elements and controls the element temperature between 26 and 36°C (79 and 97°F).

The heated seat elements are operated by a latching seat heater switch for each seat located in the centre console between the two rear window switches. The heated seats only operate when the ignition switch is in position II.

Circuit Supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible links 1, 5, 7 and 8. Fusible links 1 and 5 and 1 and 7 are connected in series.

A feed from fusible links 1 and 7 is connected to the contacts of the auxiliary circuits relay.

A feed from fusible links 1 and 5 is connected on an NG wire to connector C0255-5/C0751-1 interface. From connector C0751-1, the feed continues on an NP wire to the coil and contacts of the LH power seat relay. The earth path from the relay coil is connected on an OP wire to the BCU pin C0663-3, via header C0724.

DESCRIPTION AND OPERATION

A second feed from fusible links 1 and 5 is connected on an NP wire to the coil and contacts of the RH power seat relay. The earth path from the relay coil is connected on an OP wire to the BCU pin C0663-3, via header C0724.

The BCU completes the earth path when ignition I or II or driver's door open is sensed.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition Switch Supply

With the ignition switch in position I or II, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on an LGW wire.

The feed continues through fuse 26 in the passenger compartment fusebox and is connected from the fusebox on an LG wire to the coil of the auxiliary circuits relay in the engine compartment fusebox. This feed energises the relay coil, closing the relay contacts. The relay coil is earthed on a B wire, via header C0286 LHD/C0288 RHD, to earth header C0018.

Seat Heating Operation

With the auxiliary circuits relay energised, the feed from fusible links 1 and 7 passes through the relay contacts and is connected to the passenger compartment fusebox on a WG wire where it passes through fuse 15.

From the passenger compartment fusebox, the feed is connected to header C0761 on an LGW wire. From the header C0761, the feed separates into two LGW wires which are connected to the LH and RH seat heater switches.

From the LH seat heater switch the feed is connected on a US wire to connector C0225-1/C0751-1 interface. From connector C0751-1 the feed continues on an OW wire to the LH seat heat module.

From the RH seat heater switch the feed is connected on a UK wire to connector C0253-1/C0751-1 interface. From connector C0751-1 the feed continues on an OW wire to the RH seat heat module.

Power is supplied to the electronics within the LH or RH seat heat module by the feed from the LH or RH seat heater switch. This allows the feed to pass through the module and is connected to the LH or RH seat cushion heater on a K wire. The LH or RH seat squab heater is connected in series from the LH or RH seat cushion heater on a KW wire. The LH and RH seat squab heaters are connected to earth header C0708 on B wires via splice joint 1.

The earth from the LH or RH seat heat module is connected on an LG wire to a temperature variable resistor contained within each of the LH and RH seat cushion heaters. As the temperature of the seat cushion heater increases, the resistance of the resistor changes. This is sensed by the seat heat module which varies the power supplied to the LH and RH seat cushion heaters, raising or lowering their temperature accordingly.

The resistors are connected to the LH and RH seat heat module on B wires and from the LH and RH seat heat modules to earth header C0708 on B wires via splice joint 1.

Seat Adjustment Operation

With the ignition switch in position I or II or the driver's door open, the BCU provides an earth path for the coils of the LH and RH power seat relays, energising the relays and closing the contacts.

DESCRIPTION AND OPERATION

The feeds from fusible links 1 and 7 pass through the relay contacts and connect on WN wires to the LH and RH satellite fuse blocks. The feed passes through fuse 2 in each satellite fuse block and is connected to the LH and RH seat switch packs on WR wires.

Each of the four seat motors are connected to the LH or RH seat switch pack by two wires. The operation of the switches can supply the feed from fuse 2 into either of the wires to operate the motors in either direction. The wire connections to each motor from the LH or RH switch pack is as follows:

- The LH and RH rear up/down seat motors are connected on U and NY wires respectively.
- The LH and RH seat motor forward/rearward motors are connected on R and GY wires respectively.
- The LH and RH front up/down seat motors are connected on Y and W wires respectively.
- The LH and RH back recline forward/rearward seat motors are connected on O and S wires respectively.

Lumbar Operation

When the lumbar inflate switch is operated, the feed from fuse 2 in the LH or RH satellite fuse block is connected from the LH or RH seat switch pack and connected to fuse 3 in the LH or RH satellite fuse block on a P wire. From fuse 3, the feed is connected to the LH or RH lumbar pump on a P wire.

When the lumbar deflate switch is operated, the feed from fuse 2 in the LH or RH satellite fuse block is connected from the LH or RH seat switch pack to fuse 4 in the LH or RH satellite fuse block on a PS wire. From each fuse 4 the feed is connected to the LH or RH lumbar pump solenoid on a PS wire.

The earth from the LH and RH lumbar pumps is on B wires to earth header C0708 via splice joint 1.

Manual Seats

Seat Heating Description

On vehicles with manual seats and seat heaters, the temperature is controlled by a thermostatic switch located in the seat cushion. The thermostat disconnects the power supply when the thermostat reaches 36°C (97°F) and restores the power supply when the temperature is below 26°C (79°F).

Circuit Supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible links 1, 7 and 8. Fusible links 1 and 7 are connected in series.

A feed from fusible links 1 and 7 is connected to the contacts of the auxiliary circuits relay.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position I or II, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on an LGW wire.

The feed continues through fuse 26 in the passenger compartment fusebox and is connected from the fusebox on an LG wire to the coil of the auxiliary circuits relay in the engine compartment fusebox. The feed energises the relay coil, closing the relay contacts. The relay coil is earthed on a B wire, via header C0286 LHD/C0288 RHD, to earth header C0018.

Seat Heating Operation

with the auxiliary circuits relay energised, the feed from fusible links 1 and 7 passes through the relay contacts and is connected to the passenger compartment fusebox on a WG wire where it passes through fuse 15.

From the passenger compartment fusebox, the feed is connected to header C0761 on an LGW wire. From the header C0761, the feed separates into two LGW wires which are connected to the LH and RH seat heater switches.

LH seat

From the LH seat heater switch the feed is connected on a US wire to the LH seat cushion heater. The feed passes through the thermostatic switch and the cushion heater and is connected in series on a B wire to the LH seat squab heater. The seat squab heater is connected on a B wire to earth header C0708.

RH seat

From the RH seat heater switch the feed is connected on a UK wire to the RH seat cushion heater. The feed passes through the thermostatic switch and the cushion heater and is connected in series on a B wire to the RH seat squab heater. The seat squab heater is connected on a B wire to earth header C0708.

Diagnostic Socket

Diagnostic Socket Description

The diagnostic socket is located below the fascia on the drivers side. The connector is constructed to ISO standard and allows the attachment of TestBook or any other ISO standard scantool.

The diagnostic socket allows diagnostic information stored in any of the ECU's listed below to be retrieved. It also allows engine tuning and fault diagnosis to be carried out.

Diagnostic Socket Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible link 3.

The feed from fusible link 3 is connected by an NR wire to the passenger compartment fusebox where it passes through fuse 20.

The feed from fuse 20 is connected to the diagnostic socket, via header C0294 by a P wire.

Diagnostic socket earth connection - LHD vehicles

The diagnostic socket is connected to two earth headers C0551 and C0017 by B wires.

Diagnostic socket earth connection - RHD vehicles

The diagnostic socket is connected to earth header C0551 by a B wire. The diagnostic socket is also connected with a B wire through header C0291 to earth header C0017.

Diagnostic Socket Connections

Engine Control Module (ECM)

The ECM for V8 and Td5 variants is connected to header C0286 on a K wire. The connection continues from the header C0286 to the diagnostic socket on a K wire.

Body Control Unit (BCU)

The BCU is connected to header C0286 on a K wire. The connection continues from header C0286 to the diagnostic socket on a K wire.

Electronic Automatic Transmission (EAT) ECU

The EAT ECU is connected to header C0286 on a K wire. The connection continues from the header C0286 to the diagnostic socket on a K wire.

Self Levelling/Anti-Lock Brake System (SLABS) ECU

The SLABS ECU is connected to header C0286 on a K wire. The connection continues from the header C0286 to the diagnostic socket on a K wire.

Active Cornering Enhancement (ACE) ECU

The ACE ECU is connected to header C0286 on a K wire. The connection continues from the header C0286 to the diagnostic socket on a K wire.

Cruise control ECU - V8 engines only

The cruise control ECU is connected to header C0286 on a K wire. The connection continues from the header to the diagnostic socket on a K wire.

Airbag DCU

The airbag DCU is connected to header C0286 on a K wire. The connection continues from the header C0286 to the diagnostic socket on a K wire.

Fuel Burning Heater (FBH) - Td5 vehicles (if fitted)

The fuel burning heater is connected to the diagnostic socket on a R wire.

Body Control Unit (BCU)

BCU Description

The BCU communicates with and controls a large number of functions on the vehicle. Refer to BCU circuit diagram for BCU connection details.

For BCU power supplies refer to Power Distribution circuits.

Starting and Charging - Td5

Starting and Charging Description

The starting system comprises a starter motor and solenoid located at the rear right hand side of the engine. A starter relay, controlled by the Body Control Unit (BCU), supplies battery power for starter solenoid operation. The starter motor receives its feed directly from the battery.

The charging system comprises an alternator containing a rectifier pack and a regulator to maintain a constant direct current (dc) in the system. The alternator is located at the front right of the engine and is belt driven from the crankshaft pulley.

A warning lamp in the instrument pack illuminates if the charging system is not generating a voltage equal to or more than the battery voltage.

Starting and Charging Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible links 1, 2, 8 and 12 and fuses 10 and 13. A feed from the battery is also connected directly to the contacts of the main relay located in the engine compartment fusebox.

A second feed from the battery positive terminal is connected on an R wire to the contacts of the starter motor solenoid located on the starter motor.

The feed from fusible link 1 is connected from the fusebox on an N wire to the alternator/generator.

A feed from fusible link 2 is connected to the contacts of the glow plug relay located in the engine compartment fusebox.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

A feed from fuse 10 is connected to the contacts of the fuel pump relay located in the engine compartment fusebox. The Engine Control Module (ECM) provides an earth path for the fuel pump relay coil, which energises and closes the relay contacts.

A feed from fuse 13 is connected from the fusebox to the inertia switch (S206) on an NB wire. When the inertia switch contacts are closed, the feed passes through the switch and is connected to the coil of the main relay on a WG wire. The ECM provides an earth path for the main relay coil, which energises and closes the relay contacts.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on a Y wire, where it passes through fuses 24 and 27 in the fusebox.

With the ignition switch in the crank position III, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on a WR wire, where it passes through fuse 23 in the fusebox.

Starting Operation

Main relay operation

With the ignition switch in position II and the ECM is satisfied that all conditions are correct, the ECM grants an earth path on a UR wire from the engine compartment fusebox to the ECM pin C0658-21, energising the relay coil and closing the contacts.

The direct feed from the battery passes through the relay contacts and connects with the coils of the glow plug and fuel pump relays.

Fuel pump relay operation

The ECM grants an earth path for the fuel pump relay coil on a UP wire from the engine compartment fusebox to ECM pin C0658-5. This allows the feed from fuse 10 to pass through the relay contacts and connect from the fusebox on a WP wire to the fuel tank unit.

The fuel tank unit is connected on a B wire to earth eyelet connector C0810-1. The fuel pump operates and the fuel gauge sender unit energises to operate the fuel gauge in the instrument pack.

Glow plug relay operation

The ECM grants an earth path for the glow plug relay coil on a GU wire from the engine compartment fusebox to ECM pin C0158-29. This allows the feed from fusible link 2 to pass through the relay contacts and connect from the fusebox on a YB wire to splice joint 5.

From splice joint 5, the feed splits into four B wires which are each connected to one of the four glow plugs fitted to cylinder No's. 1,2, 3 and 4. Cylinder No. 5 does not have a glow plug.

The ECM will operate the glow plugs for a predetermined period, dependant on engine coolant temperature.

Starter relay operation

When the ignition switch is moved to the crank position III, a feed passes from the switch, through fuse 23 in the passenger compartment fusebox to the coil of the starter relay in the engine compartment fusebox on a WR wire.

The coil is earthed to the BCU on a BO wire. When the BCU determines that starter operation is allowed, the earth path is completed and the starter relay energises, closing the relay contacts.

The feed from fusible link 12 passes through the starter relay contacts and is connected from the engine compartment fusebox to the coil of the starter motor solenoid on an NR wire. The coil energises, closing the starter motor solenoid contacts. The coil is earthed via the starter motor body.

The feed from the battery positive terminal passes through the closed contacts of the starter motor solenoid and operates the starter motor. The starter motor is earthed through the motor body attachment.

When the ignition switch is released, it returns to position II. This terminates the feed from the ignition switch to the starter relay coil, de-energising the coil and opening the relay contacts. This in turn removes the feed from fusible link 12 to the starter motor solenoid coil, opening the solenoid contacts and removing the battery feed to the starter motor.

Charging Operation

With the ignition switch in position II, the feed from fuse 24 is connected from the passenger compartment fusebox, through header C0294 LHD/CO287 RHD, to connector interface C0448-4/C0162-4 on a W wire. From the connector interface the feed is connected on a WG wire to the alternator/generator. This feed protects the alternator/generator from short circuit damage should a wiring fault occur.

The feed from fuse 27 is connected from the passenger compartment fusebox on an LG wire to the ignition/no charge warning lamp in the instrument pack, via header C0760. From the instrument pack, the feed is connected on an NY wire to the alternator/generator, via header C0294 LHD/C0287 RHD.

The feed passes to earth via the brushes and regulator within the alternator, completing the warning lamp circuit which allows the warning lamp to illuminate.

DESCRIPTION AND OPERATION

When the engine is started, the magnetized rotor turns within the stator windings, generating 3 phase alternating current (ac) and a voltage that rises rapidly with rotor speed. The field diodes in the rectifier pack convert the ac current into dc current flowing through the field windings. This causes an increase in the magnetic influence of the rotor, resulting in self-excitation of the alternator. The field current increases with rotor speed and thus increases the generated current and voltage until the alternator/generator is fully excited.

When the voltage applied to the alternator/generator side of the ignition/no charge warning lamp exceeds the battery voltage applied to the warning lamp, the lamp is extinguished. This shows that the alternator/generator is producing battery charging current.

When the battery is at a low state of charge or the current draw from the electrical functions of the vehicle causes a voltage drop, the alternator/generator automatically charges at its maximum rate (dependant on rotor speed) until 14 Volts is reached. When demand on the alternator/generator falls, the current output is reduced.

Battery charging is accomplished on an N wire from the alternator/generator through fusible link 1 in the engine compartment fusebox, and from fusible link 1 to the battery positive terminal on an R wire.

Starting and Charging - V8

Starting and Charging Description

The starting system comprises a starter motor and solenoid located at the rear right side of the engine. A starter relay, controlled by the Body Control Unit (BCU), supplies battery power for starter solenoid operation. The starter motor receives its feed directly from the battery.

The charging system comprises an alternator containing a rectifier pack and a regulator to maintain a constant direct current (dc) in the system. The alternator is located at the top right of the engine and is belt driven from the crankshaft pulley.

A warning lamp in the instrument pack illuminates if the charging system is not generating a voltage equal to or more than the battery voltage.

Starting and Charging Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible links 1, 8 and 12 and fuses 10 and 13. A feed from the battery is connected directly to the contacts of the main relay located in the engine compartment fusebox.

A second feed from the battery positive terminal is connected on an R wire to the contacts of the starter motor solenoid, located on the starter motor.

A feed from fusible link 1 is connected from the fusebox on an N wire to the alternator/generator.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

DESCRIPTION AND OPERATION

A feed from fuse 10 is connected to the contacts of the fuel pump relay located in the engine compartment fusebox. The Engine Control Module (ECM) provides an earth path for the fuel pump relay coil, which energises and closes the relay contacts.

A feed from fuse 13 is connected from the fusebox to the inertia switch on an NB wire. When the inertia switch contacts are closed, the feed passes through the switch and is connected to the coil of the main relay on a WG wire. An earth connection from the main relay coil is connected on a UR wire to the ECM. When the ECM completes the earth path, the coil energises and closes the main relay contacts.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on a Y wire, where it passes through fuse 27 in the fusebox.

With the ignition switch in the crank position III, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on a WR wire, where it passes through fuse 23 in the fusebox.

Starting Operation

Main relay operation

With the ignition switch in position II and the ECM is satisfied that all conditions are correct, the ECM grants an earth path on a UR wire from the engine compartment fusebox to the ECM pin C0635-23, energising the relay coil and closing the contacts.

Fuel pump relay operation

When the main relay contacts are closed, the feed direct from the battery passes through the relay contacts and is connected to the coil of the fuel pump relay. An earth path from the fuel pump coil is connected to the ECM pin C0635-18 on a UP wire. When the ECM completes the earth path, the coil energises and closes the fuel pump relay contacts.

The feed from fuse 10 passes through the contacts of the fuel pump relay and is connected on a WP wire from the engine compartment fusebox to the fuel pump, which operates. The fuel pump is connected to earth eyelet connector C0810-1 on a B wire.

Starter relay operation

When the ignition switch is moved to the crank position III, a feed passes from fuse 23 to the coil of the starter relay in the engine compartment fusebox on a WR wire.

The coil is earthed to the BCU on a BO wire. When the BCU determines that starter operation is allowed, the earth path is completed and the starter relay energises, closing the relay contacts.

The feed from fusible link 12 passes through the starter relay contacts and is connected from the engine compartment fusebox to the coil of the starter motor solenoid on an NR wire. The coil energises, closing the starter motor solenoid contacts. The coil is earthed via the starter motor body.

DESCRIPTION AND OPERATION

The feed from the battery positive terminal passes through the closed contacts of the starter motor solenoid and operates the starter motor. The starter motor is earthed through the motor body attachment.

When the ignition switch is released, it returns to position II. This terminates the feed from the ignition switch to the starter relay coil, de-energising the coil and opening the relay contacts. This, in turn removes the feed from fusible link 12 to the starter motor solenoid coil, opening the contacts and removing the battery feed to the starter motor.

Charging Operation

With the ignition switch in position II, the feed from fuse 27 is connected from the passenger compartment fusebox on an LG wire, through header C0760, to the ignition/no charge warning lamp in the instrument pack. From the instrument pack, the feed is connected on an NY wire to the alternator/generator. The feed passes to earth via the brushes and regulator within the alternator, completing the warning lamp circuit which allows the warning lamp to illuminate.

When the engine is started, the magnetized rotor turns within the stator windings, generating 3 phase alternating current (ac) and a voltage that rises rapidly with rotor speed. The field diode in the rectifier pack converts the ac current into dc current flowing through the field windings. This causes an increase in the magnetic influence of the rotor, resulting in self-excitation of the alternator. The field current increases with rotor speed and thus increases the generated current and voltage until the alternator/generator is fully excited.

When the voltage applied to the alternator/generator side of the ignition/no charge warning lamp exceeds the battery voltage applied to the warning lamp, the lamp is extinguished. This shows that the alternator/generator is producing battery charging current.

When the battery is at a low state of charge or the current draw from the electrical functions of the vehicle causes a voltage drop, the alternator/generator automatically charges at its maximum rate (dependant on rotor speed) until 14 volts is reached. When demand on the alternator/generator falls, the current output is reduced.

Battery charging is accomplished on an N wire from the alternator/generator through fusible link 1 in the engine compartment fusebox, and from fusible link 1 to the battery positive terminal on an R wire.

DESCRIPTION AND OPERATION

Engine Management - Td5

Refer to Workshop Manual for description and operation.

Engine Management - V8

Refer to Workshop Manual for description and operation.

Ignition and Shift Interlock (NAS/JAPAN ONLY)

Ignition and Shift Interlock Description

Shift interlock

When the transmission gear selector is in the PARK position and the ignition is in the OFF position '0', a shift interlock solenoid is de-energised, locking the transmission gear selector in the PARK position.

The transmission gear selector can only be moved from the PARK position when the ignition is on and the brake pedal is depressed. The brake pedal switch signals the BCU, which in turn signals the Intelligent Driver Module (IDM) to energise the shift interlock relay in the passenger compartment fusebox. This energises the shift interlock solenoid allowing the transmission gear selector to be moved from the PARK position.

Ignition key interlock

The key interlock solenoid prevents removal of the key when the transmission gear selector is not in the Park position.

Transfer box interlock

The transfer box interlock prevents the transfer box being shifted from 'H' or 'L' with the key removed from the ignition switch. A transfer gearbox interlock solenoid is controlled by the IDM which energises the solenoid and prevents transfer box lever operation.

Ignition and Shift Interlock Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox where it passes through fusible links 3 and 8 and fuse 13.

A feed from fusible link 3 is connected from the engine compartment fusebox on an NR wire to the passenger compartment fusebox. The feed passes to fuses 20 and 21 in the passenger compartment fusebox.

A feed from fuse 13 is connected from the engine compartment fusebox on a PN wire to the passenger compartment fusebox. The feed is connected to the IDM and the coils of the interlock and transfer box relays.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire.

The feed continues through fuse 25 in the passenger compartment fusebox and is connected on a GO wire to the brake pedal switch.

Ignition and Shift Interlock Operation

Ignition interlock

A feed from fuse 20 in the passenger compartment fusebox is connected on a P wire to header C0289 LHD/C0294 RHD. From the the header the feed is connected on P wires to the key interlock unit. The feed is connected within the key interlock unit to the ignition switch illumination and the 'ignition key inserted' switch.

When a door is opened or the vehicle is unlocked using the remote handset, the BCU provides an earth path for the ignition switch illumination. The earth path is from the interlock unit on a PU wire to pin C0663-9 on the BCU, via header C0285 LHD/C0294 RHD. The completed earth path allows the feed from fuse 20 in the passenger compartment fusebox to illuminate the bulb.

DESCRIPTION AND OPERATION

When the ignition key is inserted in the ignition switch, the 'ignition key inserted' switch is tripped and allows the feed from fuse 20 in the passenger compartment fusebox to flow through the switch contacts. The feed is connected from the key interlock unit on a WP wire to pin C0662-2 on the BCU, via header C0293 LHD/C0289 RHD. This provides a signal to the BCU that the key is inserted.

A feed from fuse 21 in the passenger compartment fusebox is connected on a PN wire to the key interlock unit. The feed is connected within the interlock unit to the 'ignition key in position 0' switch.

When the key is inserted in the ignition switch, the switch contacts close, allowing the feed from fuse 21 to pass on an OW wire to the interlock solenoid. If the transmission is in a position, other than PARK, the BCU will supply an earth path for the key interlock solenoid on a BLG wire. The solenoid will energise and removal of key from the ignition switch is prevented.

Shift interlock

The shift interlock solenoid is normally in a de-energised state. When the transmission is to be moved from the PARK position, the ignition must be on and the brake pedal depressed. This energises the solenoid and allows movement of the transmission selector.

When the brake pedal is depressed, the feed from fuse 25 in the passenger compartment fusebox from the ignition switch, flows through the brake pedal switch contacts and is connected to pin C0661-7 on the BCU via header C0287 LHD/C0290 RHD.

This feed signals the BCU that the ignition is on and the brake pedal is depressed. The BCU sends a signal, on an SK wire, via header C0293 LHD/C0292 RHD, to the IDM. The IDM in turn provides an earth path for the interlock relay in the passenger compartment fusebox, energising the relay coil and closing the relay contacts.

With the relay contacts closed, a feed from fuse 21 in the passenger compartment fusebox flows through the relay contacts and from the fusebox to the shift interlock solenoid on a LGP wire, energising the solenoid. The shift interlock solenoid is connected to earth header C0552 LHD/C0708 RHD.

With the shift interlock solenoid energised, the transmission selector can be moved from the PARK position. When the brake pedal is released, the feed to the BCU is removed and the shift interlock solenoid is de-energised. The locking mechanism controlled by the solenoid will lock the transmission selector once it is returned to the park position.

Automatic transmission selector

An automatic transmission selector is located on the gearbox and is used to inform related components of the gear selector position. The connection used on this circuit is on an NP wire from the selector to pin C0663-10 on the BCU and signals the BCU of PARK and NEUTRAL selector positions.

Transmission neutral sensor

The transmission neutral sensor provides an earth signal to the BCU when the transfer box is in neutral. The earth signal causes the BCU to operate an audible warning to warn of the transfer box in neutral when the ignition is on.

The sensor is connected on a BK wire from pin C0662-15 on the BCU. The sensor is connected on a B wire, via header C1002 to earth header C0552.

Transfer gearbox interlock solenoid

When the BCU senses that the ignition key is removed from the ignition switch, it signals the IDM via the serial data bus. The IDM then grants an earth path for the coil of the transfer box relay in the passenger compartment fusebox, energising the relay coil and closing the relay contacts.

DESCRIPTION AND OPERATION

With the contacts closed, a feed from fuse 20 in the passenger compartment fusebox passes through the relay and is connected from the fusebox on an RU wire to the transfer gearbox interlock solenoid. The solenoid energises and is connected, via header C1002 to earth header C0552. This prevents neutral being selected locking the transfer gearbox in high or low. A diode is located in the feed to the solenoid from splice joint A77 on an RU wire and from the diode to header C1002 on a B wire. The diode prevents residual current causing the solenoid to 'stick' in the energised position.

Cruise Control - V8 Engines

Cruise Control Description

The cruise control is selected from a switch located on the fascia. The cruise control operation is governed by a cruise control ECU located on the RH 'A' post behind the trim panel. Operation is controlled from two switches located on the steering wheel, a set/accelerate switch (SET+) and a resume/suspend switch (RES.).

A speed signal is supplied from the SLABS ECU to the cruise control ECU, the cruise control ECU monitors the signal for use in its control logic circuits. The cruise control system ECU supplies outputs to operate a vacuum pump and its internal control/dump valves.

The vacuum acting within a pneumatic throttle actuator moves the actuator to the required position.

Cruise suspend/resume - manual gearbox

Inputs to the cruise control ECU from a switch on the brake pedal mechanism or the clutch pedal mechanism can disengage the cruise control by interrupting a feed into the cruise control ECU. The feed is used by the ECU to power the cruise control pump. When the feed is interrupted the ECU logic circuits stop the operation of the cruise control pump, open an internal dump valve, and close an internal control valve. This action stops the actuator and suspends the cruise control function.

In addition to the feed removal to the ECU when the brake pedal is pressed, a low voltage 'brakelight' signal is also sent via the Body Control Unit (BCU) to the cruise control ECU. The 'brakelight' signal is also used by the logic circuits in the cruise control ECU, to control the operation of the throttle actuator and control valves when the brake pedal has been pressed.

DESCRIPTION AND OPERATION

Operation of the resume/suspend switch after a braking event, can restore the operation of the cruise control system if the vehicles speed is acceptable to the cruise control ECU.

Cruise suspend/resume - automatic gearbox

A gearbox selector lever position sensor sends an input via the BCU to the cruise control ECU if the selector lever is in park, neutral or reverse. An input to the cruise control ECU from a switch on the brake pedal mechanism will also disengage the cruise control by interrupting a feed to the cruise control ECU. The feed is used by the ECU to power the cruise control pump. When the feed is interrupted the ECU logic circuits stop the operation of the cruise control pump, open an internal dump valve, and close an internal control valve. This action stops the throttle actuator and suspends the cruise control function.

In addition to the feed removal to the ECU when the brake pedal is pressed, a low voltage 'brakelight' signal is also sent via the BCU to the cruise control ECU. The 'brakelight' signal is also used by the logic circuits in the cruise control ECU, to control the operation of the throttle actuator and control/dump valves when the brake pedal has been pressed.

Operation of the resume/suspend switch after a braking event, can restore the operation of the cruise control system if the vehicles speed and gearbox selector position is acceptable to the cruise control ECU.

Cruise Control Supply

Circuit supply

A feed from the battery positive terminal is connected by a R wire to the engine compartment fusebox, where it passes through fusible link 8.

A feed from fusible link 8 is connected to the passenger compartment fusebox on a NW wire and from the fusebox to the ignition switch on a N wire.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 flows from the ignition switch to the passenger compartment fusebox on a W wire. The feed continues through fuse 30 in the passenger compartment fusebox and is connected by a GLG wire to the cruise control switch.

With the ignition switch in position II, a second feed from fusible link 8 flows from the ignition switch to the passenger compartment fusebox on a Y wire. The feed continues through fuse 25 in the passenger compartment fusebox and is connected to the brake pedal switch by a GO wire.

Cruise Control Operation

When the cruise control switch is on, the feed from fuse 30 in the passenger compartment fusebox, passes through the cruise control switch contacts to provide power input to the cruise control ECU pin C0239-8 on a WY wire.

Simultaneously, the feed also passes through the cruise control switch indicator lamp which illuminates. The indicator lamp is connected to earth on a black wire via header C0760 to earth header C0017 LHD/C0018 RHD. The cruise control ECU is earthed on a B wire from pin C0239-18, via header C0286 LHD/C0291 RHD to earth header C0018 LHD/C0017 RHD.

When the brake or clutch pedal or is not depressed, the feed from fuse 25 in the passenger compartment fusebox flows to a pair of contacts in the brake pedal switch on a GO wire. A connection from header C0287 LHD/C0290 RHD is connected to the coil of the dump valve in the cruise control pump. In normal operation the coil is earthed by the brake light circuit, via the contacts of the brake pedal switch.

Manual transmission

The feed passes from the contacts of the brake pedal switch and is connected to the clutch pedal switch by an OG wire. The feed passes through the closed contacts of the clutch pedal switch to a PG wire that is connected to pin C0239-1 on the cruise control ECU. This feed provides the power source to the cruise control pump via the cruise control ECU.

If either the clutch pedal or the brake pedal is depressed, the respective switch contacts will be opened, removing power from the cruise control ECU and disengaging cruise control. If the cruise control switch remains on, the previous speed will be retained in the cruise control ECU memory.

The previous speed can be resumed by operation of the resume/suspend switch. The cruise control ECU will engage the cruise control if:

- The vehicle is travelling at over 28 mph (45 km/h)
- The cruise control switch is still on and has not been turned off
- The brake pedal is not depressed.
- The clutch pedal is not depressed.

Automatic transmission (NAS)

The feed from the contacts of the brake pedal switch is connected on a PG wire to pin C0239-1 on the cruise control ECU. The feed from the brake pedal switch provides the power source to the cruise control pump via the cruise control ECU.

The cruise control ECU will engage the cruise control if:

- The vehicle is travelling at over 28 mph (45 km/h)
- The gearbox selector position is acceptable to the cruise control ECU
- The cruise control switch is still on and has not been turned off
- The brake pedal is not depressed.

Automatic transmission (ROW)

The feed from the contacts of the brake pedal switch is connected by a PG wire to pin C0239-1 on the cruise control ECU. The feed from the brake pedal switch provides the power source to the cruise control pump via the cruise control ECU.



NOTE: On vehicles with premium ICE systems, the feed from the contacts of the brake pedal switch is connected by an OG wire to connector interface C0712-2/C0667-1. From the connector interface the feed continues on a PG wire to the cruise control ECU.

The cruise control ECU will engage the cruise control if:

- The vehicle is travelling at over 28 mph (45 km/h)
- The gearbox selector position is acceptable to the cruise control ECU
- The cruise control switch is still on and has not been turned off
- The brake pedal is not depressed.

Speed signal

The cruise control ECU receives a speed signal input on a KG wire via header C0290 to pin C0239-15, from pin C0504-3 on the SLABS ECU.

Cruise set/accelerate

When the set/accel switch is operated, a feed is supplied from the horn relay control coil on a PO wire, through header C0291 LHD/C0286 RHD and the rotary coupler, to the set/accel switch.

When the set/accel switch contacts are closed, the feed continues on an RW wire through the rotary coupler, to the cruise control ECU pin C0239-4. This signal initiates the cruise control ECU to activate the cruise control pump functions, providing all other parameters are correct.

Cruise resume/suspend

When the res/suspend switch is operated, a feed is supplied on a PO wire from the horn relay control coil, through header C0291 LHD/C0286 RHD and the rotary coupler, to the res/suspend switch.

With the res/suspend switch contacts closed, the feed continues from the res/suspend switch, through the rotary coupler, and on a UW wire to the cruise control ECU pin C0239-2 on a UW wire. If cruise control is engaged, this signal suspends cruise control operation. If cruise control is suspended, the signal will initiate the cruise control ECU to engage cruise control at the speed retained in the ECU's memory.

Cruise control pump

The cruise control pump has three connections to the cruise control ECU. One connection on a WU wire from pin C0239-11 supplies power directly to the pump. The control valve solenoid and dump valve solenoid are connected to pin C0239-17 of the cruise control ECU on a BY wire. The pump is earthed via pin C0239-7 of the cruise control ECU.

The dump valve solenoid is connected via header C0287 LHD/C0291 RHD on a GP wire to the contacts of the brake pedal switch. In normal operation the coil of the dump valve is earthed by the brake light circuit, via the contacts of the brake pedal switch. When the brake pedal is pressed power is supplied on the earth path of the dump valve solenoid. When the voltage on each side of the coil of the dump valve solenoid is equalised, there is no voltage drop across the solenoid. With no current flowing through the coil of the dump valve solenoid, the solenoid is de-energised and the dump valve opens.

When the cruise control switch is on and vehicle speed is more than 28 mph (45km/h) and less than 125 mph (201 km/h), the cruise control ECU supplies power to the pump and valve solenoids. The earth paths for the pump and the control valve solenoid are switched as required by the cruise control ECU to set and maintain vehicle speed.

Other Body Control Unit (BCU) inputs/outputs

'Brakelight' Signal

If the brake pedal is depressed a pair of contacts in the brake pedal switch allow a feed to flow on a GP wire via header C0287 LHD/C0290 RHD to pin C0661-7 on the BCU. The BCU sends a 'brakelight' signal output from pin C0661-16 on a GS wire, to pin C0239-18 on the cruise control ECU.

The logic circuits in the cruise control ECU use this 'brakelight' signal to lock out the cruise control. The internal logic of the ECU uses the 'brakelight' signal to cancel cruise control by interrupting the earth path to the pump, and activating the dump valve solenoid. The dump valve opens the vacuum chamber to ambient air pressure, the vacuum is dissipated and the throttle actuator no longer has an effect on the throttle position.

Gearbox inputs - automatic transmission

An Input for Park, Neutral and Reverse positions are passed from the gearbox position selector on a BG wire via splice joint A31 and connectors C0668-5, C0681-5 to pin C0663-11 of the BCU.

If an input from the gearbox position selector or the brake pedal switch is received by the BCU, a 'brakelight' signal is sent from the BCU to the cruise control ECU, This signal will cancel or inhibit cruise control operation.

DESCRIPTION AND OPERATION

Gearbox inputs - manual transmission

There are no signals from the manual gearbox to the BCU. The BCU is permanently connected to earth header C0552, via a BG wire from pin C0663-11 through connectors C0668-5 and C0661-5 to splice joint A33. From splice joint A33 the earth continues on a B wire through connectors C0681-8 and C0668-8 to earth header C0552.

Diagnostic socket - all models

Diagnostic information can be retrieved on a K wire from cruise control ECU pin C0239-16, through header C0286, to the diagnostic socket. The information can be retrieved using TestBook or other suitable scantool.

Cruise Control - Td5 engines

Cruise control is integral with the engine management system. Refer to Workshop Manual - Engine Management System Td5 - Diesel for description and operation.

Electronic Automatic Transmission (EAT)

EAT Description

The automatic gearbox is a four speed unit with electronic control of gear selection, shift quality and torque converter lock-up. A gear position switch on the gearbox transmits gear selector position to the EAT ECU, which outputs appropriate signals to an electro-hydraulic valve block in the gearbox.

The EAT ECU is located under the LH front seat below the radio/cassette player power amplifier (if fitted). A mode switch on the gear selector panel allows the driver to change the mode of the ECU operation between manual and sport modes. Warning lamps in the instrument pack are operated by the ECU to indicate control mode and system status.

Refer to Workshop Manual Automatic Gearbox for Description and Operation of the EAT.

EAT Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible link 8 and fuse 12.

The feed from fuse 12 is connected from the fusebox on a PY wire to the EAT ECU pin C0193-26 and supplies a continuous battery feed to the ECU.

The feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on a Y wire, where it passes through fuses 24 and 25.

The feed from fuse 24 is connected from the fusebox to the EAT ECU pin C0193-54 on an LGO wire to inform the ECU that the ignition is on. The feed from fuse 25 is connected from the fusebox to the automatic transmission selector pin C0675-2 on a GY wire.

EAT Operation

Gearbox solenoid valve block

The gearbox solenoid valve block is connected to the EAT ECU as follows:

- ECU pin C0193-5 on an OG wire to connector interface C0729-2/C0677-2 and from the interface to the gearbox solenoid pin C0543-H on a G wire. This provides an output to the pressure regulator solenoid valve.
- ECU pin C0193-5 on an R wire to connector interface C0728-2/C0678-2 and from the interface to the gearbox solenoid pin C0243-E on a K wire. This receives a positive input from the gearbox output shaft speed sensor.
- ECU pin C0193-14 on a B wire to gearbox solenoid pin C0243-F. This receives a negative input from the gearbox output shaft speed sensor.
- ECU pin C0193-30 on an OP wire to gearbox solenoid pin C0243-B. This provides an output for the shift control solenoid valve (MV1).
- ECU pin C0193-33 on an OW wire to gearbox solenoid pin C0243-K. This provides an output for the shift control solenoid valve (MV2).
- ECU pin C0193-32 on an SO wire to gearbox solenoid pin C0243-M. This provides an output to the converter lock-up solenoid valve (MV3).
- ECU pin C0193-53 on an LG wire to gearbox solenoid pin C0243-L. This provides an output for power supply to the solenoid valves.

Automatic transmission selector

The automatic transmission selector is connected to the EAT ECU as follows:

- ECU pin C0193-7 on a UG wire, via header C0761, to automatic transmission selector pin C0675-7. This receives an input from the gear position switch (Y contacts). The input is also supplied via header C0761 to the BCU pin C0662-6.
- ECU pin C0193-36 on a UP wire, via header C0724, to automatic transmission selector pin C0675-9. This receives an input from the gear position switch (W contacts). The input is also supplied via header C0724 to the BCU pin C0662-9.
- ECU pin C0193-8 on a UB wire, via header C0724, to automatic transmission selector pin C0675-10. This receives an input from the gear position switch (X contacts). The input is also supplied via header C0724 to the BCU pin C0662-13.
- ECU pin C0193-9 on a UW wire, via header C0724, to automatic transmission selector pin C0675-6. This receives an input from the gear position switch (Z contacts). The input is also supplied via header C0724 to the BCU pin C0663-7.

The automatic transmission selector pin C0675-4 is connected on a B wire, via header C1002, to earth header C0552.

The automatic transmission selector pin C0675-1 is connected on a GN wire, via header C0287 LHD/C0294 RHD, to the BCU pin C0661-8.

The automatic transmission selector pin C0675-8 is connected on an NP wire to BCU pin C0663-10.

The automatic transmission selector pin C0675-5 is connected on a BG wire, via splice joint A31 (and header C0294 LHD/C0287 RHD Td5 only), to BCU pin C0663-11.

On Td5 engine vehicles only, the automatic transmission selector is connected from pin C0675-5, through splice joint A31, to connector interface C0681-10/C0668-10 on a BG wire. From the interface the connection continues on a BW wire, via header C0294 LHD/C0287 RHD, to the ECM pin C0658-35.

Automatic transmission selector lamp

The automatic transmission selector lamp is connected to the BCU as follows:

- BCU pin C0662-22 on an RG wire to automatic transmission selector lamp pin C0245-6.
- BCU pin C0662-23 on an RS wire to automatic transmission selector lamp pin C0245-5.
- BCU pin C0662-24 on an RK wire to automatic transmission selector lamp pin C0245-4.
- BCU pin C0662-25 on an RP wire to automatic transmission selector lamp pin C0245-3.
- BCU pin C0662-26 on an RY wire to automatic transmission selector lamp pin C0245-12.
- BCU pin C0662-8 on an RU wire to automatic transmission selector lamp pin C0245-11.
- BCU pin C0662-9 on an RW wire to automatic transmission selector lamp pin C0245-10.

The automatic transmission selector lamp pin C0245-9 is connected on a GLG wire to the IDM in the passenger compartment fusebox.

The automatic transmission selector lamp pin C0245-7 is connected on a UO wire to the EAT ECU pin C0193-45.

The automatic transmission selector lamp pin C0245-1 is connected on a B wire to earth header C0708.

Instrument pack

The instrument pack pin C0230-5 is connected on a YG wire to the EAT ECU pin C0193-51. This connection operates the manual mode lamp in the instrument pack.

The instrument pack pin C0230-4 is connected on a YR wire to the EAT ECU pin C0193-25. This connection operates the sport mode lamp in the instrument pack.

The instrument pack pin C0233-16 is connected on an SK wire, via header C0293 LHD/C0292 RHD to the IDM in the passenger compartment fusebox. This connection is the serial data bus and supplies gear position data from the selector indicator, via the IDM to the instrument pack.

Diagnostic socket

The diagnostic socket pin C0040-7 is connected on a K wire, via header C0286, to the EAT ECU pin C0193-31.

Engine Control Module (ECM)

The EAT ECU pin C0193-16 is connected on an OB wire to ECM pin C0637-63 V8/C0158-35 Td5.

The EAT ECU pin C0193-44 is connected on a Y wire to ECM pin C0637-37 V8/C0158-32 Td5.

EAT ECU

The EAT ECU is connected on B wires from pins C0193-6 and C0193-28 to earth header C0708.

Active Cornering Enhancement (ACE)

ACE Description

The ACE system is an optional fitment to control vehicle roll angles. The system is electrically and hydraulically operated with all operations controlled by an ACE ECU. The ACE system provides improved vehicle handling and suspension characteristics and is active for both on and off-road driving. Refer to the Workshop Manual for detailed description and operation of the ACE system.

ACE Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox. The feed passes through fusible link 8 and fuse 15.

The feed from fusible link 8 is connected on a NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

The feed from fuse 15 is connected to the contacts and coil of the ACE relay.

Ignition switch supply

When the ignition switch is in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire and passes through fuses 25 and 29.

Ignition signal

When the ignition is in position II, the feed from fuse 29 in the passenger compartment fusebox passes on a GO wire to the ACE ECU pin C0647-11.

ACE Operation

From the switch, the feed passes via header C0287 LHD/C0294 RHD on a GN wire to pin C0647-14 on the ACE ECU.

Mains supply

The coil of the ACE relay is connected to pin C0647-6 on a BR wire to the ACE ECU. When conditions are correct, the ACE ECU provides an earth path for the relay coil, which allows the feed from fuse 15 to energise the coil and close the relay contacts.

When the ACE relay contacts close, the feed from fuse 15 passes through the contacts and passes on a PO wire to pin C0647-28 on the ACE ECU.

Road speed signal

The ACE ECU receives a road speed signal from pin C0504-3, via header C0290, to ACE ECU pin C0647-5 on a KG wire.

ACE ECU

The ACE ECU receives two earth connections on B wires from pins C0647-20 and C0647-32 to earth header C0018 LHD/C0017 RHD.

ACE upper accelerometer

The ACE ECU provides a power supply output on a YR wire from ECU pin C0647-18 to the upper accelerometer pin C0657-3.

The ACE ECU receives an earth input from the upper accelerometer pin C0657-2 to ECU pin C0647-34 on a YG wire.

The ACE ECU receives a signal input from the upper accelerometer pin C0657-1 to ECU pin C0647-17 on an OU wire.

ACE lower accelerometer

The ACE ECU provides a power supply output on a YR wire from ECU pin C0647-12 to the lower accelerometer pin C0656-3.

The ACE ECU receives an earth input from the lower accelerometer pin C0656-2 to ECU pin C0647-33 on a YG wire.

The ACE ECU receives a signal input from the lower accelerometer pin C0656-1 to ECU pin C0647-15 on an OS wire.

ACE valve block

The ACE valve block houses the pressure transducer, pressure control valve and two directional control valves. The ACE ECU sends and receives inputs and outputs to the valve block components as follows:

Pressure transducer

The ACE ECU provides a power supply output on a KY wire from ECU pin C0647-13 to the pressure transducer pin C0770-3.

The ACE ECU receives an earth input from the pressure transducer pin C0770-1 to ECU pin C0647-21 on a UG wire.

The ACE ECU receives a signal input from the pressure transducer pin C0770-2 to ECU pin C0647-16 on a KW wire.

Pressure control valve

The ACE ECU provides a power output on a P wire from ECU pin C0647-27 to pressure control valve pin C0274-2.

The ACE ECU receives an earth input on a BG wire from ECU pin C0647-25 to the pressure control valve pin C0274-1

Directional control valves

The ACE ECU provides a power supply output on a GR wire from pin C0647-24 to the directional control valve 1 pin C0753-2 and directional control valve 2 pin C0771-2.

DESCRIPTION AND OPERATION

The ACE ECU receives an earth input from directional control valve 1 pin C0753-1 to ECU pin C0647-23 on an OG wire.

The ACE ECU receives an earth input from directional control valve 2 pin C0771-1 to ECU pin C0647-22 on a YB wire.

Instrument pack

The ACE ECU provides a warning lamp output to the instrument pack from ECU pin C0647-36 to the instrument pack pin C0233-1 on a BO wire.

Engine speed signal

The ACE ECU receives an engine speed input signal from the ECM.

On V8 engine vehicles the signal is passed from ECM pin C0637-17 on a WS wire, via header C0291, to ACE ECU pin C0647-19.

On Td5 engine vehicles the signal is passed from ECM pin C0658-19 on a WS wire, via header C0291, to ACE ECU pin C0647-19.

Reverse gear signal

The reverse gear signal is used by the ARC ECU to set the system in a 'locked bars' condition when reversing. When reverse gear is selected, with the ignition in position II, the feed from fuse 25 in the passenger compartment fusebox passes through the reverse lamp switch on manual gearbox vehicles or through the automatic transmission starter inhibitor/reverse light switch on vehicles with automatic transmission.

Diagnostic socket

The ACE ECU provides outputs and receives inputs from the diagnostic socket pin C0040-7 on a K wire, via header C0286, to ACE ECU pin C0647-10.

Self Levelling and Anti-Lock Braking System (SLABS)



NOTE: This description and Operation applies to vehicles with Self Levelling Suspension (SLS). For vehicles without SLS refer to the ABS Description and Operation in this manual.

SLABS Description

SLS and ABS is controlled by the Self Levelling and Anti-Lock Braking System (SLABS) ECU. The two systems are housed in the one ECU, but operate independently of each other.

The SLS system comprises an air supply unit comprising a compressor and air valves, two height sensors and the SLS part of the SLABS ECU. The SLS system controls the height of the rear suspension for off-road driving and passenger/load compensation. Refer to Workshop Manual - Description and Operation for further details.

The ABS system comprises ABS wheel sensors, an ABS modulator and the ABS part of the SLABS ECU. The ABS system also controls electronic brake distribution, hill descent control, centre differential lock control and electronic traction control. Refer to Workshop Manual - Description and Operation for further details.

SLABS Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible links 8, 9 and 11 and fuse 11.

The feed from fusible link 11 is connected to the contacts of the ABS return pump relay in the engine compartment fusebox.

DESCRIPTION AND OPERATION

The feed from fusible link 9 is connected to the contacts of the SLS relay in the engine compartment fusebox.

The feed from fuse 11 is connected to the SLABS ECU pin C0504-1 on an NK wire.

The feed from fusible link 8 is connected to the passenger compartment fusebox on an NW wire and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

When the ignition switch is in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire and passes through fuses 25, 27 and 28.

From fuse 25 is connected to the contacts of the hill descent relay in the passenger compartment fusebox. The feed from fuse 25 is also connected on a GY wire to the reverse lamp switch (manual gearbox vehicles) or the starter inhibitor/reverse lamp switch (automatic gearbox vehicles). When the switch is operated, the feed is connected on a GN wire, through header joint C0287 LHD/C0294 RHD, to the SLABS ECU pin C0504-7.

From fuse 27 the feed is connected, via header C0760, on an LG wire to the hill descent switch. When the hill descent switch is operated, the feed continues from the switch on a PS wire to the SLABS ECU pin C0504-14.

From fuse 28 the feed is connected on an LG wire to the SLABS ECU pin C0504-2.

SLS Operation

Air supply unit

Compressor

When compressor operation is required, the SLABS ECU supplies an output feed from pin C0655-6 on a PN wire to the engine compartment fusebox. The feed is connected to the coil of the SLS relay closing the relay contacts. The coil is connected from the fusebox on a B wire, via header C0286 LHD/C0288 RHD to earth header C0018.

The feed from fusible link 9 passes through the relay contacts and is connected from the engine compartment fusebox on a WB wire to the SLS compressor. The compressor is connected on a B wire, via splice joint A47, to earth eyelet connector C0881-1.

SLS exhaust valve

When exhaust valve operation is required, the SLABS ECU outputs a feed on pin C0655-5 on a BW wire to the exhaust valve. The valve is connected on a B wire, via splice joint A47 to earth eyelet connector C0811-1.

SLS LH rear valve

When LH rear valve operation is required, the SLABS ECU outputs a feed on pin C0655-3 on a WY wire to the valve. The valve is connected on a B wire, via splice joint A47 to earth eyelet connector C0811-1.

SLS RH rear valve

When RH rear valve operation is required, the SLABS ECU outputs a feed on pin C0655-4 on a UO wire to the valve. The valve is connected on a B wire, via splice joint A47 to earth eyelet connector C0811-1.

Off-road mode switch

When the non-latching off-road mode switch is pressed, an earth path is completed from SLABS ECU pin C0655-11 on a PK wire, via splice joint A186, to the off-road mode switch. The switch is connected on a B wire, via headers C0725 and C0760 to earth header C0017 LHD/C0018 RHD.

The momentary completion of the earth path is sensed by the ECU which then operates the air supply unit accordingly. The ECU then connects pin C0655-11 to earth. The earth is also connected to the off-road mode warning lamp in the instrument pack on a PK wire from splice joint A186, causing the warning lamp to illuminate. The ECU quickly removes and re-instates the earth path continuously to check if a second off-road mode switch request has been made.

Door switches

The SLABS ECU receives earth input signals from the door switches to inform the ECU that a door is open. The ECU can only differentiate between the driver's door on ECU pin C0655-1 and the remaining doors on pin C0655-2.

Driver's door

The earth input for ECU pin C0655-1 is connected on a PW wire, via headers C0287 LHD/C0285 RHD, to the front (driver's) door lock motor. The motor is connected on a B wire via header C0288 LHD/C0285 RHD to earth header C0017 LHD/C0018 RHD.

Passenger door

The earth input for ECU pin C0655-2 is connected on a PLG wire to header C0291 LHD/C0285 RHD. From the header a PLG wire is connected to connector interface C0464-1/C0733-1. A PW wire connects the front (passenger) door lock motor to the connector interface. The motor is connected on a B wire to earth header C0018 LHD/C0017 RHD.

LH and RH rear doors

The earth input for ECU pin C0655-2 is connected on a PLG wire to header C0291 LHD/C0285 RHD. From the header PLG wires connect to the LH and RH rear door lock motors. Each motor is connected on a B wire to earth header C0552.

Tail door

The earth input for ECU pin C0655-2 is connected on a PLG wire to header C0291 LHD/C0285 RHD. From the header a PLG wire connects to the tail door motor switch. The motor is connected on a B wire to earth header C0706.

Body Control Unit (BCU)

The SLABS ECU provides outputs and receives inputs to/from the BCU on connectors C0655 and C0504 as follows:

- An output is passed from SLABS ECU pin C0655-7 to BCU pin C0660-10 on a WK wire. This output enables the SLS audible warning.
- An input is received from BCU pin C0660-12 to SLABS ECU C0655-12 on a WU wire. This input is the SLS raise/lower command from the remote handset.

Instrument pack

The SLABS ECU provides an output from pin C0655-8 on a WO wire to the instrument pack pin C0233-2 for SLS warning lamp operation.

Height sensors

The SLABS ECU provides outputs and receives inputs from the left and right hand height sensors as follows:

LH height sensor

- Power supply output from SLABS ECU pin C0654-1 on an SY wire to LH height sensor pin C0764-5.
- Earth output from SLABS ECU pin C0654-2 on an SU wire to LH height sensor pin C0764-1.
- Signal input from LH height sensor pin C0764-4 on an SR wire to SLABS ECU pin C0654-3.

RH Height sensor

- Power supply output from SLABS ECU pin C0654-4 on an SG wire to RH height sensor pin C0763-5.
- Earth output from SLABS ECU pin C0654-5 on an SO wire to RH height sensor pin C0763-1.
- Signal input from RH height sensor pin C0763-4 on an SB wire to SLABS ECU pin C0654-6.

Engine Control Module (ECM)

On V8 engine vehicles the ECM provides an engine speed signal from ECM pin C0658-19 on a WS wire to header C0291. From the header the signal is passed on a WS wire to the instrument pack for tachometer operation. A second WS wire is connected from the header to the SLABS ECU pin C0655-10.

ABS Operation

Refer to Anti-lock Braking System (ABS) - Operation in this manual for description of the ABS circuit.

Anti-lock Braking System (ABS)



NOTE: This Description and Operation applies to vehicles without Self Levelling Suspension (SLS). For vehicles with SLS refer to the SLABS Description and Operation in this manual.

ABS Description

ABS is controlled by the Self Levelling and Anti-lock Braking System (SLABS) ECU. The ABS system comprises the ECU, ABS wheel sensors and an ABS modulator. The ABS system also controls electronic brake distribution, hill descent control, centre differential lock control and electronic traction control. Refer to Workshop Manual - Description and Operation for further details.

ABS Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible links 8 and 11 and fuse 11.

The feed from fusible link 8 is connected to the passenger compartment fusebox on an NW wire and from the fusebox to the ignition switch on an N wire.

The feed from fusible link 11 is connected to the contacts of the ABS return pump relay in the engine compartment fusebox.

The feed from fuse 11 is connected to the SLABS ECU pin C0504-1 on an NK wire.

Ignition switch supply

When the ignition switch is in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire and passes through fuses 25, 27 and 28.

From fuse 25 the feed is connected to the contacts of the hill descent relay. The feed from fuse 25 is also connected on a GY wire to the reverse lamp switch (manual gearbox vehicles) or the starter inhibitor/reverse lamp switch (automatic gearbox vehicles). When the switch is operated, the feed is connected on a GN wire, through header joint C0287 LHD/C0294 RHD, to the SLABS ECU pin C0504-7.

From fuse 27 the feed is connected, via header joint C0760, on an LG wire to the hill descent switch. When the hill descent switch is operated the feed continues from the switch on a PS wire to the SLABS ECU pin C0504-14.

From fuse 28 the feed is connected on an LG wire to the SLABS ECU pin C0504-2.

ABS Operation

HDC Brake lamp operation

When the hill descent control operates, the SLABS ECU pin C0506-12 provides a power supply on a BG wire to the coil of the hill descent relay in the passenger compartment fusebox. The relay coil energises and the contacts close. The earth path from the coil is from the passenger compartment fusebox on a B wire to earth header C0017 LHD/C0018 RHD.

The feed from fuse 25 in the passenger compartment fusebox passes through the closed relay contacts and is connected from the fusebox on a GP wire, through header C0287 LHD/C0290 RHD to header C0295.

The feed is then connected to the LH tail lamp on a GP wire and illuminates the brake lamp bulb. The feed is also connected from the header C0295 to header C0723 on a GP wire. From the header C0723, the feed is connected on GP wires to the RH tail lamp, the high mounted brake lamp and the trailer socket, illuminating the brake lamp bulbs.

ABS return pump operation

When the ABS or other ABS related functions operate, the SLABS ECU pin C0506-15 provides a power supply on a WO wire to the coil of the ABS return pump relay in the engine compartment fusebox. The relay coil energises and the relay contacts close. The earth path from the coil is from the engine compartment fusebox on a B wire, via header C0286 LHD/C0288 RHD to earth header C0018.

The feed from fusible link 11 in the engine compartment fusebox passes through the closed contacts and is connected from the fusebox on an NR wire to splice joint A306. The feed continues from splice joint A306 on an NR wire to the SLABS ECU pin C0504-8. The feed is also connected from the splice joint A306 on an NR wire to the ABS return pump. The earth path from the ABS return pump is on a B wire to earth eyelet connector C0562-1.

Differential lock unit switch operation

When the differential lock unit switch is operated, an earth path is completed from the SLABS ECU pin C0506-9, via header C0761, to the differential lock unit switch on a BU wire.

On vehicles with automatic transmission the earth path is completed from the switch on a B wire to splice joint A90. From the splice joint the earth is connected on a B wire to earth header C0552.

On vehicles with manual transmission, the earth path is completed from the switch on a B wire to splice joint A33. From the splice joint the earth is connected on a B wire to earth header C0552.

DESCRIPTION AND OPERATION

When the differential lock unit switch completes the earth path, the SLABS ECU interprets the earth as a signal. Simultaneously, the closure of the switch also completes an earth path from the instrument pack on a BU wire to header C0761, through the differential lock unit switch to the earth header C0552. This earth is used by the instrument pack to illuminate the differential lock warning lamp.

Transmission high/low switch operation

When the transmission high/low switch is operated, an earth path is completed from the SLABS ECU pin C0504-11, via header C0290 LHD/C0288 RHD to the transmission high/low switch on an RK wire.

On vehicles with automatic transmission, the earth path is completed from the switch on a B wire through header C1002 to splice joint A90. From the splice joint the earth is connected on a B wire to earth header C0552.

On vehicles with manual transmission, the earth path is completed from the switch on a B wire to splice joint A33. From the splice joint the earth is connected on a B wire to earth header C0552.

When the transmission high/low switch completes the earth path, the SLABS ECU interprets the earth as a signal to confirm that the transfer box is in low range.

ABS sensors

The SLABS ECU receives inputs from each wheel speed sensor through connector C0505. The inputs are as follows:

- From Front LH ABS sensor pins C0516-1/2 to SLABS ECU pins C0505-1/2 on G wires
- From Front RH ABS sensor pins C0517-1/2 to SLABS ECU pins C0505-4/5 on G wires
- From Rear LH ABS sensor pins C0502-1/2 to SLABS ECU pins C0505-7/8 on W wires
- From Rear RH ABS sensor pins C0503-1/2 to SLABS ECU pins C0505-3/6 on W wires.

ABS modulator

The SLABS ECU provides outputs to and receives inputs from the ABS modulator through connector C0506. The inputs and outputs are as follows:

- Output from SLABS ECU pin C0506-1 to ABS modulator pin C0501-1 on an SW wire
- Output from SLABS ECU pin C0506-2 to ABS modulator pin C0501-2 on an SR wire
- Input from ABS modulator pin C0501-8 to SLABS ECU pin C0506-3 on a BS wire
- Output from SLABS ECU pin C0506-4 to ABS modulator pin C0501-13 on an SG wire
- Output from SLABS ECU pin C0506-5 to ABS modulator pin C0501-12 on an SU wire
- Input from ABS modulator pin C0501-9 to SLABS ECU pin C0506-6 on a YG wire
- Output from SLABS ECU pin C0506-7 to ABS modulator pin C0501-5 on an SY wire
- Output from SLABS ECU pin C0506-8 to ABS modulator pin C0501-4 on an SN wire
- Output from SLABS ECU pin C0506-10 to ABS modulator pin C0501-10 on an SP wire
- Output from SLABS ECU pin C0506-11 to ABS modulator pin C0501-11 on an SK wire.

The ABS modulator (D124) is connected on a B wire to earth eyelet connector C0561-1.

Instrument pack

The SLABS ECU provides outputs to the instrument pack through connector C0504. The outputs are as follows:

- From SLABS ECU pin C0504-16 to instrument pack pin C0233-5 on a WY wire (HDC warning lamp)
- From SLABS ECU pin C0504-17 to instrument pack pin C0233-10 on a WK wire (HDC info warning lamp)
- From SLABS ECU pin C0504-18 to instrument pack pin C0233-3 on a WR wire (ABS warning lamp)
- From SLABS ECU pin C0504-13 to instrument pack pin C0233-4 on a WU wire (TC warning lamp)
- From SLABS ECU pin C0504-9, via header joint C0293 LHD/C0285 RHD on a KO wire (brake warning lamp).

The instrument pack is also connected from the instrument pack pin C0233-16 on an SK wire, via header C0293 LHD/C0290 RHD to the IDM in the passenger compartment fusebox. The SK wire is the serial data bus between the IDM and the instrument pack.

Diagnostic socket

The SLABS ECU provides outputs and receives inputs from the diagnostic socket through connector C0504. Connector pin C0504-5 is connected on a K wire, via header C0286 to the diagnostic socket pin C0040-7.

Body Control Unit (BCU)

The SLABS ECU pin C0504-15 receives an input from the BCU pin C0662-10 on a GB wire. This signal is used by the ABS system for automatic transmission in neutral for HDC control.

Engine Control Module (ECM)

On V8 engine vehicles the SLABS ECU outputs a rough road signal to the ECM from SLABS ECU pin C0504-4 on an RG wire to ECM pin C0637-34. The rough road signal inhibits misfire detection on NAS vehicles. The SLABS ECU receives engine data from the ECM from ECM pin C0636-29 on an SP wire to SLABS ECU pin C0504-10.

On Td5 engine vehicles the SLABS ECU receives engine data from ECM pin C0658-32 on an SP wire to SLABS ECU pin C0504-10.

Road speed signal

The SLABS ECU outputs a road speed signal from pin C0504-3 on a KG wire to header C0290. From header C0290 the road speed signal is passed on KG wires to the following ECU pins:

- Cruise control ECU pin C0239-15
- Engine Control Module (ECM pin C0637-22 on V8 engine vehicles and pin C0658-13 on Td5 engine vehicles
- Active Cornering Enhancement (ACE) ECU pin C0647-5
- ICE Tuner/Amplifier pin C0491-20
- Instrument pack pin C0230-16
- Air Temperature Control (ATC) ECU pin C0792-2 via splice joint A87.

Supplementary Restraint System (SRS)

SRS Description

The Supplementary Restraint System (SRS) provides additional protection for front seat occupants during a frontal collision above a preset severity.

The system is operational only with the ignition switch in position II. With the ignition on, any frontal collision is detected by an accelerometer and a mechanical safing sensor within the airbag DCU. If the impact is above the preset severity, the airbag DCU transmits simultaneous signals to fire the airbag modules and seat belt pretensioners. The airbag modules deploy protective airbags in front of the driver and front seat passenger and the seat belt pretensioners retract to tighten the front seat belts.

The airbag DCU can store fault codes for the DCU, the driver and passenger airbag modules and the pretensioners. These fault codes can be accessed using TestBook via the diagnostic socket.

The airbag DCU is located below the centre console near the handbrake mounting. The driver airbag is located in the centre of the steering wheel and the passenger airbag is located in the fascia, above the glovebox. The seat belt pre-tensioners are located with the seat belt anchorages.

An SRS warning LED is located in the instrument pack. When the ignition switch is turned to position II, the LED will be illuminated for 3 to 5 seconds to confirm LED operation. If a fault in the SRS system occurs, the LED will be illuminated for the duration of the fault or for a period of between 8 to 16 seconds.

The airbag DCU can supply a low voltage test current to the airbags and pre-tensioners to check circuit continuity. The DCU can also detect shorts, shorts to ground or battery and open circuits. These conditions can be retrieved using TestBook.



WARNING: Never use multimeters or other general purpose test equipment on SRS system components or connectors. System faults should be diagnosed through the use of recommended test equipment only.

SRS Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible link 8.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch (S176) on an N wire.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on a Y wire. The feed continues through fuse 35 in the passenger compartment fusebox and is connected from the fusebox to the airbag DCU on G wire.

The SRS warning lamp is connected from the instrument pack to the airbag DCU on a YR wire. If a failure of the LED or connecting wiring occurs, the airbag DCU detects a 0V condition on the YR wire and stores a fault code in the DCU memory.

The airbag DCU is connected to earth eyelet connector C0360-1 on a B wire.

SRS Connections

Diagnostic socket

The diagnostic socket is connected to the airbag DCU on a K wire via header C0286. The airbag DCU can send/receive digital outputs and inputs to/from TestBook for diagnostic interrogation.

LH pre-tensioner

The LH pre-tensioner is connected to the airbag DCU on an OR wire and an O wire. The OR wire supplies a negative digital output and the O wire supplies a positive digital output for pre-tensioner operation.

RH Pre-tensioner

The RH pre-tensioner is connected to the airbag DCU on an N wire and an NR wire. The N wire supplies a positive digital output and the NR wire supplies a negative digital output for pre-tensioner operation.

Passenger airbag

The passenger airbag is connected to the airbag DCU on a WY wire and a W wire. The WY wire supplies a positive digital output and the W wire supplies a negative digital output for airbag operation.

Driver airbag

The driver airbag is connected, via the rotary coupler, to the airbag DCU on an RY wire and an R wire. The RY wire supplies a negative digital output and the R wire supplies a positive digital output for airbag operation.

Air Conditioning (A/C)

Air Conditioning Description

The air conditioning (A/C) can only be operated with the engine running. The A/C is selected using the Air Temperature Control (ATC) panel on the fascia. The A/C system controls the temperature, distribution and volume of air supplied to the vehicle interior. The system is electronically controlled with automatic and manual modes of operation. The system also features separate temperature control of the LH and RH air outlets.

Rear A/C is an optional fitment and provides additional cooling by recirculating air through a second evaporator.

The cooling fan is used by the ATC ECU for A/C condensor cooling and also by the ECM for engine cooling. Refer to cooling fan Description and Operation in this manual for ECM operation.

Operation of the A/C system is dependant on various conditions being correct, i.e. engine coolant temperature, engine speed, vehicle speed, A/C dual cut-off switch etc. For further details of A/C operating parameters refer to the Workshop Manual Air Conditioning Description and Operation.

Air Conditioning Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox. The feed passes through fusible links 1, 3, 4 and 8 and fuses 5, 6 and 13. Fusible links 1 and 4 are connected in series. Fuses 5 and 6 are also connected in series with fusible link 1.

DESCRIPTION AND OPERATION

The feed from the battery is also connected directly to the contacts of the main relay in the engine compartment fusebox.

From fusible link 3 is connected on an NR wire to the passenger compartment fusebox where it passes through fuse 20.

The feed from fusible link 4 is connected on an NK wire to the passenger compartment fusebox where it passes through fuses 6 and 7.

The feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

When the ignition switch is in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a W wire and passes through fuse 31.

From fuse 31 the feed passes on a GK wire to splice joint A9/A144. From the splice joint the feed is divided into three separate feeds as follows:

- A GK wire supplies power to the Air Temperature Control (ATC) ECU.
- A GR wire supplies power to the in-car temperature sensor.
- A GR wire to connector interface C0265-1/C0778-1 changes to a LGW wire to splice joint A1. From splice joint A1 the feed is connected on a LGW wire to the fresh/recirculated air mode motor. A tapping from splice joint A1 passes on a LGW wire, via splice joint B1, to the coil of the blower relay. From splice joint B1 a second LGW wire is connected to the coil of the power relay.

Front Air Conditioning Operation

Air temperature control ECU supply

A feed from fusible link 3 in the engine compartment fusebox is connected on an NR wire to the passenger compartment fusebox. The feed passes through fuse 20 and is connected, via header C0725, to the Air Temperature Control ECU on a P wire.

Main relay/inertia switch supply

A feed from fuse 13 in the engine compartment fusebox is connected to the inertia switch by a NB wire. When the inertia switch is closed (not tripped), the feed continues on a WG wire to the coil of the main relay in the engine compartment fusebox. The main relay coil is then connected from the relay to the Engine Control Module (ECM) on a UR wire. When conditions are correct, the ECM provides the earth path which in turn energises the main relay, closing the contacts.

Cooling fan relay supply

A feed from fuse 5 in the engine compartment fusebox, is connected to the contacts of the cooling fan relay.

Cooling fan motor operation

When the main relay is energised, a feed passes from the relay contacts to the coil of the cooling fan relay. The cooling fan relay coil is earthed on a BP wire (Td5 engines) or a GW wire (V8 engines) to the ECM.

When conditions are correct, the ECM provides the earth path which energises the cooling fan relay coil closing the contacts. The feed from fuse 5 in the engine compartment fusebox passes through the cooling fan relay contacts and from the fusebox to the cooling fan motor on a BN wire. The feed operates the cooling fan motor which is connected to earth header C0018 on a B wire.

Air conditioning compressor clutch relay supply

A feed from fuse 6 in the engine compartment fusebox, is connected to the contacts of the air conditioning compressor clutch relay.

Air conditioning compressor clutch operation

When the main relay is energised, a feed passes from the relay contacts to the coil of the air conditioning compressor clutch relay. The compressor clutch relay coil is earthed on a BS wire to the ECM.

When conditions are correct, the ECM provides the earth path which in turn energises the compressor clutch relay coil closing the contacts. The feed from fuse 6 in the engine compartment fusebox passes through the relay contacts and from the fusebox is connected on a BG wire to the air conditioning compressor clutch. The feed operates the air conditioning compressor clutch which is connected to earth header C0018 (Td5 engines) or earth eyelet connector C0807-1 (V8 engines).

Fresh/recirculated air mode motor

The feed from fuse 31 in the passenger compartment fusebox passes on a GK wire to splice joint A9/A144. From the splice joint the feed passes on a GR wire to connector interface C0265-1/C0778-1. From the connector interface the feed passes, via splice joint A1, to the fresh/recirculated air mode motor on a LGW wire.

The fresh/recirculated air mode motor is connected to the Air Temperature Control (ATC) ECU on an RG wire to ECU pin C0793-6 and on a UB wire to ECU pin C0793-16.

Blower relay

The feed from fuse 31 in the passenger compartment fusebox passes on a GK wire to splice joint A9/A144. From the splice joint the feed passes on a GR wire to connector interface C0265-1/C0778-1. From the connector interface the feed passes, via splice joint A1, to the coil of the blower relay. The coil is connected on an N wire to pin C0793-2 of the ATC ECU.

When blower relay (R176) operation is required, the ATC ECU completes an earth path for the relay coil, energising the relay and closing the contacts. A feed from fuse 7 in the passenger compartment fusebox is connected on an NR wire to contacts of the blower relay. The feed passes through the relay contacts and is connected on a WR wire to the front blower motor. The front blower motor is connected on a B wire to the power relay and the power transistor via splice joint A10.

The contact of the blower relay is also connected on a B wire, via splice joint B9, to earth eyelet connector C0910-1. When the relay is connected to the earth, the front blower motor power feed will be removed preventing motor operation.

Power relay

The coil of the power relay receives a feed from fuse 31 in the passenger compartment fusebox. The feed passes on a GK wire to splice joint A9/A144. From the splice joint the feed passes on a GR wire to connector interface C0265-1/C0778-1. From the connector interface the feed passes, via splice joint A1, to the coil of the power relay. The coil is connected to pin C0793-10 on the ATC ECU.

DESCRIPTION AND OPERATION

The power relay operates speed 31 of the blower motor. This fastest motor speed is operated by the ATC ECU granting the earth path for the power relay coil. The energised coil closes the relay contacts and allows the earth for the front blower motor to pass, via splice joint A10, through the contacts. The earth path is completed on a B wire, via splice joints A9 and B9, to earth eyelet connector C0910-1.

Power transistor

The power transistor controls speeds 1 to 30 of the front blower motor. The power transistor is controlled by the ATC ECU on a PG wire to ECU pin C0792-8 and on a G wire to ECU pin C0793-1.

Speeds 1 to 30 are controlled by the power transistor varying the resistance to the earth flow from the front blower motor. The earth path from the front blower motor is connected on a B wire, via splice joint A10, to the power transistor. The power transistor is connected on a B wire, via splice joints A9 and B9, to earth eyelet connector C0910-1.

Air Temperature Control (ATC) ECU

The ATC ECU is connected from ECU pin C0792-2 to the SLABS ECU pin C0504-3 on a KG wire via header C0290. The SLABS ECU provides a speed signal to the ATC ECU for blower speed control.

On V8 engine vehicles, the ECM is connected on a PW wire to ATC ECU pin C0793-12.

On Td5 engine vehicles, the ECM is connected on a GO wire to ATC ECU pin C0793-9.

On all vehicles, the ATC ECU is connected from pin C0791-4 on a B wire, via header C0725, to earth header C0017 LHD/C0018 RHD.

Air conditioning (A/C) dual cut-off switch

The A/C dual cut-off switch is a high/low pressure switch fitted into the A/C system. When the switch is operated, the ECM signals the ATC ECU to request the air conditioning compressor clutch relay to be de-energised.

The ATC ECU is connected from ECU pin C0793-11 on a YB wire to the A/C dual cut-off switch. The A/C dual cut-off switch is connected on a YS wire, via header C0290 (LHD only), to the ECM.

In-car temperature sensor

The in-car temperature sensor receives a feed from fuse 31 in the passenger compartment fusebox. The feed passes on a GK wire to splice joint A9/A144. From the splice joint the feed passes on a GR wire to the in-car temperature sensor and is connected to a motor which draws air over the sensor. The motor is connected on a B wire from the in-car temperature sensor, via header C0760, to earth header C0017 LHD/C0018 RHD.

A reference voltage from the ATC ECU pin C0791-8 is connected on a BW wire, via header C0725 to the in-car temperature sensor. An input from the sensor is connected on a WB wire to the ATC ECU pin C0792-7.

Ambient Air Temperature (AAT) Sensor

A reference voltage from the ATC ECU pin C0791-8 is connected on a BW wire, via header C0725 to the AAT sensor. An input from the sensor is connected on a YG wire to the ATC ECU pin C0792-6.

Heater Coolant Temperature (HCT) Sensor

A reference voltage from the ATC ECU pin C0791-8 is connected on a BW wire, via header C0725 and splice joints A26, B26, C26 and D26 to the HCT sensor. An input from the sensor is connected on an RB wire to the ATC ECU pin C0792-5.

Evaporator sensor

A reference voltage from the ATC ECU pin C0791-8 is connected on a BW wire, via header C0725 and splice joints A26, B26, C26 and D26 to the evaporator sensor. An input from the sensor is connected on a PB wire to the ATC ECU pin C0792-18.

Sunlight sensor

A reference voltage from the ATC ECU pin C0791-3 is connected on a GW wire, via splice joint A278, to the sunlight sensor. Two inputs from the sunlight sensor are connected on WU and WR wires to ATC ECU pins C0792-16 and C0792-17 respectively.

Air Temperature mode motor - LH

A reference voltage from the ATC ECU pin C0791-8 is connected on a BW wire, via header C0725 and splice joints A266 and B26 to the LH air temperature mode motor.

A reference voltage from the ATC ECU pin C0791-3 is connected on a GW wire to splice joint A278. From the splice joint the reference voltage continues on a GR wire, through splice joint A22 to the LH air temperature mode motor.

An input from the LH air temperature mode motor is passed to pin C0792-14 on the ATC ECU on an SU wire.

Two outputs from ATC ECU pins C0793-14 and C0793-6 are connected to the LH air temperature mode servo motor on GU and UO wires respectively. Each output drives the servo motor to blend hot or cold air.

Air temperature mode motor - RH

A reference voltage from the ATC ECU pin C0791-8 is connected on a BW wire, via header C0725 and splice joints A26, B26 and C26 to the RH air temperature mode motor.

A reference voltage from the ATC ECU pin C0791-3 is connected on a GW wire to splice joint A278. From the splice joint the reference voltage continues on a GR wire, through splice joint A22 and B22 to the RH air temperature mode motor.

An input from the RH air temperature mode motor is passed to pin C0792-15 on the ATC ECU on a YG wire.

Two outputs from ATC ECU pins C0793-13 and C0793-5 are connected to the RH air temperature mode servo motor on Y and PY wires respectively. Each output drives the servo motor to blend hot or cold air.

Air distribution mode motor

A reference voltage from the ATC ECU pin C0791-8 is connected on a BW wire, via header C0725 and splice joint A26 to the air distribution mode motor.

A reference voltage from the ATC ECU pin C0791-3 is connected on a GW wire to splice joint A278. From the splice joint the reference voltage continues on a GR wire, through splice joint A22 and B22 to the air distribution mode motor.

An input from the air distribution mode motor is passed to pin C0792-4 on a UY wire.

Two outputs from ATC ECU pins C0793-15 and C0793-7 are connected to the air distribution servo motor on US and UW wires respectively. Each output drives the servo motor to the windscreen demist or footwells position.

Rear Air Conditioning Operation

Rear Blower relay

A feed from fusible link 4 in the engine compartment fusebox is connected by an NK wire to the passenger compartment fusebox. The feed passes through fuse 6 in the the passenger compartment fusebox and is connected by a YG wire to the contacts of the rear blower relay.

A feed from fuse 31 in the passenger compartment fusebox is connected on a GK wire, via header C0289 (RHD only), to connector interface C0692-4/C0856-4. From the connector interface the feed continues on a WG wire to diode (G126). From the diode the feed is connected on a U wire, through splice joint A48, to the coil of the rear blower relay.

The coil of the rear blower relay is connected on a PG wire to the rear air conditioning switch. The contacts of the rear blower relay are connected on a B wire to earth header C0707, via splice joint A52 when the relay coil is de-energised.

When the rear air conditioning switch is operated, the rear blower relay coil is energised, closing the relay contacts. This allows the feed from fusible link 4 in the engine compartment fusebox to pass through the relay to operate the rear blower motor on an NR wire.

Rear air conditioning switch

When the rear A/C switch is operated, an earth path is completed from the switch on a BR wire to the rear blower switch. The completion of the earth path energises the coil of the rear blower relay and illuminates the switch ON illumination.

The completion of the earth path is also used by the ATC ECU to sense when rear A/C has been selected on. A PG wire is connected from the rear A/C switch, via splice joint A58, to ATC ECU pin C0792-18.

From splice joint A48, the feed from fuse 31 is also connected on a U wire to connector interface C0856-3/C0692-3. From the connector interface the feed is connected to the on/off illumination of the rear air conditioning switch on a WG wire.

Rear blower motor

The rear blower motor is connected on a G wire to splice joint A44. From splice joint A44 the motor is connected on G wires to the rear blower switch and the resistor pack.

Rear blower switch

The rear blower switch is a four position switch which controls the speed of the rear blower motor through a resistor pack.

With the switch in position 1, the earth path for the rear blower motor cannot pass through the rear blower switch. The earth path is through a fuse and three resistors in the resistor pack to earth header C0707 on a B wire. This causes the rear blower motor to operate at the slowest speed.

With the switch in position 2, the earth path for the rear blower motor is through the fusible link and two resistors in the resistor pack to the switch on an N wire. The switch is connected to earth header C0707 on a TB wire. This causes the rear blower motor to operate at the second slowest speed.

With the switch in position 3, the earth path for the rear blower motor is through the fusible link and one resistor in the resistor pack to the switch on a Y wire. The switch is connected to earth header C0707 on a B wire. This causes the rear blower motor to operate at the second fastest speed.

With the switch in position 4, the earth path for the rear blower motor is direct to the rear blower switch on a G wire, by-passing the resistor pack. This allows full power to flow through the motor which operates at its fastest speed.

Heater Blower - Fresh/Recirculated Air Motor (Non A/C Vehicles)

Heater Blower Description

The heater blower is operated from a four position linear switch located in the centre of the fascia on the heater control panel. The blower motor only operates with the ignition switch in position II. The blower motor control switch is illuminated when the side lights are turned on.

The blower motor is located in the air inlet duct. A resistor pack is located on the air inlet duct and controls the voltage through the blower motor for fan speeds one, two and three. Fan speed four drives the blower motor at full speed with a 12 V direct supply through the motor. Position zero is the off position.

Fresh/Recirculated Air Description

The heater blower circuit also incorporates a fresh/recirculated air switch and motor. The latching fresh/recirculated air switch is located in the centre of the fascia and has an indicator light to show when the switch is in the recirculation position. The switch is illuminated when the side lights are turned on. The fresh/recirculated air motor only operates with the ignition switch in position II.

The switch is connected to the fresh/recirculated air mode motor which, when selected, moves a flap in the heater air distribution unit to prevent the intake of air from outside the vehicle. A warning lamp on the switch illuminates to show that recirculated air has been selected.

Heater Blower - Fresh/Recirculated Air Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible links 1, 4 and 8. Fusible links 1 and 4 are connected in series.

The feed from fusible links 1 and 4 is connected from the engine compartment fusebox to the passenger compartment fusebox on an NK wire, where it passes through fuse 7. The feed is connected from the passenger compartment fusebox to the contacts of the blower relay on an NR wire.

A feed from fusible link 8 in the engine compartment fusebox is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

When the ignition switch is in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a W wire where it passes through fuse 31. From fuse 31 the feed is connected on a GK wire to splice joint A240.

From the splice joint A240 the feed is connected on a GK wire to the fresh recirculated air switch.

From the splice joint A240, the feed is also connected on a GR to splice joint A5. From the splice joint A5 the feed is connected on GR wires to the coil of the blower relay and the fresh/recirculated air mode motor.

Heater Blower Operation

The speed of the front blower motor is controlled by the blower motor switch position and three resistors located in the resistor pack. The blower motor will only operate with the ignition switch in position II.

With the ignition switch in position II and the blower motor switch in position 0 (off), the earth path for the blower relay coil is not complete and the relay coil cannot energise.

DESCRIPTION AND OPERATION

When the blower motor switch is moved to position 1, 2, 3 or 4 the blower relay coil is connected to earth on an N wire to the blower motor switch. The blower motor switch is connected on a B wire, via splice joint A7, to earth eyelet connector C0910-1. This causes the blower relay coil to energise closing the relay contacts.

With the relay contacts closed, the feed from fuse 7 in the passenger compartment fusebox passes through the relay contacts to the front blower motor.

With the blower motor switch in position 1, the earth path for the motor is via the resistor pack, through the 40 Amp in-line fuse and the three resistors (0.32/0.85/1.71 ohms) which limit the power flow to earth and operate the blower motor at slow speed. The resistor pack is connected on a B wire, via splice joint A7, to earth eyelet connector C0910-1.

With the blower motor in position 2, the earth path for the motor is via the resistor pack, through the in-line fuse and two resistors (0.32 and 0.85 ohms) which limit the power flow to earth and operate the blower motor at slow/medium speed. The resistor pack is connected on a PU wire to the blower motor switch. The blower motor switch is connected on a B wire, via splice joint A7, to earth eyelet connector C0910-1.

With the blower motor switch in position 3, the earth path for the blower motor is via the resistor pack, through the in-line fuse and through one resistor (0.32 ohm) which limits the power flow to earth and operates the blower motor at medium/fast speed. The resistor pack is connected on a G wire to the blower motor switch. The blower motor switch is connected on a B wire, via splice joint A7, to earth eyelet connector C0910-1.

With the blower motor switch in position 4, the earth path for the blower motor is direct to the blower motor switch on a BO wire via splice joint A1 and operates the blower motor at fast speed. The blower motor switch is connected on a B wire, via splice joint A7, to earth eyelet connector C0910-1.

Fresh/Recirculated Air Operation

The fresh/recirculated air mode motor can only operate when the ignition switch is in position II. The feed from fuse 31 in the passenger compartment fusebox is connected to the fresh/recirculated air switch and the fresh/recirculated air mode motor.

Fresh air position

When the switch is in the fresh air position (latched out, indicator lamp off), the feed from fuse 31 on a GK wire cannot pass through the indicator bulb to earth due to the switch position.

The air mode motor is connected on an UB wire to the switch. When the motor reaches the end of its operation to move the fresh/recirculation air flap, an internal switch in the motor moves ready to accept a feed to move to the recirculate air position. While the motor is operating it is connected through the switch on a B wire, via headers C0725 and C0760 to earth header C0017 LHD/C0018 RHD.

Recirculated air position

When the switch is in the recirculate position (latched in, indicator lamp on) the feed from fuse 31 can pass through the indicator bulb which illuminates and flows through the switch contacts. The switch is connected on a B wire, via headers C0725 and C0760 to earth header C0017 LHD/C0018 RHD.

The air mode motor is connected on an RG wire to a diode and from the diode to the switch on an RU wire. When the motor reaches the end of its operation to move the fresh/recirculation air flap, an internal switch in the motor moves ready to accept a feed to move to the fresh air position. While the motor is operating it is connected through the switch on a B wire, via headers C0725 and C0760 to earth header C0017 LHD/C0018 RHD.

Fuel Burning Heater (FBH) - Td5 only

FBH Description

The FBH system is an optional auxiliary heating system that compensates for relatively low coolant temperatures inherent in Diesel engines. At low ambient temperatures, the FBH system heats the coolant supply to the heater matrix and maintains it at a temperature for good in-car heating performance. FBH operation is fully automatic with no driver intervention required.

The system comprises an air temperature sensor, FBH pump and the FBH unit. The FBH unit has diagnostic capabilities and can be interrogated by TestBook.

FBH Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox where it passes through fusible link 8 and fuse 9.

The feed from fusible link 8 is connected to the passenger compartment fusebox on an NW wire and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

When the ignition switch is in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire and passes through fuse 27.

FBH Operation

From fuse 27, the feed passes through header C0760 to the instrument pack on an LG wire. The feed passes through the ignition/no charge warning lamp and is connected, via header C0294 LHD/C0287 RHD to the alternator. With the engine not running, the feed from the ignition switch passes to earth through the alternator windings.

When the engine is running, the voltage produced by the alternator, passes on the NY wire to header C0294 LHD/C0287 RHD extinguishing the ignition/no charge warning lamp. Simultaneously, the feed from the alternator passes on a third NY wire from the header C0294 LHD/C0287 RHD to the FBH air temperature sensor.

At temperatures below 5 °C (41 °F), the sensor contacts are closed and allow the feed from the alternator to pass through the sensor on an NY wire to the FBH unit.

A feed from fuse 9 in the engine compartment fusebox is connected on a PN wire to the FBH unit. When the FBH unit senses the voltage from the air temperature sensor, internal circuitry in the FBH unit allows the feed from fuse 9 to activate the FBH. The FBH unit is connected on a B wire to earth header C0018 LHD/C0017 RHD.

The FBH unit supplies a feed on a WU wire to the FBH pump. The feed operates the FBH pump which is connected on a B wire to earth eyelet connector C0810-1.

The FBH unit is connected on a R wire to the diagnostic socket. This allows the FBH to be interrogated by TestBook to retrieve FBH diagnostic information.

Cooling Fan

Cooling Fan Description

The cooling fan is located on brackets forward of the radiator. The fan motor is operated by a cooling fan relay controlled by the Engine Control Module (ECM). The main relay supplies a feed to the coil of the cooling fan relay. A permanent feed is supplied to the coils of the main and cooling fan relays located in the engine compartment fusebox. On V8 models a coolant temperature sensor is located in the inlet manifold, on Td5 models the sensor is located in the outlet housing.

The ECM controls the operation of the main and cooling fan relays. At a preset temperature the ECM receives an input from a coolant temperature sensor above the values stored in the ECM. The ECM logic enables the earth path for the coil of the cooling fan relay. The fan motor then gets a feed from the closed contacts of the cooling fan relay.

When the engine temperature falls, the sensor gives an input below the values stored in the ECM. When the input from the coolant temperature sensor low, the ECM interrupts the earth path to the coil of the cooling fan relay. The contacts of the cooling fan relay open, this action breaks the feed to the cooling fan motor, and the motor stops. The cycle will start again when the engine coolant temperature rises and the sensor sends a high input to the ECM.

The ECM has an engine off function, when the ignition is turned off the ECM logic goes into a watchdog routine and monitors the coolant temperature for approximately seven to ten seconds. If the coolant temperature is still high, over 100 °C (212 °F) V8, 110 °C (230 °F) Td5, the ECM logic can control the operation of the fan motor.

On V8 engines the ECM will only enable the fan if the inlet air temperature is over 60 °C (140 °F). The ECM will allow the fan to run for a maximum of ten minutes, however the ECM continues to monitor the coolant temperature. The ECM logic will stop the fan if the coolant temperature is below the acceptable values stored in the ECM. To prevent a flat battery, the fan will be stopped (regardless of coolant temperature) if the battery voltage falls to 12 V.

Cooling Fan Supply

Circuit supply

A permanent feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox. A feed from this wire is connected to the contacts of the main relay and also to fuse 13. The feed passes through fuse 13 and to the inertia switch on a NB wire. The feed from the inertia switch flows on a WG wire to the engine compartment fusebox and is connected to the coils of the main relay. In this condition the coil and contacts of the main relay receive a permanent supply.

The permanent feed from the battery on a R wire to the engine compartment fusebox is also connected via fusible link 1 to fuse 5. From fuse 5 the permanent feed is connected to the contacts on the cooling fan relay. In this condition the contacts of the fan relay receives a permanent feed from the battery via fuse 5.

Main relay - ignition supply

When the ignition switch is a position II, the ECM switches on the earth path for coil of the main relay. Current flows through the coil of the main relay and flows on a UR wire to pin C0635-23 V8/C0658-21 Td5 on the ECM. With the coil of the main relay energised the main relay contacts close, power is now available to the coil of the cooling fan relay, via the closed contacts of the main relay.

Cooling Fan Operation

V8 engine

The engine coolant temperature sensor sends an input on a G wire to pin C0636-22 on the ECM. The engine coolant temperature sensor is earthed on a B wire to pin C0636-21 on the ECM.

When the coolant temperature is high, the value of input from the coolant temperature sensor causes the ECM logic to switch on the earth path for the coil of the cooling relay, on a GW wire to pin C0636-31 on the ECM. With the coil of the cooling relay earthed the coil is now energised. The cooling relay contacts close and current flows on a BN wire to the cooling fan motor.

Td5 engine

The engine coolant temperature sensor sends an input on a KG wire to pin C0158-7 on the ECM. The engine coolant temperature sensor is earthed on a B wire to pin C0158-18 on the ECM.

When the coolant temperature is high, the value of input from the coolant temperature sensor causes the ECM logic to switch on the earth path for the coil of the cooling relay, on a PB wire to pin C0658-4 on the ECM. With the coil of the cooling relay earthed the coil is now energised. The cooling relay contacts close and current flows on a BN wire to the cooling fan motor.

All models

The current flows through the cooling fan motor to earth header C0018 on a B wire. The cooling fan motor will operate as long as the ECM receives a high signal input from the coolant temperature sensor. When the coolant temperature is low, the ECM logic interrupts the earth path to the coil of the cooling relay. The contacts of the cooling fan relay open, the fan motor power supply is now broken and the motor stops. The cooling fan will cycle on and off as the coolant temperature rises and falls.

Heated Rear Window (HRW)

Heated Rear Window Description

The HRW is operated from a non-latching switch located to the left of the instrument pack. The switch has an indicator light to show when the HRW is operating. The HRW element comprises fourteen metallic strips bonded to the inside surface of the rear window. The HRW will only function when the engine is running due to the high current draw and subsequent load on the battery.

The HRW can also be operated by the air temperature control ECU on vehicles fitted with air conditioning.

When the HRW is selected on, heater elements in the door mirror glass also operate. Refer to Mirrors - Description and Operation in this manual for details.

Heated Rear Window Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible links 1, 6, 8 and fuse 13. Fusible links 1 and 6 are connected in series.

A feed from fusible links 1 and 6 is connected from the engine compartment fusebox to the passenger compartment fusebox on an S wire, where it passes through fuse 8 and is connected to the contacts of the heated rear screen relay.

A feed from fuse 13 in the engine compartment fusebox is connected on a PN wire to the Body Control Unit (BCU).

A second feed from fuse 13 is connected on a PN wire to the passenger compartment fusebox and is connected to the coil of the heated rear screen relay.

DESCRIPTION AND OPERATION

A feed from fusible link 8 in the engine compartment fusebox is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

When the ignition switch is in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire. The feed continues through fuse 29 in the passenger compartment fusebox and is connected to the BCU on a GU wire.

Heated Rear Window Switch Operation

When the HRW switch is operated, an earth path is completed from the HRW switch to earth header C0017 LHD/C0018 RHD on a B wire, via header C0760.

The completion of the earth path from the HRW switch, completes an earth path from the BCU to the switch on an NB wire. The earth path completes a circuit within the BCU for an internal electronic switch which receives its feed from fuse 29 in the passenger compartment fusebox.

The internal switch closes, completing a circuit which allows the feed from fuse 13 to flow to the BCU on a PN wire, through the internal switch to the HRW Switch. The feed illuminates the HRW switch indicator light and is earthed from the switch to earth header C0017 LHD/C0018 RHD on a B wire, via header C0760.

The feed from fuse 29 is connected to a second internal switch within the BCU. When the HRW switch is operated, the completed earth path closes the internal switch. This completes an earth path from the coil of the heated rear screen relay, through the Intelligent Driver's Module (IDM) and from the passenger compartment fusebox to the BCU on an SK wire, via header C0293 LHD/C0292 RHD. This connection is the serial data bus between the IDM and the BCU.

The BCU earth is connected from the BCU to earth header C0551 on a B wire. The IDM is also connected to earth header C0551 on a B wire from the passenger compartment fusebox.

The completed earth path energises the heated rear screen relay, closing the contacts and allowing the feed from fuse 8 in the passenger compartment fusebox to flow through the contacts.

The feed flows from the passenger compartment fusebox to the rear screen heater element on an NP wire.

The rear screen heater element is connected to earth header C0706 on a B wire.

The momentary operation of the non-latching HRW switch, signals internal electronic switches within the BCU to close. Internal circuitry within the BCU holds the switches closed for a pre-determined period or until the HRW switch is pushed a second time.

Air Temperature Control (ATC) ECU Operation

On vehicles fitted with air conditioning, the HRW can be operated when 'DEF', 'feet/screen' or 'screen' is selected on the ATC control panel.

When one of the above selections is made, the ATC ECU provides a feed to the HRW switch into the NP wire from the BCU to the HRW switch. This illuminates the switch indicator light.

Simultaneously, the ATC ECU also provides an earth path into the NB wire from the BCU to the HRW switch. This earth path allows the internal electronic switches within the BCU to close, powering the rear screen heater element as described previously.

Heated Front Screen (HFS)

Heated Front Screen Description

The heated front screen (HFS) is operated from a non-latching switch located to the left of the instrument pack. The switch has an indicator light to show when the HFS is operating. The HFS comprises two elements laminated in the screen, each element being controlled by a separate fuse. The HFS will only function with the engine running, due to the high current draw and subsequent load on the battery.

The HFS can also be operated by the air temperature control ECU on vehicles fitted with air conditioning.

Heated Front Screen Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible links 1, 7, 8 and fuse 13. Fusible links 1 and 7 are connected in series.

A feed from fusible link 1 is connected to the contacts of the heated front screen relay in the engine compartment fusebox.

A feed from fusible links 1 and 7 is connected to the contacts of the auxiliary circuits relay in the engine compartment fusebox.

A feed from fuse 13 is connected from the engine compartment fusebox to the Body Control Unit (BCU) on a PN wire.

A feed from fusible link 8 in the engine compartment fusebox is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

When the ignition switch is in position I or II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on an LGW wire. The feed continues through fuse 26 in the passenger compartment fusebox and is connected on an LG wire to the coil of the auxiliary circuits relay in the engine compartment fusebox.

In this condition, the auxiliary circuits relay coil is energised and the contacts close. The relay coil is earthed to earth header C0018 on a B wire from the engine compartment fusebox, via header C0286 LHD/C0288 RHD.

When the ignition switch is in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire. The feed continues through fuse 29 in the passenger compartment fusebox and is connected to the BCU on a GU wire.

Heated Front Screen Operation

When the HFS switch is operated, an earth path is completed from the HFS switch to earth header C0017 LHD/C0018 RHD on a B wire, via header C0760.

The completion of the earth path from the HFS switch, completes an earth path from the BCU to the switch on a KO wire. The earth path completes a circuit within the BCU for an internal electronic switch which receives its feed from fuse 29.

The internal switch closes, completing a circuit which allows the feed from fuse 13 to flow to the BCU on a PN wire, through the internal switch to the HFS switch. The feed illuminates the HFS switch indicator light and is earthed from the switch to earth header C0017 LHD/C0018 RHD on a B wire, via header C0760.

DESCRIPTION AND OPERATION

The feed from fuse 29 is connected to a second internal switch within the BCU. When the HFS switch is operated, the completed earth path closes the internal switch. This completes the connection from the heated screen relay coil to the BCU on a KN wire. The earth path from the BCU is on a B wire to earth header C0551.

The completed earth path energises the heated screen relay, closing the relay contacts, allowing the feed from fusible link 1 to flow through the relay contacts to fuses 7 and 8.

The feed from fuse 7 is connected to the LH front screen element on a PS wire. The LH front screen element is connected to earth header C0017 on a B wire.

The feed from fuse 8 is connected to the RH front screen element on a PK wire. The RH front screen element is connected to earth header C0018 on a B wire.

The momentary operation of the non-latching HFS switch, signals internal switches in the BCU to close. Electronics within the BCU holds the switches closed for a pre-determined period or until the HFS switch is pushed a second time.

Air temperature control (ATC) ECU operation

On vehicles fitted with air conditioning, the HFS can be operated when 'DEF', 'feet/screen' or 'screen' is selected on the ATC control panel.

When one of the above selections is made, the ATC ECU provides a feed to the HFS switch into the PS wire from the BCU to the switch. This illuminates the HFS switch indicator light.

Simultaneously, the ATC ECU also provides an earth path into the KO wire from the BCU to the HFS switch. This earth path allows the internal electronic switches within the BCU to close, powering the front screen elements as described previously.

Front wipers and Washers

Front Wipers and Washers Description

The front wipers and washers are operated from a switch stalk located on the right hand side of the steering column and operate with the ignition switch in positions I or II. The wipers are operated by a wiper motor located below the windscreen plenum. The washers and optional headlamp power washers are operated from electric pumps attached to the washer reservoir located in the left hand wheel arch.

The electrical wiper and washer functions are controlled by the Body Control Unit (BCU) and the Intelligent Driver's Module (IDM).

The stalk switch selects all operations of the front wipers and washers. A rotary switch on the end of the stalk selects the wipers in the off, intermittent slow and fast speeds. A rotary wiper delay switch on the stalk has five positions to select the frequency of the intermittent function. The BCU determines the resistance through the delay switch and functions the wipers at the required interval, depending on switch position.

The stalk can be pulled towards the steering wheel to select the washer function. When the washers are operated, the wipers will also operate for three full cycles. The stalk can also be pushed down to operate the flick wipe function.

On vehicles fitted with headlamp powerwash, if the headlights are on when the washer function is selected, the headlamp powerwash will also operate. The BCU will supply an earth path for the coil of the power wash relay, located in the engine compartment fusebox, for a period of 0.5 seconds from when the washer function is selected. The powerwash function only operates on alternate washer function requests.

DESCRIPTION AND OPERATION

The stalk can be moved downwards to operate the wipers. A single push downwards will operate the wiper for one full cycle at slow speed. If the switch is pushed and held, the wipers operate at fast speed until the switch is released. When the switch is released, the wipers will finish their cycle at slow speed.

Front Wipers and Washers Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox, where it passes through fusible links 1, 7, 8, 10 and fuse 4. Fusible link 1 and fuse 4 and fusible links 1 and 7 are connected in series.

A feed from fusible link 1 and fuse 4 is connected to the contacts of the power wash relay located in the engine compartment fusebox (P108).

A feed from fusible links 1 and 7 is connected to the contacts of the auxiliary circuits relay located in the engine compartment fusebox.

A feed from fusible link 8 is connected from the fusebox, on an NW wire, to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

A feed from fusible link 10 is connected from the fusebox, on an NP wire to the lighting switch.

Ignition switch supply

With the ignition switch in position I or II, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on an LGW wire, where it passes through fuse 26.

From fuse 26, the feed is connected on an LG wire to the engine compartment fusebox where it is connected to the coil of the auxiliary circuits relay.

The coil of the auxiliary circuits relay is connected from the engine compartment fusebox via header C0286 LHD/C0288 RHD, to earth header C0018 on a B wire. The feed from the ignition switch energises the auxiliary circuits relay coil, closing the relay contacts.

The closed contacts of the auxiliary circuits relay allow the feed from fusible link 7 to pass through the auxiliary circuits relay and connect from the engine compartment fusebox to the passenger compartment fusebox on a WG wire, where it passes through fuse 19. The feed is also connected to the coil of the powerwash relay in the engine compartment fusebox.

Front Wipers and Washers Operation

The IDM is connected to pin C0661-1 of the BCU via header C0293 LHD/C0292 RHD on an SK wire. This connection is the serial data bus between the IDM and BCU.

Slow speed operation

Operation of the front screen wash/wipe switch to the slow wipe position, connects the feed from fuse 19 in the passenger compartment fusebox to the front screen wash/wipe switch on a GS wire, via header C0292.

The feed passes through the slow wipe switch contacts and is connected to the windscreen wiper motor on an RLG wire. The windscreen wiper motor is connected to earth header C0017, via header C0288 on a B wire. The feed is connected to the slow speed brushes within the motor and operates the motor at slow speed.

Fast speed operation

Operation of the front screen wash/wipe switch to the fast wipe position, connects the feed from fuse 19 in the passenger compartment fusebox to the front screen wash/wipe switch on a GS wire, via header C0292.

The feed passes through the fast wipe switch contacts and is connected to the windscreen wiper motor on a ULG wire. The windscreen wiper motor is connected to earth header C0017, via header C0288 on a B wire. The feed is connected to the fast speed brushes within the motor and operates the motor at fast speed.

Intermittent operation

Operation of the front screen wash/wipe switch to the intermittent position allows a feed from fuse 19 to pass on a GS wire, through header C0292, to the wash/wipe switch. The feed passes through the switch contacts and is connected on an LGG wire to pin C0660-21 on the BCU. The BCU interprets the signal as an intermittent wiper request and signals the IDM via the serial data bus.

The feed from fuse 19 is also connected from the header C0292 on a GS wire to the wiper motor, where it passes through the park switch. The feed is connected from the wiper motor on a WLG wire to the passenger compartment fusebox.

The feed passes through the front wiper relay contacts and is connected from the fusebox on an LGP wire to the wash/wipe switch. The feed passes through the switch contacts and is connected from the switch on an RLG wire to the wiper motor. This operates the wiper motor moving it from the park position.

Simultaneously, the feed from fuse 19, via header C0292 and the wiper motor park switch, is also connected to the coil of the front wiper relay. The IDM grants an earth for the relay coil moving the contacts. This allows a direct feed from fuse 19 to pass through the relay and is connected from the fusebox on an LGP wire to the wash/wipe switch.

The feed passes through the switch contacts and is connected from the switch on an RLG wire to the wiper motor. When the wiper motor reaches the park position, the park switch moves to power the wipers to their park position. The IDM removes the earth for the relay coil preventing further wiper operation.

The BCU pin C0660-21 is connected on a WLG wire to the wiper delay switch, which is connected on a B wire to earth header C0551. The BCU provides an output voltage which it uses to measure the resistance through the delay switch.

The resistance determines the delay required and the BCU transmits a signal, via the serial data bus to the IDM, for the front wiper relay to be operated.

Flick wipe operation

When the switch stalk is momentarily pushed downwards and released, a feed from fuse 19 is connected on a GS wire to header C0292. From the header the feed is connected on a GS wire to the wash/wipe switch. From the switch the feed is connected on a ULG wire to fast speed brushes in the motor.

This momentary feed to the motor is enough to move the motor, moving the park switch from the park position. When the stalk switch is released, the feed from the wash/wipe switch is removed.

DESCRIPTION AND OPERATION

The motor is now powered by a feed from fuse 19, via header C0292, on a GS wire to the motor. The feed passes through the park switch and is connected from the motor on a WLG wire to the front wiper relay.

The feed passes through the wiper relay and is connected from the fusebox on an LGP wire to the wash/wipe switch, through the switch contacts and is connected from the switch on an RLG wire to the wiper motor slow speed brushes. The motor operates at slow speed. When the wiper motor reaches the park position the park switch moves, removing the feed from fuse 19 and the motor stops.

If the switch stalk is pushed downwards and held, the feed from fuse 19 is passed directly from the switch to the motor fast speed brushes causing the motor to operate at fast speed for as long as the switch is held. When the switch is released, the motor completes its cycle to the park position powered through the park switch to the motor slow speed brushes causing the motor to operate at slow speed.

Washer operation

When the switch stalk is pulled, a feed from fuse 19 is connected on a GS wire, via header C0292, to the wash/wipe switch. The feed passes through the washer switch contacts and is connected from the switch on an LGO wire, through header C0289 LHD/C0285 RHD, to the washer pump and the BCU pin C0661-11. The feed operates the washer pump motor which is connected on a B wire, via header C1001, to earth eyelet connector C0564-1.

The feed to the BCU is interpreted by the BCU as a wash/wipe request. If the washer switch is held for longer than 0.4 seconds the BCU signals the IDM through the serial data bus to energise the front wiper relay. A feed from fuse 19 passes through the relay and is connected from the fusebox on a LGP to the wash/wipe switch.

The feed passes through the switch and is connected on an RLG wire to the motor slow speed brushes. The IDM energises the front wiper relay for 4 seconds allowing the screen to be cleared. After 4 seconds the IDM removes the earth path for the relay coil, causing the wipers to return to the park position.

Powerwash operation

When the headlamps are turned on, a feed from fusible link 10 passes from the engine compartment fusebox on an NP wire to the lighting switch. The feed passes through the switch and is connected on a UR wire to the IDM. The IDM senses that the headlamps are on and signals the BCU via the serial data bus.

When washer operation is requested, the BCU grants an earth path for the powerwash relay in the engine compartment fusebox. The earth path is on an LG wire from the fusebox to pin C0662-12 on the BCU. The relay coil is energised by the feed from the auxiliary circuits relay allowing the feed from fuse 4 to pass through the relay contacts.

The feed is connected from the fusebox on an LGR wire to the powerwash pump. The powerwash pump is connected on a B wire, via header C1001, to earth eyelet connector C0564-1. The BCU only energises the powerwash relay coil for 0.5 seconds on every third washer request.

Rear wipers and Washers

Rear Wipers and Washers Description

The rear wiper is operated from a latching push button switch located on the right hand side of the instrument pack. The rear wash/wipe is operated from a non-latching push button switch also located on the right hand side of the instrument pack. The rear wiper park facility operates with the ignition switch in positions I or II. The rear wiper and washer only operates with the ignition switch in position II.

The rear wiper and washer functions are controlled by the Body Control Unit (BCU) and the Intelligent Driver's Module (IDM).

The rear wiper is operated by an electric motor located in the tail door. The rear washer is operated by an electric pump located on the reservoir in the left hand front wheel arch.

Operation of the rear wiper switch causes the wiper to complete two full cycles. The wiper then operates intermittently until selected off. The frequency of the intermittent operation is controlled by the front wiper delay switch on the column stalk. The intermittent delay is twice that of the front delay selected. The BCU determines the resistance through the delay switch and functions the rear wiper at the required interval, depending on the front wiper delay switch position.

Operation of the rear washer switch causes the washer motor to operate for as long as the switch is operated. The wiper will also operate while the switch is depressed and will operate for a further 4 seconds after the switch is released.

If the front wipers are selected on and reverse gear is engaged, the rear wiper will operate continuously until reverse gear is disengaged.

If the front wipers are selected on intermittent and reverse gear is engaged, the rear wiper will wipe continuously for 4 seconds. It will then change to intermittent operation but the delay will be the same as that for front wipers. When reverse gear is disengaged, the rear wiper will stop at the park position.

Rear Wiper and Washers Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox, where it passes through fusible links 1, 7 and 8. Fusible links 1 and 7 are connected in series.

A feed from fusible links 1 and 7 is connected to the contacts of the auxiliary circuits relay located in the engine compartment fusebox.

A feed from fusible link 8 is connected from the fusebox, on an NW wire, to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position I, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox (P101) on an LGW wire, where it passes through fuse 26. From fuse 26, the feed passes to the engine compartment fusebox on an LG wire where it connects to the coil of the auxiliary circuits relay.

The coil of the auxiliary circuits relay is connected from the engine compartment fusebox on a B wire to earth header C0018, via header C0286 LHD/C0288 RHD. The feed from the ignition switch energises the auxiliary circuits relay coil, closing the relay contacts.

DESCRIPTION AND OPERATION

The feed from fusible links 1 and 7 passes through the closed contacts of the auxiliary circuits relay. The feed is connected from the relay on a WG wire from the engine compartment fusebox to the passenger compartment fusebox, where it passes through fuse 18.

From fuse 18 the feed is connected to the contacts of the rear wiper relay and to the rear screen wiper motor on a GLG wire. The feed to the motor supplies power through the park switch to allow the wiper to move to the park position. The rear screen wiper motor is connected on a B wire to earth header C0706, via splice joints A39/A109.

With the ignition switch in position II, the feed from fusible link 8 passes through the ignition switch to the passenger compartment fusebox on an W wire, where it passes through fuse 30. From fuse 30 the feed is connected on a GLG wire, via splice joint A128, to the rear screen washer switch.

A second feed from the ignition switch is connected on a Y wire to the passenger compartment fusebox where it passes through fuse 25. From fuse 25 the feed is connected on a GY wire to the reverse lamp switch (manual transmission) or the starter inhibitor/reverse lamp switch (automatic transmission).

The reverse lamp switch is connected is connected on a GN wire, via header C0287 LHD/C0294 RHD, to pin C0661-8 on the BCU. When the reverse lamp switch is operated, the feed from fuse 25 passes through the switch to the BCU which uses the signal to function the rear wiper accordingly.

Rear Wipers and Washers Operation

The IDM is connected to pin C0661-1 of the BCU via header C0293 LHD/C0292 RHD on an SK wire. This connection is the serial data bus between the IDM and the BCU.

Wiper operation

When the rear wiper switch is operated an earth path is completed on a B wire from pin C0662-3 of the BCU, through the switch contacts and header C0760, to earth header C0018 LHD/C0017 RHD. The completed earth path provides a signal to the BCU that rear wiper operation has been requested.

The BCU sends a signal through the serial data bus to the IDM to commence wiper operation. The IDM provides a power supply and earth for the coil of the rear wiper relay in the passenger compartment fusebox, which energises closing the relay contacts.

With the relay contacts closed, a feed from fuse 18 passes through the relay and is connected on an NG wire to the park switch in the wiper motor. This feed initially operates the motor until the park switch contact is broken. On each revolution, the motor is moved from the park position by the feed from the park switch. When the park switch contact moves the feed from the relay is disconnected and the motor completes the cycle on a feed from fuse 18 on a GLG wire to the motor.

When the rear wiper switch is moved to the off position, the earth path to the BCU is removed. The BCU sends a signal through the serial data bus to the IDM which removes the power and earth for the rear wiper relay coil. The feed through the relay to the park switch is removed causing the motor to stop when it reaches the end of its cycle.

Intermittent operation

The BCU operates the rear wiper continuously for 4 seconds, after which the wiper operates at a delay interval set by the position of the wiper delay switch on the column stalk.

DESCRIPTION AND OPERATION

The delay switch is connected on a WLG wire to pin C0661-21 on the BCU and on a B wire to earth header C0551 LHD/C0551. The BCU provides an output voltage which it uses to measure the resistance through the delay switch. The resistance determines the delay required and the BCU transmits a signal, via the serial data bus to the IDM, for the rear wiper relay to be operated.

Washer operation

When the rear screen washer switch is operated, a feed from fuse 30 in the passenger compartment fusebox is connected on a GLG wire to the switch. The feed passes through the switch contacts and is connected on an LGS wire, via header C0293, to the rear screen washer pump. The pump is connected on a B wire, via header C1001, to earth eyelet connector C0564-1. The feed is also connected from the header C0293 on an LGS wire to pin C0660-20 on the BCU.

The pump operates for as long as the switch is pushed. The connection to the BCU signals that rear washer operation has been requested. The BCU signals the IDM to energise the rear wiper relay to operate the rear wiper 0.5 seconds after the request has been made.

Reverse wipe operation

When reverse gear is selected, a feed from fuse 25 in the passenger compartment fusebox is connected on a GY wire to the reverse lamp switch (manual transmission) or the starter inhibitor/reverse lamp switch (automatic transmission).

The feed passes through the switch contacts and is connected on a GN wire, via header C0287 LHD/C0294 RHD, to pin C0661-8 on the BCU. The BCU interprets the signal and signals the IDM via the serial data bus to energise the rear wiper relay. The operation of the rear wiper is dependant on front wiper selection as described in Description.

Brake/Reverse Lamps

Brake Lamp Description

The brake lamps are operated by a switch mounted on the pedal box. The switch, when operated, supplies power to two brake lights located in the tail lamp units and a high mounted brake light. All brake light bulbs are rated at 21 Watts. A feed is provided to the trailer pick-up (if fitted) when the brake switch is operated. When the brake light switch is in the open position feeds are routed through the switch contacts to give:

Automatic V8 vehicles

A feed to the cruise control ECU for cruise control operation.

Manual V8 vehicles

A feed to the clutch pedal switch for cruise control operation.

Td5 vehicles

A feed to the Engine Control Module (ECM) for cruise control operation.

Reverse Lamp Description

The reverse lamps are operated by a switch located in the vehicle gearbox. The switch, when operated, supplies power to two reverse lamps located in the tail lamp units. The reverse lamp bulbs are rated at 21 Watts. When the reverse lamp switch is operated an input is also provided to:

- The Body Control Unit (BCU) for rear wiper operation.
- The interior mirror for selection of normal mirror position.
- The trailer pick-up (if fitted).

Automatic vehicles have a dual function starter inhibitor and reverse light switch. The inhibitor function prevents the engine from cranking if reverse gear is selected.

Brake/Reverse Lamp Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox where it passes through fusible link 8.

Ignition switch supply

In the engine compartment fusebox, a feed from fusible link 8 is connected to the passenger compartment fusebox by an NW wire. The feed passes through the fusebox and is connected to the ignition switch by an N wire.

When the ignition is switched on to position II, a feed from the ignition switch is connected to the passenger compartment fusebox by a Y wire and passes through fuse 25.

Brake Lamp Operation

A feed from fuse 25 in the passenger compartment fusebox is connected by a GO wire to the brake pedal switch.

When the brake pedal switch is operated, the switch contact closes and allows current to flow on a GP wire, from the switch, through header joints C0287 LHD/C0290 RHD and C0295. From header C0295 a connection on a GP wire allows current flow to the LH brake lamp. Another connection from header C0295 on a GP wire, goes through header C0723 and allows current flow to the RH tail lamp. A second connection from header C0723 on a GP wire, allows current flow to the high mounted brake lamp.

A third connection from earth header C0723 is connected to the trailer pick-up (if fitted) on a GP wire. The trailer pick-up is earthed on a B wire to earth eyelet connector C0786-1.

The LH brake lamp is earthed on a B wire to an earth header C0707. The RH brake lamp is earthed on a B wire to an earth header C0706. The high mounted brake lamp is earthed on a B wire to earth header C0706.

When the contacts of the brake pedal switch are open the connection from fuse 25 in the passenger compartment fuse box supplies:

Automatic V8 vehicles

A feed on a PG wire to the cruise control ECU.

Manual V8 vehicles

A feed on a OG wire to the clutch pedal switch.

Td5 vehicles

A feed on an OG wire to the ECM for cruise control operation.

Reverse Lamp Operation

Manual transmission

A feed from fuse 25 is connected by a GY wire to the reverse lamp switch.

Automatic transmission

A feed from fuse 25 is connected by a GY wire to the automatic transmission starter inhibitor/reverse light switch.

All models

When the reverse lamp switch is operated, the switch contact closes and allows current flow on a GN wire, from the switch, through two headers C0287 LHD/C0294 RHD and C0295, to the RH reverse lamp and the LH reverse lamp. The LH reverse lamp is earthed on a B wire to earth header C0707. The RH reverse lamp is earthed on a B wire to earth header C0706.

DESCRIPTION AND OPERATION

When the reverse lamps are on, a splice joint A13 between headers C0287 LHD/C0294 RHD and C0295, gives a feed on a GN wire to the interior mirror.

The feed supplied to the interior mirror will change the interior mirror to the undipped condition, if the interior mirror is dipped. The interior mirror will remain in the undipped condition as long as a feed is supplied. This feature ensures that the interior mirror is in the undipped condition when reverse gear is selected.

A GN wire from header C0295 is connected to the trailer pick-up (if fitted). The trailer pick-up is earthed on a B wire to earth eyelet connector C0786-1.

LH drive vehicles

When the reverse lamp switch is operated, a third connection on header C0287 supplies a feed on a GN wire to the BCU. This feed is used by the BCU logic circuits to enable rear wiper operation.

RH drive vehicles

When the reverse lamp switch is operated, a third connection on header C0294 supplies a feed on a GN wire through splice joint A13 to the BCU. This feed is used by the BCU logic circuits to enable rear wiper operation.

Headlamp Levelling

Headlamp Levelling Description

The headlamp levelling is operated from a four position switch located on the fascia. The switch operates a motor located in each headlamp unit which moves the headlamp position to allow for changes in vehicle attitude due to load or passenger distribution.

The headlamp levelling operates when the side lamps or headlamps are on and is independent of the ignition switch position.

Headlamp Levelling Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible link 13.

When the lighting switch is in the side lamp or headlamp position, the feed from fusible link 13 flows to the lighting switch on an NG wire. The feed flows through the lighting switch contacts and is connected to the passenger compartment fusebox on an R wire, where it passes through fuses 11 and 33.

Headlamp levelling motor supply

Fuse 11 supplies a feed to header C0288 LHD/C0286 RHD on an RB wire. Fuse 33 supplies a feed to the headlamp levelling switch on an RO wire, via header C0759.

From the header C0288 LHD/C0286 RHD, the feed is connected to the LH headlamp levelling motor on an RB wire. The earth path from the LH headlamp levelling motor is on a B wire to earth eyelet C0564-1 LHD or earth header C0017 RHD, via header C1000 LHD/C0288 RHD.

DESCRIPTION AND OPERATION

A second feed is connected to the RH headlamp levelling motor on a RB wire from the header C0288 LHD/C0286 RHD. The earth path from the RH headlamp levelling motor is on a B wire to earth eyelet connector C0558-1, via header C1000.

Headlamp Levelling Operation

At each of the four headlamp levelling switch positions, the contacts in the switch connect through resistors with differing values, which in turn provide four differing output voltages.

The output from the headlamp levelling switch is on a UY wire to header C0293. The output is connected from header C0293 LHD/C0289 RHD on UY wires to both headlamp levelling motors. The headlamp levelling switch is connected on a B wire, via header C0760, to earth header C0017.

The difference in the voltage output from the headlamp levelling switch and the battery voltage is compared by a potentiometer in the LH/RH headlamp levelling motors. When the headlamp levelling switch is moved, the differing voltage causes the motor to operate until the potentiometer output equals the switch output. The motors stop and set the headlamps to a position which corresponds to the headlamp levelling switch position.

The input voltage to the headlamp levelling switch passes through the following resistors depending on switch position as follows:

Position 0 = 120 Ohm (R5) and 390 Ohm (R6)

Position 1 = 120 Ohm (R5), 20 Ohm (R4) and 390 Ohm (R6)

Position 2 = 120 Ohm (R5), 20 Ohm (R4), 100 Ohm (R3) and 390 Ohm (R6)

Position 3 = 120 Ohm (R5), 20 Ohm (R4), 100 Ohm (R3), 75 Ohm (R2) and 390 Ohm (R6).

Lights On Alarm

Lights On Alarm Description

The lights on alarm in the instrument pack operates when the driver's door is open and the side lamps are on. The system uses inputs from:

- The driver's door switch
- The lighting switch

A serial data bus allows communication between the the Body Control Unit (BCU), the Intelligent Driver's Module (IDM) and the instrument pack.

Lights On Alarm Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it is connected to fusible links 8 and 12 and fuse 13.

A feed from fusible link 12 is connected on an NG wire to the lighting switch.

A feed from fuse 13 is connected on a PN wire to pin C0660-13 on the BCU.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire. The feed continues through fuse 29 in the passenger compartment fusebox and is connected to pin C0660-1 on the BCU by a GU wire.

Lights On Alarm Operation

When the lighting switch is moved to the side lamp or the headlamp position, the feed from fusible link 12 passes through the lighting switch contacts and is connected to the passenger compartment fusebox on an R wire.

The feed passes to the Intelligent Driver's Module (IDM), which is integral with the passenger compartment fusebox. This feed is used as a 'side lights on' signal by the logic circuits in the IDM and BCU.

The IDM is connected on the serial data bus link to pin C0661-1 on the BCU, and to the instrument pack via header C0293 LHD/C0292 RHD by an SK wire. When the driver's door is opened, the door switch contacts close, current flows from fuse 13 on a PN wire to pin C0660-13 on the BCU. From pin C0660-17 the BCU the current flows on a PW wire via header C0287 LHD/C0285 RHD to the closed contacts of the drivers door switch. From the closed contacts of the drivers door switch the current flows on a B wire through splice joint A34 to earth header C0017 LHD/C0018 RHD (also via header C0288 on LH drive vehicles).

The current flow from fuse 13 is used by the logic signals of the BCU to generate a door open output. The BCU communicates along the serial data bus with the IDM and the Instrument pack.

The two 'door open' and 'lights on' signals generate the appropriate 'lights on' alarm output to the instrument pack. The sounder in the instrument pack emits the lights on signal, and is earthed via the instrument pack.

For the system logic to generate a lights on alarm signal both the 'door open' and 'lights on' inputs must be present. If the light switch is turned off, the 'sidelights on' signal is removed. With the loss of the input to the system the lights on alarm signal is cancelled by the logic circuits. If the door is closed when the side lights are on, the logic circuits will also cancel the lights on alarm signal.

Head/Side and Number Plate Lamps

Head/Side and Number Plate Lamps Description

The side lamps, headlamps and number plate lamp are all controlled from a rotary lighting switch located on the column indicator lever. The side lamps and headlamps receive a permanent supply from the battery and operate independently of the ignition switch.

Two front headlamps contain the side lamp, dip and main beam bulbs. The side lamp bulbs are rated at 5 Watts. The dip beam bulbs are rated at 55 Watts and the main beam bulbs are rated at 60 Watts. A front side marker lamp is located in the outer part of each front indicator lense. Each side marker lamp is operated by one 2.2 Watt bulb.

A tail lamp and rear side marker lamp are located in a cluster on the outer panel of each 'E' post. Each lamp cluster contains a tail lamp bulb and a side marker lamp bulb, both rated at 5 Watts.

A number plate lamp is located in the tail door handle and contains one bulb rated at 5 Watts.

Head/Side and Number Plate Lamps Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible links 10, 13 and fuse 13.

A feed from fusible link 13 is connected from the engine compartment fusebox to the side lamp feed pin of the lighting switch on an NG wire.

DESCRIPTION AND OPERATION

A feed from fusible link 10 is connected from the engine compartment fusebox to the headlamp feed pin of the lighting switch on an NP wire.

A second feed from fusible link 10 in the engine compartment fusebox is connected to the passenger compartment fusebox on an U wire. The feed passes through fuse 5 in the passenger compartment fusebox and is connected to the contacts of the daylight running relay (if fitted).

A feed from fuse 13 in the engine compartment fusebox is connected to the passenger compartment fusebox on a PN wire. This feed supplies power to the coil of the daylight running relay (if fitted) and the Intelligent Driver's Module (IDM) which is integral with the passenger compartment fusebox.

Side and Number Plate Lamps Operation

When the lighting switch is moved to the side lamps position, the feed from fusible link 13 in the engine compartment fusebox, passes through the switch contacts. The feed is connected on an R wire to the passenger compartment fusebox, where it passes through fuses 11 and 33.

When the lighting switch is moved to the headlamp position, the feed from fusible link 13 to the front and rear side lamps is maintained.

LH side, tail, side marker and number plate lamps

The feed from fuse 11 is connected from the passenger compartment fusebox to header C0288 LHD/C0286 RHD on an RB wire.

LH front side lamp

From the header C0288 LHD/C0286 RHD, a feed is connected on an RB wire to the LH front side lamp. The earth path from the LH front side lamp is on a B wire, via header C1001 to earth eyelet connector C0564-1.

LH tail and rear side marker lamps

A feed is taken from header C0288 LHD/C0286 RHD on an RB wire to header C0295. The feed continues from header C0295 on an RB wire to the LH tail lamp and the LH rear side marker lamp. The earth path from the LH tail lamp and the LH side marker lamp is on a B wire to earth header C0707.

LH front side marker lamp

A feed from header C0288 LHD/C0286 RHD is connected on an RB wire to the LH front side marker lamp. The earth path from the LH front side marker lamp is on a B wire, via header C0288 LHD/C1001 RHD, to earth header C0017 LHD or earth eyelet connector C0564-1 RHD.

Number plate lamp

A feed from header C0295 is connected on an RB wire to the number plate lamp. The earth path from the number plate lamp is on a B wire to earth header C0706.

Trailer pick-up LH

A LH tail lamp feed from header C0295 is connected on an RB wire to the trailer pick-up. The earth path for the trailer pick-up is on B wire to earth eyelet connector C0808-1.

RH side, tail and side marker lamps

The feed from fuse 33 is connected from the passenger compartment fusebox to header C0289 LHD/C0290 RHD on an RO wire.

RH front side lamp

From the header C0289 LHD/C0290 RHD, a feed is connected on an RO wire to the RH front side lamp. The earth path from the RH front side lamp is on a B wire, via header C1001 to earth eyelet connector C0558-1.

RH tail and rear side marker lamps

A feed is taken from header C0289 LHD/C0290 RHD on an RO wire to header C0723. The feed continues from header C0723 on a RO wire to the RH tail lamp and the RH rear side marker lamp. The earth path from the RH tail lamp and the RH rear side marker lamp is on a B wire to earth header C0706.

RH front side marker lamp

A feed from header C0289 LHD/C0290 RHD is connected on an RO wire to the RH front side marker lamp. The earth path from the RH front side marker lamp is on a B wire, via header C1001, to earth eyelet connector C0558-1.

Trailer pick-up RH

A RH tail lamp feed is taken from header C0289 LHD/C0290 RHD on an RO wire to header C0723. The feed continues from header C0723 on an RO wire to the trailer pick-up. The earth path for the trailer pick-up is on B wire to earth eyelet connector C0808-1.

Headlamps - Dip Beam Operation

When the lighting switch is moved to the headlamp position, the feed from fusible link 10 in the engine compartment fusebox passes through the switch contacts. The feed is connected on a UR wire to the passenger compartment fusebox, where it passes through fuses 9 and 10.

LH headlamp

The feed from fuse 9 is connected on a UK wire from the passenger compartment fusebox to the LH headlamp and illuminates the LH dip beam bulb. The earth path from the LH headlamp is connected on a B wire to earth eyelet connector C0564-1.

RH headlamp

The feed from fuse 10 is connected on a UB wire from the passenger compartment fusebox to the RH headlamp and illuminates the RH dip beam bulb. The earth path from the RH headlamp is connected on a B wire to earth eyelet connector C0559-1.

Headlamps - Main Beam Operation

When the lighting switch is moved to the flash or main position, the feed from fusible link 10 in the engine compartment fusebox, passes through the switch contacts. The feed is connected on a UW wire to the passenger compartment fusebox, where it passes through fuses 3 and 22.

The IDM senses the headlamp main beam request and through internal circuitry, provides a feed, on a US wire, to the main beam warning lamp in the instrument pack. The main beam warning lamp is connected from the instrument pack to earth on a B wire to earth header C0551.

LH headlamp

The feed from fuse 3 is connected on an S wire from the passenger compartment fusebox to the LH headlamp and illuminates the LH main beam bulb. The earth path from the LH headlamp is connected on a B wire to earth eyelet connector C0563-1.

RH headlamp

The feed from fuse 22 is connected on a UO wire from the passenger compartment fusebox to the RH headlamp and illuminates the RH main beam bulb. The earth path from the RH headlamp is connected on a B wire to earth eyelet connector C0559-1.

Daylight Running Lamps Supply

The feed from fuse 13 in the engine compartment fusebox is connected to the coil of the daylight running relay and the IDM integral with the passenger compartment fusebox.

When the engine is started, the IDM senses, through internal circuitry, that the engine is running and provides an earth for the daylight running relay coil. The energised coil closes the contacts of the daylight running relay allowing the feed from fuse 5 in the passenger compartment fusebox to pass through the relay contacts.

Daylight Running Lamps Operation

Canadian vehicles

The feed from the daylight running relay contacts flows from the passenger compartment fusebox and is connected to a 0.75 Ohm in-line resistor on an RU wire. The feed from the in-line resistor is reduced to 6.7 V and reconnected to the passenger compartment fusebox on a UY wire. The feed is connected to fuses 3 and 22 in the passenger compartment fusebox, where it operates both headlamp main beam bulbs at reduced power.

Scandinavian vehicles

The feed from the daylight running relay contacts flows from and back to the passenger compartment fusebox on an RU wire. The feed is connected to fuses 9 and 10 in the passenger compartment fusebox, where it operates both headlamp dip beam bulbs.

Front Fog Lamps

Front Fog Lamps Description

The front fog lamps are controlled by a non-latching switch located on the left hand side of the instrument pack. Two front fog lamps are located below the front bumper. Front fog lamp operation is monitored by the Body Control Unit (BCU) which only allows the front fog lamps to operate when the side lamps or headlamps are on.

When the side lamps, headlamps or ignition is turned off, the front fog lamps are extinguished. When the side or headlamps are switched on again, the front fog lamps will not operate until reselected using the switch. If the rear fog guard lamps are switched on, switching off the front fog lamps will also switch off the rear fog guard lamps.

The front fog lamp switch is illuminated when the side lights are switched on. Each front fog lamp bulb is rated at 21 Watts.

Front Fog Lamps Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible links 1, 7, 8 and 13 and fuses 3 and 13. Fusible links 1 and 7 and fusible link 1 and fuse 3 are connected in series.

A feed from fusible link 13 is connected by an NG wire to the lighting switch.

A feed from fuse 3 is connected to the front fog lamp relay in the engine compartment fusebox. A feed from fusible link 7 is connected to the auxiliary circuits relay in the engine compartment fusebox.

DESCRIPTION AND OPERATION

A feed from fuse 13 is connected by a PN wire to the passenger compartment fusebox. This feed is connected to the Intelligent Driver Module (IDM) which is integral with the passenger compartment fusebox.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position I, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire. The feed continues through fuse 26 in the passenger compartment fusebox and is connected by an LG wire to the engine compartment fusebox and the coil of the auxiliary circuits relay. The auxiliary circuits relay coil is connected to earth header C0018, via header C0286 LHD/C0288 RHD on a B wire.

In this condition, the auxiliary circuits relay is energised and the contacts close, allowing the feed from fusible link 7 to pass through the closed contacts to the coil of the front fog lamp relay.

With the ignition switch in position II, a second feed from fusible link 8 flows from the ignition switch to the passenger compartment fusebox on a LGW wire. The feed continues through fuse 29 in the passenger compartment fusebox and is connected to the IDM.

In this condition, one of two electronic switches in the IDM closes. The earth path from the IDM is connected from the passenger compartment fusebox to earth header C0551 on a B wire.

Lighting Switch Operation

When the lighting switch is moved to the side lamp or headlamp position, the feed from fusible link 13 passes through the switch contacts, and is connected from the lighting switch to the passenger compartment fusebox on an R wire. The feed is connected to the IDM, causing the second of the two electronic switches to close.

Body Control Unit Operation

The feed from fuse 13 passes through the two closed IDM switches and is connected by an SK wire to BCU pin C0661-1, via header C0293 LHD/C0292 RHD. This connection is the serial data bus between the BCU and the IDM.

The BCU is connected to earth header C0551 from pin C0660-11 on a B wire and from pin C0664-5 on a B wire to earth header C0018 LHD/C0017 RHD.

Front Fog Lamps Operation

When the front fog lamp switch is operated, an earth path is completed from the BCU pin C0660-7 to the switch on a KB wire. The earth path continues through the switch contacts and is connected to earth header C0017 LHD/C0018 RHD on a B wire, via header C0760.

The completion of the earth path signals the BCU to provide an earth path from the coil of the front fog lamp relay in the engine compartment fusebox to the BCU pin C0663-4 on a UY wire.

The energised coil closes the contacts in the front fog lamp relay. This allows the feed from fuse 3 to pass through the relay contacts and is connected from the engine compartment fusebox to header C0285 on a UP wire.

DESCRIPTION AND OPERATION

From the header C0285, the feed is connected on a UP wire to the RH front fog lamp which is earthed to earth eyelet connector C0558-1 via header C1000 on a B wire.

A second feed from the header C0285 is connected on a UP wire to the LH Front fog lamp which is earthed to earth eyelet connector C0564-1 on a B wire, via header C1001.

Switch indicator lamp operation

A third feed from header C0285 is connected to the front fog lamp switch on a UP wire. The feed passes through the front fog lamp switch indicator lamp which illuminates. The indicator lamp is earthed from the front fog lamp switch to earth header C0017 LHD/C0018 RHD, via header C0760 on a B wire.

Rear Fog Guard Lamps

Rear Fog Guard Lamps Description

The rear fog guard lamps are controlled by a non-latching switch located on the left side of the instrument pack. The lamps are located in the rear bumper, adjacent to the indicator lamps. Rear fog guard lamp operation is monitored by the Body Control Unit (BCU) which only allows the lamps to operate when the side lamps or headlamps are on and the front fog lamps are switched on.

When the side lamps, headlamps or ignition is turned off, the rear fog guard lamps are extinguished. When the side or headlamps are switched on again, the rear fog guard lamps will not operate until reselected using the switch. If the front fog lamps are switched off, the rear fog guard lamps will also switch off.

The rear fog guard lamp switch is illuminated when the side lights are switched on. Each rear fog guard lamp bulb is rated at 21 Watts.

Rear Fog Guard Lamps Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible links 8, 10 and 12 and fuse 13.

A feed from fusible link 12 is connected by an NG wire to the lighting switch.

A feed from fusible link 10 is connected by an U wire to the passenger compartment fusebox. The feed passes through fuse 4 in the passenger compartment fusebox and connects to the contacts of the rear fog guard lamp relay.

DESCRIPTION AND OPERATION

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

A feed from fuse 13 is connected by a PN wire to the passenger compartment fusebox. The feed connects to the coil of the rear fog guard lamp relay. The relay coil is connected inside the passenger compartment fusebox to two electronic switches in the Intelligent Driver Module (IDM) which is integral with the fusebox.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire. The feed continues through fuse 29 in the passenger compartment fusebox and is connected to one of the two electronic switch in the IDM.

In this condition, one of two switches in the IDM closes. The earth path from the IDM is connected from the passenger compartment fusebox to earth header C0551 on a B wire.

Lighting Switch Operation

When the lighting switch is moved to the side lamp or headlamp position, the feed from fusible link 12 passes through the switch contacts and is connected from the lighting switch to the passenger compartment fusebox on an R wire. The feed is connected to the IDM, causing the second of the two electronic switches to close.

Body Control Unit

With the lighting switch in the side lamp or headlamp position an earth path from the coil of the rear fog guard lamp relay is completed through the two electronic switches in the IDM. The earth is connected by an SK wire to BCU pin C0661-1, via header C0293 LHD/C0292 RHD. This connection is the serial data bus between the BCU and the IDM.

The BCU is connected to earth header C0551 from pin C0660-11 on a B wire and from pin C0664-5 on a B wire to earth header C0018 LHD/C0017 RHD.

Rear Fog Guard Lamp Switch Operation

When the rear fog guard lamp switch is operated, an earth path is completed from the BCU pin 662-8 to the switch on a UP wire. The earth path continues through the switch contacts and is connected to earth header C0017 LHD/C0018 RHD on a B wire, via header C0760.

The completion of the earth path signals the BCU to provide an earth path from the coil of the rear fog guard lamp relay, through the two IDM electronic switches to the BCU on the SK wire.

The energised coil closes the contacts of the rear fog guard lamp relay. This allows the feed from fuse 4 in the passenger compartment fusebox to flow through the relay contacts.

From the fusebox the feed is connected on a RY wire, to connector interface C0020-1/C0905-1. From this interface the feed continues on a R wire to connector interface C0905-2/C0020-2. From this interface the feed continues on a RY wire to the trailer pick-up socket.

From the connector interface C0905-2/C0020-2, the feed is connected on an R wire to connector interface C0905-3/C0020-3. From this interface the feed is connected on an RY wire to header C0295.

A feed from header C0295 is connected on an RY wire to the RH rear fog guard lamp which in turn is connected to earth header C0706 on a B wire.

A second feed from header C0295 is connected on a RY wire to the LH rear fog guard lamp which in turn is connected to earth header C0707 on a B wire.

Switch Indicator Lamp Operation

A second feed from the rear fog guard relay is connected from the passenger compartment fusebox to the rear fog guard lamp switch on an RY wire. The feed passes through the rear fog guard lamp switch indicator lamp which illuminates. The indicator lamp is earthed from the rear fog guard lamp switch to earth header C0017 LHD/C0018 RHD, via header C0760 on a B wire.

Indicators and Hazards

Direction Indicators and Hazard Warning Lamps Description

The direction indicator lamps are operated from a three position direction indicator switch located on the left hand side of the steering column and only operate with the ignition switch in position II. Left and right indicator lights in the instrument pack flash accordingly to show correct flasher operation. If a failure of an indicator bulb occurs, the appropriate flasher symbol on the instrument pack will flash quickly.

The hazard warning lamps are operated from a latching pushbutton switch located in the group of six switches on the fascia. When the switch is pushed, both left and right indicator lights in the instrument pack flash to show hazard warning lamps are operating and all hazard warning lamps flash simultaneously. The hazard warning flashers operate independently of the ignition switch position.

If a trailer is fitted and connected to the trailer pick-up socket, a trailer symbol in the instrument pack also flashes to show correct operation of the trailer direction indicator/hazard warning lamps.

Two direction indicator/hazard warning lamps are located outboard of the headlamps. Two side repeater lamps are located on the left and right hand front wings, forward of the A posts. Two rear direction indicator/hazard warning lamps are located in the rear bumper. All direction indicator/hazard warning lamp bulbs are rated at 5 Watts.

The direction indicators and hazard warning lamp operation is controlled by the Body Control Unit (BCU), Intelligent Driver Module (IDM) and two electronic relays in the passenger compartment fusebox. The IDM and the relays are an integral part of the passenger compartment fusebox and cannot be serviced individually.

DESCRIPTION AND OPERATION

The direction indicator circuit uses the serial data bus between the BCU, IDM and the instrument pack for flasher and hazard request and operation.

Direction Indicators and Hazard Warning Lamps Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible link 8 and fuse 14.

A feed from fuse 14 is connected to the passenger compartment fusebox on a PN wire where it is connected to the contacts and coils of the RH and LH indicator relays in the fusebox.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire. The feed continues through fuse 29 in the passenger compartment fusebox and is connected on a GU wire to the BCU pin C0660-1.

Direction Indicator Lamps Operation

The BCU supplies a reference voltage from pin C0663-2 on a GR wire for the LH flasher and from pin on a GW wire C0660-6 for the RH flasher. When the flasher switch is moved to the LH or RH hand flasher position an earth path is completed from the switch on a B wire, via header C0286 LHD/C0291 RHD to earth header C0018 LHD/C0017 RHD. The completion of the earth, signals the BCU that a request for LH or RH flasher operation has been made.

The BCU then sends a signal on an SK wire from pin C0661-1, via header C0293 LHD/C0292 RHD, to the IDM in the passenger compartment fusebox. The SK wire is the serial data bus between the BCU, IDM and the instrument pack.

The signal is received by the IDM and interpreted as a request for LH or RH flasher operation. The IDM grants an earth path for the coil of the LH or RH direction indicator relay. The coil is energised by the feed from fuse 14 in the engine compartment fusebox, closing the relay contacts.

With the contacts closed, the feed from fuse 14 also passes through the relay and is connected, via a resistor, from the passenger compartment fusebox to the applicable direction indicator. The IDM controls the flasher operation by momentarily removing and restoring the earth for the relay coil, which opens and closes the contacts causing the indicator bulbs to flash on and off.

The resistor is used by the IDM to monitor the current drawn through the resistor by the direction indicator bulbs. If an indicator bulb fails, the IDM detects the drop in current draw across the resistor and operates the flasher relay at a faster speed. The faster flash is also transmitted to the instrument pack to inform the driver of the bulb failure.

The IDM operates the direction indicator lamps in the instrument pack on the serial data bus on the SK wire from the passenger compartment fusebox, via header C0293 LHD/C0292 RHD, to the instrument pack.

The direction indicators are connected from the passenger compartment fusebox as follows:

LH front, rear and side direction indicator/hazard warning lamps

The feed from the LH direction indicator relay is connected on a GR wire from the passenger compartment fusebox to header C0289.

DESCRIPTION AND OPERATION

LH front

The feed is connected from header C0289 on a GR wire to the LH front direction indicator/hazard warning lamp. The lamp is connected on a B wire, via header C1001 LHD/C0288 RHD, to earth eyelet connector C0564-1 LHD or earth header C0017 RHD.

LH rear

The feed is connected from header C0289, via header C0295, on a GR wire to the LH rear direction indicator/hazard warning lamp. The lamp is connected on a B wire to earth header C0707.

LH Side repeater

The feed is connected from header C0289 on a GR wire to the LH front side repeater lamp. The lamp is connected on a B wire, via header C0288, to earth header C0017.

Trailer connection

The feed for the trailer connection is taken from header C0289, via header C0295, on a GR wire to the trailer pick-up. The trailer pick-up is connected on a B wire to earth eyelet connector C0808-1.

RH front, rear and side direction indicator/hazard warning lamps

The feed from the RH direction indicator relay is connected on a GW wire from the passenger compartment fusebox to header C0289.

RH front

The feed is connected from the header C0289 on a GW wire to the front RH direction indicator/hazard warning lamp. The lamp is connected on a B wire, via header C1000 to earth eyelet connector C0558-1.

RH rear

The feed is connected from header C0289, via header C0723, on a GW wire to the RH rear direction indicator/hazard warning lamp. The lamp is connected on a B wire to earth header C0706.

RH Side repeater

The feed is connected from header C0289 on a GW wire to the RH RH front side repeater lamp. The lamp is connected on a B wire, via header C1000, to earth eyelet connector C0558-1.

Trailer connection

The feed for the trailer connection is taken from header C0289, via header C0723, on a GW wire to the trailer pick-up. The trailer pick-up is connected on a B wire to earth eyelet connector C0808-1.

Hazard Warning Lamps Operation

The BCU supplies a reference voltage from pin C0663-12 on a GR wire to the hazard warning switch. When the hazard warning switch is operated an earth path is completed from the switch on a B wire, via header C0760, to earth header C0018 LHD/C0017 RHD. The completion of the earth signals the BCU that a request for hazard warning lamp operation has been made.

The BCU then sends a signal on an SK wire from pin C0661-1, via header C0293 LHD/C0292 RHD, to the IDM in the passenger compartment fusebox. The SK wire is the serial data bus between the BCU, IDM and the instrument pack.

The signal is received by the IDM and interpreted as a request for hazard warning lamp operation. The IDM grants an earth path for the coils of the LH and RH direction indicator relays. The coils are energised by the feed from fuse 14 in the engine compartment fusebox, closing the relay contacts.

DESCRIPTION AND OPERATION

With the contacts closed, the feed from fuse 14 also passes through the relays and is connected, via resistors, from the passenger compartment fusebox to the direction indicators. The IDM controls the flasher operation by momentarily removing and restoring the earth for the relay coils, which opens and closes the contacts causing the indicator bulbs to flash on and off.

The resistor is used by the IDM to monitor the current drawn through the resistor by the direction indicator bulbs. If an indicator bulb fails, the IDM detects the drop in current draw across the resistor and operates the flasher relay at a faster speed. The faster flash is also transmitted to the instrument pack to inform the driver of the bulb failure.

The IDM operates both direction indicator lamps in the instrument pack on the serial data bus on the SK wire from the passenger compartment fusebox, via header C0293 LHD/C0292 RHD, to the instrument pack.

The hazard warning lamp operation is the same as that described for the direction indicator lamps operation.

Interior Lamps

Interior Lamps Description

Interior illumination is provided by front, rear and load space lamps, ignition switch illumination, vanity mirror illumination and also includes an electrically operated interior rear view mirror (if fitted).

The front, rear and load space lamps and the ignition illumination operate from a direct feed from the battery, independent of the ignition switch position. The vanity mirrors and the interior rear view mirror operate with the ignition switch in position I or II.

The Body Control Unit (BCU) is programmed to operate the interior lamps and the ignition illumination for a predetermined period after a door has been opened or an unlock request is made with the handset.

Power is supplied to the interior rear view mirror when reverse gear is selected. This changes the mirror from its dipped to normal state for clarity of vision.

On Korean vehicles only, an additional link harness is used to provide a power supply from the rear interior lamp to the front interior lamp and infra-red sensor.

Interior Lamps Supply

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible links 1, 3, 7 and 8. Fusible links 1 and 7 are connected in series.

A feed through fusible links 1 and 7 is connected to the contacts of the auxiliary circuits relay.

DESCRIPTION AND OPERATION

A feed from fusible link 3 is connected from the engine compartment fusebox to the passenger compartment fusebox on an NR wire. The feed passes through fuse 20 in the passenger compartment fusebox and is connected on a P wire to header C0289 LHD/C0294 RHD.

A feed from fusible link 8 in the engine compartment fusebox is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position I or II, a feed is connected from the ignition switch to the passenger compartment fusebox on an LGW wire.

The feed passes through fuse 26 in the passenger compartment fusebox and is connected on an LG wire to the coil of the auxiliary circuits relay in the engine compartment fusebox. This energises the coil and closes the relay contacts. The coil is earthed on a B wire from the engine compartment fusebox to earth header C0018, via header C0286 LHD/C0288 RHD.

With the ignition switch in position II, a feed is connected from the ignition switch to the passenger compartment fusebox on a Y wire. The feed passes through fuse 25 in the passenger compartment fusebox, through splices A37, A58 and is connected on a GY wire to the reverse lamp switch on vehicles with manual transmission or the automatic transmission starter inhibitor/reverse lamp switch on vehicles with automatic transmission.

Interior Lamps Operation

Vanity and rear view mirror

With the ignition switch in position I or II, the feed from fusible link 7 passes through the auxiliary circuits relay contacts and is connected on a WG wire to the passenger compartment fusebox where it passes through fuse 15. From fuse 15 the feed is connected on an LGW wire, via header C0286 LHD/C0291 RHD and splice joints A132 and A138, to the interior mirror and the LH and RH vanity mirrors.

When the cover on each vanity mirror is lifted, the bulb will illuminate. The LH and RH vanity mirrors are connected on B wires to earth headers C0706 and C0707 respectively.

The power supply from fuse 15 in the passenger compartment fusebox supplies power to the interior rear view mirror. The automatic dip function of the mirror can be selected on or off on the mirror. The mirror is connected on a B wire to earth header C0706.

When reverse is selected, the feed from fuse 25 in the passenger compartment fusebox passes through the reverse switch contacts and is connected, via header C0287 LHD/C0294 RHD to the interior mirror on a GN wire. This supplies power to the interior mirror and changes it from its dipped to normal condition when applicable.

The interior lamps operate independent of the ignition switch position and can be operated manually or automatically when a door is opened.

Interior lamps - Manual operation

The feed from fuse 20 in the passenger compartment fusebox is connected to the header C0289 LHD/C0294 RHD. From the header the feed is connected on a P wire to header C0723. Three feeds on P wires are connected from header C0723 to the front interior lamp, the rear interior lamp and the load space lamp.

On Korean vehicles only, two feeds on P wires are connected from header C0723 to the rear interior lamp and the loadspace lamp. The front interior lamp/infra-red sensor is also connected on a P wire from splice joint A2.

The earth path from the load space lamp is on a PU wire, through headers C0723 and C0285 LHD/C0294 RHD to the BCU pin C0663-9.

When the front and/or rear interior lamps are in the manual (continuous) operation position, the earth path(s) from the lamp(s) is on B wires to earth header C0706.

Interior lamps - Automatic operation

The feed from fuse 20 in the passenger compartment fusebox is connected to the header C0289 LHD/C0294 RHD. From the header the feed is connected on a P wire to the ignition switch illumination bulb. The earth connection from the ignition switch illumination is connected on a PU wire to the BCU pin C0663-9, via header C0285 LHD/C0294 RHD.

On Korean vehicles only, two feeds on P wires are connected from header C0723 to the rear interior lamp and the load space lamp. The front interior lamp/infra-red sensor is also connected on a P wire from splice joint A2.

With the interior lamps set for automatic operation, switches located in the front and rear door lock motors, complete an earth path from the BCU. The interior lamps receive a feed from fuse 20 in the passenger compartment fusebox, via headers C0289 LHD/C0294 RHD and C0723 on P wires.

The earth path for the LH or RH (driver's) door switch is from the BCU pin C0660-17 to the LH or RH front door lock motor on a PW wire, via header C0287. The earth is connected on a B wire from the LH or RH door switch to earth header C0017 LHD/C0018 RHD, via header C0288 (LHD only).

The earth paths for the LH or RH (passenger) door switch, tail door switch and LH and RH rear door switches is from the BCU pin C0660-4 to header C0291 LHD/C0285 RHD on a PLG wire.

From the header C0291 LHD/C0285 RHD a PLG wire is connected to connector interface C0464-1/C0733-1. From the connector interface the earth continues on a PW wire to the LH or RH (passenger) door switch. The earth is connected from the switch on a B wire to earth header C0018 LHD/C0017 RHD.

From the header C0291 LHD/C0285 RHD a PLG wire is connected to the tail door switch and the LH and RH rear door switches. The earth from the tail door switch is connected on a B wire to earth header C0706. The earth from the LH and RH rear door switches are connected on B wires to earth header C0552.

When a door is opened the BCU provides earth paths from the interior lamps, the load space lamp and the ignition switch illumination through the BCU. The earth path(s) from the lamp(s) is on PU wires, through header C0723 and C0285 LHD/C0294 RHD to the BCU pin C0663-9.

DESCRIPTION AND OPERATION

Interior Illumination

Interior Illumination Description

The interior illumination provides background lighting for the instrument pack and control switch graphics. The interior illumination operates with the side lamps or headlamps, independent of the ignition switch position.

The radio, air temperature control (if fitted) and digital clock displays are illuminated permanently. When the side lamps are switched on the displays are dimmed.

The LH and RH rear window switches will not illuminate if the rear window lift isolation switch is operated to isolate the rear windows.

On NAS/JAPAN vehicles, an instrument illumination dimmer rheostat is provided to dim the instrument pack and switch graphic illuminations. The rotary dimmer control is located on the lower left corner of the instrument pack.

Interior Illumination Supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible link 13.

The feed from fusible link 13 is connected on an NG wire to the lighting switch.

Interior Illumination Operation

When the lighting switch is moved to the side lamps or headlamps position, the feed passes through the switch contacts and is connected to the passenger compartment fusebox on an R wire. The feed passes through fuses 11 and 33 in the fusebox.

A feed from fuse 33 is connected on an RO wire to header C0759.

A feed from fuse 11 is connected on an RB wire to header C0288 LHD/
C0286 RHD.

From header C0759, RN wires supply power to the interior illumination bulbs, with the exception of the glove box switch. The glove box switch is supplied on an RB wire to the switch and an R wire from the switch to the glove box lamp.

From header C0286, RB wires pass through headers C0295 and C0724 and supply power to the remaining interior illumination bulbs.

All of the bulbs are earthed by B wires, with the exception of the rear window LH and RH switches. These switches are connected to the window lift isolation switch on SG wires which is then connected to earth on a B wire.

NAS/JAPAN vehicles only

The instrument illumination dimmer rheostat receives a supply on an RO wire from header C0759. The rheostat supplies a reduced power feed on an RN wire to the header C0759. The rheostat is earthed on a B wire to earth header C0017, via header C0760.

DESCRIPTION AND OPERATION

Instruments

Instruments Description

Indications of vehicle and system status are relayed to the driver by the instruments and warning lamps contained within the instrument pack. The warning lamps fitted in the instrument pack are dependant on model/market variants and the engine/gearbox fitted.

Instruments Supply



NOTE: Some of the warning lamps are LED indicators that are powered at low voltages from the instrument pack internal circuits.

Circuit supply

A feed from the battery positive terminal is connected on an R wire to the engine compartment fusebox where it passes through fusible links 8 and 13 and fuse 14.

A permanent feed from fuse 14 is connected to the passenger compartment fusebox on a PN wire. The feed is connected from the passenger compartment fusebox to the instrument pack on a PO wire.

A feed from fusible link 8 is connected on an NW wire to the passenger compartment fusebox and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

With the ignition switch in position II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on a Y wire. The feed continues through fuse 27 in the passenger compartment fusebox and is connected on an LG wire to the instrument pack. The feed is connected to the speedometer, engine coolant temperature gauge, tachometer and the fuel gauge.

A second feed from fuse 27 also passes through fuse 35 in the passenger compartment fusebox and is connected to the instrument pack on a G wire.

Internal voltage supplies

Some of the warning lamps operate at very low voltages, the reduced voltages are controlled by the instrument pack. The instrument pack is earthed from pin C0230-17 and pin C0230-18 to earth header C0551 on B wires.

Instruments Operation

Handbrake and low brake fluid level warning lamp

The handbrake and low brake fluid level warning lamps are connected to the instrument pack from pin C0230-10 on a KO wire to Header C0293 LHD/C0285 RHD. From header C0293 LHD/C0285 RHD a KO wire is connected to the handbrake switch, the handbrake switch is locally earthed.

A second connection from header C0293 is connected to the brake fluid level switch on a KO wire. On LHD vehicles the brake fluid level warning switch is earthed on a B wire via header C0288 to earth header C0017. On RHD vehicles the brake fluid level warning switch is earthed on a B wire via header C1000 to earth eyelet C0558-1.

If either of the switches closes, an earth circuit via the closed switch contacts is completed and the handbrake/low fluid level warning lamp will be illuminated. Power for the warning lamp is internally connected to a supply from pin C0230-19. Pin C0239-19 is supplied power from the ignition feed from fuse 27 in the passenger compartment fusebox.

Oil pressure warning lamp

The oil pressure warning lamp is connected to the instrument pack from pin C0230-6 on a WN wire to the oil pressure warning switch, the oil pressure warning switch is locally earthed.

DESCRIPTION AND OPERATION

If the oil pressure switch closes, an earth circuit via the closed switch contacts is completed and the oil pressure warning lamp will be illuminated. Power for the warning lamp is internally connected to a power supply from pin C0230-19. Pin C0239-19 is supplied power from the ignition feed from fuse 27 in the passenger compartment fusebox.

Refer to the Workshop Manual engine for detailed description and operation of the oil pressure warning lamp.

Ignition and no charge warning lamp - V8

The ignition and no charge warning lamp in the instrument pack is connected from pin C0230-11 to the alternator on an NY wire.

Refer to the starting and charging section of this manual for a detailed description and operation of the ignition and no charge warning lamp.

Ignition and no charge warning lamp - Td5

The ignition and no charge warning lamp is connected from pin C0230-11 of the instrument pack via header C0294 LHD/C0287 RHD to the alternator on an NY wire.

Refer to the starting and charging section - Td5 of this manual for a detailed description and operation of the ignition and no charge warning lamp.

SRS warning lamp

The SRS warning lamp is connected from pin C0233-3 on the instrument pack, on a G wire to fuse 35 in the passenger compartment fusebox. Another connection to the SRS warning lamp is connected from pin C0233-7 of the instrument pack to pin C0256-13 on the airbag DCU on a YR wire.

Refer to Supplementary Restraint System (SRS) section of this manual for a description and operation of the SRS warning lamp circuit.

Fuel filter water warning lamp (Td5 models only)

A water sensor is installed in the fuel system, the power supply for the sensor is from fuse 10 in the engine compartment fusebox and the closed contacts of the fuel pump relay on a WP wire. The operation of the fuel pump relay coil is controlled by the Engine Control Module (ECM). The coil of the fuel pump relay is connected to pin C0658-5 of the ECM on a UP wire. The water sensor is grounded on a B wire via splice joint A3 to earth eyelet C0810-1.

The water sensor measures the resistance of the liquid between two electrodes. The sensor outputs a voltage to the instrument pack pin C0233-11. The instrument pack monitors the voltage. When the water in the filter becomes too great, the instrument pack illuminates the warning lamp when the voltage reaches a predetermined level.

Engine management warning lamp - V8

The engine management warning lamp is connected from pin C0233-13 on the instrument pack to pin C0237-20 on the ECM on an RS wire.

Refer to the Workshop Manual - Engine Management System V8 for Description and Operation of the engine management warning lamp.

Engine management warning lamp - Td5

The engine management warning lamp is connected from pin C0233-13 on the instrument pack to pin C0658-6 on the ECM on an RS wire.

Refer to the Workshop Manual - Engine Management System Td5 for Description and Operation of the engine management warning lamp.

Glow plug warning lamp (Td5 vehicles only)

The glow plug warning lamp is connected from pin C0233-12 on the instrument pack to pin C0658-30 of the ECM on an BY wire.

Refer to the Workshop Manual Engine Management System Td5 for Description and Operation of the glow plug warning lamp.

Off road warning lamp

The off road warning lamp is connected from pin C0230-9 on the instrument pack to the off road mode switch.

Refer to the Self Levelling and Anti-Lock Braking System (SLABS) section in this manual for a description of the operation of the off road warning lamp.

SLS warning lamp

The SLS warning lamp is connected from pin C0233-2 on the instrument pack to the SLABS ECU pin C0655-8 on a WO wire.

The instrument pack is connected to pin C0230-1 on the self levelling and Anti-Lock Braking System (SLABS) ECU via header C0287. Another connection on header C0287 on a PW wire is connected to the drivers door lock LHD/RHD. A further connection from header C0287 is connected to pin C0660-17 on the BCU. The drivers door closed input from pin C0230-1 is enabled by the SLABS ECU to illuminate the SLS warning lamp in some remote control operating modes.

Refer to the Self Levelling and Anti-Lock Braking System (SLABS) section of this manual for a description of the operation of the warning lamp circuit.

ABS warning lamp

The ABS warning lamp is connected from pin C0233-3 on the instrument pack to the SLABS ECU pin C0504-18 on a WR wire.

Refer to the Self Levelling and Anti-Lock Braking System (SLABS) section of this manual for a description of the operation of the warning lamp circuit.

Traction control warning lamp

The traction control warning lamp is connected from pin C0233-4 on the instrument pack to the SLABS ECU pin C0504-13 on a WU wire.

Refer to the Self Levelling and Anti-Lock Braking System (SLABS) section of this manual for a description of the operation of the warning lamp circuit.

Hill descent control 'active' warning lamp (green)

The HDC active warning lamp is connected from pin C0233-5 on the instrument pack to the SLABS ECU pin C0504-16 on a WY wire.

Refer to the Self Levelling and Anti-Lock Braking System (SLABS) section of this manual for a description of the operation of the warning lamp circuit.

Hill descent 'fail' warning lamp (amber)

The hill descent 'fail' warning lamp is connected from pin C0233-10 on the instrument pack to the SLABS ECU pin C0504-17 on a WK wire.

Refer to the Self Levelling and Anti-Lock Braking System (SLABS) section of this manual for a description of the operation of the warning lamp circuit.

Direction indicator warning lamps

The direction indicator left and right warning lamps are connected from the instrument pack pin C0233-16 via header C0293 LHD/ C0292 RHD to pin C0661-1 on the BCU. This connection is part of the serial data bus between the instrument pack and the BCU.

The BCU and the Intelligent Driver Module (IDM) control the operation of the direction indicators warning lamps.

Refer to the direction indicators and hazard warning lamps section of this manual for details of operation.

Trailer warning lamp

The trailer warning lamp is connected from the instrument pack pin C0233-16 via header C0293 LHD/ C0292 RHD to pin C0661-1 on the BCU on an SK wire. This connection is part of the serial data bus between the instrument pack and the BCU.

The BCU and the Intelligent Driver Module (IDM) control the operation of the trailer warning lamp.

Refer to the direction indicators and hazard warning lamps section of this manual for details of operation.

Seat belt warning lamp (if fitted)

The seat belt warning lamp is connected on an SK wire from the instrument pack pin C0233-16 via header C0293 LHD/ C0292 RHD to pin C0661-1 on the BCU. This connection is the serial data bus between the instrument pack and the BCU. The seat belt switch is connected to pin C0662-16 of the BCU on a RW wire. The seat belt switch is earthed on a B wire to earth header C0708 LHD/C0552 RHD.

The BCU controls the operation of the seat belt on warning lamp and an audible warning. The warning operates for a maximum of 6 seconds, after this time the BCU logic stops the warning output to the serial data bus.

The seat belt warning lamp is connected to the ignition supply from fuse 14 in the engine compartment fusebox. When the seat belt is fastened the seat belt switch is closed, and an earth path is completed from pin C0662-16 of the BCU on a RW wire to the closed contacts of the seat belt switch, to earth header C0708 LHD/C0552 RHD on a B wire.

When the earth path is completed the BCU logic circuits cancel the 'seat belt light on' and seat belt audible warning signals sent via the serial data bus.

Transfer box in neutral warning lamp (if fitted)

The transfer box in neutral warning lamp is connected on an SK wire from the instrument pack pin C0233-16 via header C0293 LHD/ C0292 RHD to pin C0661-1 on the BCU. This connection is the serial data bus between the instrument pack and the BCU.

Refer to the Workshop Manual Transfer Box - LT 2305E for detailed Description and Operation of the transfer box in neutral warning lamp.

Main beam warning lamp

The main beam warning lamp is connected from the instrument pack pin C0230-3 on a US wire to the IDM in the passenger compartment fusebox.

Refer to the head/side and number plate lamps section of this manual for details of operation.

Anti theft alarm LED

The anti theft alarm LED is connected from the instrument pack pin C0233-8 on a BS wire to pin 661-20 on the BCU.

Refer to the Workshop Manual Alarm System for Description and Operation of the anti-theft system.

Active Cornering Enhancement (ACE) warning lamp

The ACE warning lamp is connected from the instrument pack pin C0233-1 on a BO wire to pin C0647-36 on the ACE ECU.

Refer to the Workshop Manual Front Suspension for Description and Operation of the ACE system.

Differential lock warning lamp

The differential lock warning lamp is connected from the instrument pack pin C0230-8 on a BU wire via header C0761 to the differential lock unit. A feed from fuse 25 is sent by a GY wire through a resistor unit on pin C0038-1 and to the differential lock unit on a WN wire from pin C0037-2

If an earth path is completed on pin C0230-8 the instrument pack logic circuit monitors this as an input and provides power from the ignition supply to illuminate the warning lamp.

The ABS system controls the operation of the centre differential lock, refer to Workshop Manual Brakes Description and Operation for further details.

Transmission oil warning lamp

The transmission oil warning lamp is connected from the instrument pack pin C0230-7 on a BLG wire to header C0293. BLG wires from header C0293 are connected to the transmission oil temperature sensors. The sensors are located in the gearbox oil cooler and the rear of the transfer gearbox.

If an earth path is completed on pin C0230-7 the instrument pack logic circuit monitors this as an input and provides power from the ignition supply to illuminate the warning lamp.

Fuel warning lamp

The instrument pack internal logic circuits monitors the resistance value of the fuel gauge circuit. The warning lamp will be illuminated via an internal supply from the ignition circuit if the value stored in the instrument pack memory is reached.

Sport and manual warning lamps (automatic vehicles only)

The sport warning lamp is connected from pin C0230-4 of the instrument pack on a YR wire to pin C0193-25 on the Electronic Automatic Transmission (EAT) ECU. The manual warning lamp is connected from pin C0230-5 of the instrument pack on a YG wire to the pin C0193-51 of the EAT ECU.

Both lamps are illuminated by the input from the EAT ECU and are earthed via the instrument pack. The EAT ECU sends an input to the lamps to indicate the EAT operating mode.

Refer to the Electronic Automatic Transmission (EAT) section of this manual for details of operation.

Speedometer - vehicles with ATC

The instrument pack is connected from pin C0230-16 on a KG wire via splice joint A87 and header C0290 to pin C0504-3 on the SLABS ECU. The SLABS ECU sends a speed signal to the instrument pack via this connection.

Speedometer - vehicles without ATC

The instrument pack is connected from pin C0230-16 on a KG wire via header C0290 to pin C0504-3 on the SLABS ECU. The SLABS ECU sends a speed signal to the instrument pack via this connection.

Overspeed warning

The overspeed warning lamp is connected from the SLABS ECU as described for the speedometer. The instrument pack software monitors the road speed signal supplied to the instrument pack on pin C0230-16. The warning lamp is illuminated at speeds of 78 mph (125.5 km/h) or above and extinguished at 74 mph (118.5 km/h).

Coolant temperature gauge

The coolant temperature gauge is connected from pin C0233-15 on a GU wire to the ECM pin C0636-44 V8/C0658-7 Td5.

Refer to the engine management section in the workshop manual for details of operation.

Tachometer

The tachometer gets an engine speed signal via pin C0230-15 of the instrument pack. Pin C0235-15 is connected on a WS wire via header C0291 to pin C0637-17 V8/C0658-19 Td5 on the ECM.

Refer to the engine management section in the workshop manual for details of operation.

Fuel gauge

The fuel gauge is connected from pin C230-14 of the instrument pack to the fuel tank unit on a GB wire. The fuel tank unit sends an earth input on a KB wire to pin C0230-13 on the instrument pack. The fuel tank unit sender is of the variable resistance type and the fuel gauge displays a value according to the input sent from the fuel tank unit sender.

Horns

Horns Description

Two horns are located in the left and right hand sides of the front panel, forward of the radiator. The horns are operated by pushing either of two buttons located on the upper spokes of the steering wheel. One horn emits a low tone, the other a high tone. Each horn produces a sound of between 93 and 112 db at a distance of 7 m (23ft).

Each horn switch is connected to the horn circuit via a rotary coupler in the steering column. The horn circuit is on a permanent feed from the battery and operates independently of the ignition circuits.

Horns Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox. The feed passes through fuse 16 and is connected to the contacts and coil of the horn relay. In this condition the horn relay receives a permanent feed from the battery.

Horns Operation

When one of the horn switches is pushed, an earth path is completed from the horn relay coil on a PO wire from the engine compartment fusebox, via header C0291 LHD/C0286 RHD, the rotary coupler and horn switches, to earth via fixings E110.

The completed earth path energises the horn relay coil, closing the relay contacts. The feed from fuse 16 passes through the relay contacts to the LH and RH horns on PG wires causing the horns to sound.

The LH horn is connected to earth eyelet connector C0564-1 on a B wire via header C1001. The RH horn is connected to earth eyelet connector C0558-1 on a B wire via header C1000.

DESCRIPTION AND OPERATION

Clock

Clock Description

The digital clock is located on the fascia. The clock receives a permanent feed from the battery and is illuminated when the ignition switch is in position I or II.

Clock Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes to fusible links 3 and 8 and to fusible links 1 and 7, which are connected in series. The feed from fusible link 7 is connected to the contacts of the auxiliary circuits relay located in the engine compartment fusebox.

A permanent feed from fusible link 3 is connected to the passenger compartment fusebox by an NR wire, where it passes through fuse 20. From fuse 20 the feed is connected by a P wire, through header C0725 to the digital clock.

Ignition switch supply

When the ignition switch is in position I or II, the feed from fusible link 8 flows to the passenger compartment fusebox on an NW wire. From the fusebox the feed flows on an N wire to the ignition switch.

From the ignition switch the feed continues on an LGW wire to fuse 26 in the passenger compartment fusebox. From fuse 26 the feed is connected by an LG wire to the coil of the auxiliary circuits relay. The coil of the auxiliary circuits relay is now energised, and is connected by a B wire to earth header C0018, via header C0286 LHD/C0288 RHD.

Clock Operation

With the coil of the auxiliary circuits relay energised, the relay contacts close. This allows the feed from fusible links 1 and 7 to pass through the relay contacts to the passenger compartment fusebox on a WG wire.

The feed then passes through fuse 16 and is connected to the digital clock on an LGP wire. This feed provides the illumination when the ignition switch is in position I or II. The digital clock is connected, via headers C0725 and C0760 to earth header C0017 LHD/C0018 RHD on a B wire.

The permanent feed to the digital clock, via fusible link 3 in the engine compartment fusebox and fuse 20 in the passenger compartment fusebox ensure that the time settings are retained in the digital clock memory.

Cigar Lighter

Cigar Lighter Description

The cigar lighter is located in the centre console. The socket accepts a standardized plug type. The lighter is operated by depressing the centre of the lighter which latches the heated element into the holder.

Cigar Lighter Supply

Circuit supply

A feed from the battery positive terminal is connected by a R wire to the engine compartment fusebox, where it passes to fusible link 8 and fusible links 1 and 7 which are connected in series. The feed from fusible link 7 is connected to the auxiliary circuits relay mounted in the engine compartment fusebox.

The feed from fusible link 8 is connected to the passenger compartment fusebox on an NW wire and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

When the ignition switch is in position I or II, the feed from fusible link 8 flows through the ignition switch) to the passenger compartment fusebox on an LGW wire. The feed continues through fuse 26 and is connected by an LG wire to the auxiliary circuits relay. The feed passes through the auxiliary relay coil and is connected to earth header C0018, via header C0285 LHD/C0288 RHD on a B wire.

The auxiliary circuits relay is energised which closes the relay contacts. This allows the feed from fusible link to pass through the relay contacts and to the passenger compartment fusebox on a WG wire. The feed then passes through fuse 15 and is connected, through header C0286 LHD/C0291 RHD to the cigar lighter on an LGW wire. The cigar lighter is connected through header C0286 LHD/C0288 RHD to earth header C0018 on a B wire.

Cigar Lighter Operation

With the ignition switch in position I or II the supply circuit is completed as the auxiliary relay is closed. Current is available at the cigar lighter.

When the cigar lighter is pushed into its holder, a central contact on the element completes the circuit and current flows through the element to earth on a B wire via header C0286 LHD/C0288 RHD and earth header C0018.

Locking clips in the holder hold the cigar lighter in position in the housing. As the temperature of the element rises, heat is transmitted to the locking clips. The heat causes the locking clips to expand and release the cigar lighter from the housing at a predetermined temperature.

When the cigar lighter is released, the central contact on the element is disconnected, the power supply circuit is now broken and the lighter element starts to cool.

Accessory Socket

Accessory Socket Description

The accessory socket is located behind the rear seats in the LH trim panel and is of similar construction to the cigar lighter socket. The socket has a maximum power rating of 180 Watts and accepts a standardised plug type. The location of the accessory socket is illuminated when the side lights are switched on.

Accessory Socket Supply

Circuit supply

A feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes to fusible link 8 and to fusible link 7 via fusible link 1. The feed from fusible link 7 is connected to the auxiliary circuits relay mounted in the engine compartment fusebox.

The feed from fusible link 8 is connected to the passenger compartment fusebox on an NW wire and from the fusebox to the ignition switch on an N wire.

Ignition switch supply

When the ignition switch is in position I or II, the feed from fusible link 8 flows through the ignition switch to the passenger compartment fusebox on an LGW wire. The feed continues through fuse 26 in the passenger compartment fusebox and is connected by an LG wire to the auxiliary circuits relay. The feed passes through the relay coil and is connected to earth header C0018 on a B wire, via header C0286 LHD/C0288 RHD.

The auxiliary relay is energised which closes the relay contacts. This allows the feed from fusible link 7 to pass through the relay contacts and to the passenger compartment fusebox on a WG wire. The feed then passes through fuse 32 and is connected to the accessory socket on a PG wire. The accessory socket is connected to earth eyelet connector C0809 by a B wire.

In-Car Entertainment (ICE)

The base and mid-line systems are contained within the same wiring diagrams, the high-line system uses its own diagrams. There are two sections in this document, one section is for base and mid-line systems. The other section is for high-line systems.

Base and Mid-Line In-Car Entertainment Description

Base ICE description

The base in-car entertainment system consists of a radio cassette player, located in the centre of the fascia, four 30 Watt speakers located in the doors and a single AM/FM antenna mounted on the RH rear side window.

Mid-line ICE description

The mid-line in-car entertainment system consists of a radio cassette player, located in the centre of the fascia, four 30 Watt speakers located in the doors, a high-range speaker located in each 'A' post trim and a single AM/FM antenna mounted on the RH rear side window.



NOTE: A CD autochanger may be located under the RH front seat and is a dealer fit option.

The system can be controlled from the radio cassette player or remote radio controls located on the LH side of the steering wheel.

In-Car Entertainment (ICE) Base and Mid line Supply

Circuit supply

A permanent feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible link 3. From fusible link 3 the feed passes on an NR to fuse 20 in the passenger compartment fusebox. From fuse 20 the feed flows on a P wire via header C0725 to the radio cassette player. This feed supplies power to the internal memory and the power switch on the radio cassette player.

A feed for illumination passes through fusible link 13 in the engine compartment fusebox and on an NG wire to the lighting switch. From the lighting switch the feed passes on an R wire to fuse 33 in the passenger compartment fusebox. The feed from fuse 33 is connected to header C0759 by an RO wire. From header C0759 the feed is connected via splice joint A56 on a RN wire to the radio cassette player.

The permanent feed to the engine compartment fusebox also passes in series through fusible links 1 and 7. From fusible link 7 the feed is connected to the contacts of the auxiliary circuits relay.

Ignition switch supply

When the ignition switch is in position II, the feed from fusible link 8 in the engine compartment fusebox flows through the ignition switch to the passenger compartment fusebox on a NW wire.

From the passenger compartment fusebox the feed is connected to the ignition switch on an N wire. The feed from the ignition switch is connected to fuse 26 in the passenger compartment fusebox on an LGW wire.

From fuse 26 the feed is connected on an LG wire to the coil of the auxiliary circuits relay. The relay coil is earthed via header C0286 LHD/C0288 RHD to earth header C0018 on a B wire.

In-Car Entertainment Base and Mid-Line Operation

When the ignition switch is in position II the coil of the auxiliary relay is energised, with the coil energised the contacts of the auxiliary relay close.

The feed from the contacts of the auxiliary relay flows on a WG wire to fuse 16 in the passenger compartment fusebox. From fuse 16 a feed on an LGO wire flows to the aerial amplifier. The aerial amplifier is locally earthed to the vehicle. Another feed from fuse 16 is connected through splice joint A7 on a LGP wire to the radio cassette player.

When the power switch on the radio cassette is turned on, the internal amplification and power supply circuits are energised from the fuse 16 supply. The radio cassette player is earthed on a B wire to earth eyelet C0556-1.

RH rear door speaker

The positive output from the radio cassette player is connected on a BG wire to connector interface C0436-1/C0803-1. From the interface the positive output continues on a BK wire to the RH rear door speaker. The RH rear door speaker negative output is connected on a BG wire to connector interface C0436-2/C0803-2. From this interface the negative output is connected on a BU wire to the radio cassette player.

RH front door speaker

The positive output from the radio cassette player is connected on a BK wire to connector interface C0463-3/C0744-3 LHD or C0459-3/C0744-3 RHD. From this interface the positive output continues on a BU wire to the RH front door speaker. The RH front door speaker negative output is connected on a BR wire to connector interface C0463-4/C0744-4 LHD or C0459-4/C0744-4 RHD. From this interface the negative output is connected on a BR wire to the radio cassette player.

RH high range 'A' post speaker (Mid-line model only)

From connector interface C0463-3/C0744-3 the positive output continues on a BK wire to the RH high range 'A' post speaker. The RH high range 'A' post speaker negative output is connected on a BR wire to connector interface C0463-4/C0744-4.

LH front door speaker

The positive output from the radio cassette player is connected on a BW wire to connector interface C0459-3/C0744-3. From the interface the positive output continues on a BK wire to the LH front door speaker. The LH front door speaker negative output is connected on a BR wire to connector interface C0459-4/C0744-4. From this interface the negative output is connected on a BN wire to the radio cassette player.

LH high range 'A' post speaker (Mid-line model only)

From connector interface C0459-3/C0744-3 the positive output continues on a BW wire to the LH high range 'A' post speaker. The LH high range 'A' post speaker negative output is connected on a BN wire to connector interface C0459-4/C0744-4.

LH rear door speaker

The positive output from the radio cassette player is connected on a BY wire to connector interface C0435-1/C0803-1. From this interface the positive output continues on a BU wire to the LH rear door speaker. The LH rear door speaker negative output is connected on a BG wire to connector interface C0435-2/C0803-2. From this interface the negative output is connected on a BO wire to the radio cassette player.

Remote radio controls (Mid-line model only)

The remote radio control inputs are connected to the radio cassette player via the rotary coupler with an SB wire. The remote radio control output is connected to the radio cassette player by an SR wire via the rotary coupler.

High-Line In-Car Entertainment Description

The high-line in-car entertainment system consists of a radio cassette player, located in the centre of the fascia, a power amplifier located under the LH front seat and a CD autochanger located under the RH front seat. Radio headphone amplifiers are located in the lower rear quarter trim casing. Remote radio controls are located on the LH side of the steering wheel. The high line system has:

- A high range speaker located in each 'A' post trim
- A low and mid-range speaker located in the front doors
- A low and a high range speaker located in the rear doors
- Low range speakers located in a housing on the tail door
- An AM/FM antenna mounted on the RH rear side window and an FM antenna mounted on the LH side window. The LH antenna is used for improved FM reception in urban areas.

The system can be controlled from the radio cassette player, the remote radio controls on the steering wheel, or the radio headphone amplifiers. The driver's selection via the radio cassette or radio remote controls has priority over the radio headphone amplifier's control selections.

In-Car Entertainment (ICE) High-Line System Supply

Circuit supply

A permanent feed from the battery positive terminal is connected by an R wire to the engine compartment fusebox, where it passes through fusible link 3. From fusible link 3 the feed passes on an NR wire to fuse 20 in the passenger compartment fusebox. From fuse 20 the feed flows on a P wire via header C0725 to the radio cassette player. This feed supplies power to the internal memory and the power switch on the radio cassette player.

A feed for illumination passes through fusible link 13 in the engine compartment fusebox and on an NG wire to the lighting switch. From the lighting switch the feed passes on an R wire to fuse 33 in the passenger compartment fusebox. The feed from fuse 33 is connected to header C0759 by an RO wire. From header C0759 the feed is connected via splice joint A56 to the radio cassette player on an RN wire.

DESCRIPTION AND OPERATION

The permanent feed to the engine compartment fusebox is also connected in series through fusible links 1 and 7. From fusible link 7 the feed is connected to the contacts of the auxiliary circuits relay.

A permanent feed from fusible link 7 in the engine compartment fusebox is connected to fuse 17 in the passenger compartment fusebox on a PG wire. From fuse 17 the feed is connected to the power amplifier by a LGP wire.



NOTE: This feed is operational when enabled by a signal from the radio cassette player.

Another connection inside the engine compartment fusebox connects fusible link 8 to the permanent supply. From fusible link 8 the feed is connected to the passenger compartment fusebox on an NW wire. From the passenger compartment fusebox the feed flows to the ignition switch on an N wire.

Ignition switch supply

When the ignition switch is in position II, the feed from fusible link 8 in the engine compartment fusebox flows on an LGW wire to fuse 26 in the passenger compartment fusebox.

From fuse 26 the feed is connected on an LG wire to the coil of the auxiliary circuits relay. The coil of the auxiliary circuits relay is earthed via header C0286 LHD/C0288 RHD to earth header C0018 on a B wire.

When the ignition switch is in position II the coil of the auxiliary relay is energised closing the relay contacts.

The feed from the contacts of the auxiliary relay flows on a WG wire to fuse 16 in the passenger compartment fusebox. From fuse 16 a feed on an LGO wire flows to header C0296. From header C0296 the feed flows on a LGO wire to the LH and RH radio headphone amplifiers.



NOTE: This feed is operational when enabled by a signal from the radio cassette player.

Another feed from fuse 16 in the passenger compartment fusebox is connected via splice joint A7 to the radio cassette player on an LGP wire. This feed supplies the power to the radio cassette on/off switch and glowing illumination.

A feed from the radio cassette player is connected via header C0285 LHD/C0761 RHD and header C0296 to the LH and RH aerial amplifiers, and the LH and RH radio headphone amplifiers on RU wires.



NOTE: This feed is the power supply to the aerial amplifiers and forms the system 'enable' output from the radio cassette player to the radio headphone amplifiers and the power amplifier. This feed is on as long as the radio cassette player is switched on.

In-Car Entertainment High-Line System Operation

Radio cassette player

When the power switch on the radio cassette is turned on, the internal power supply circuits are energised. Enable signals are sent from the radio cassette player to the radio headphone amplifiers and the radio cassette amplifier. The CD autochanger also receives an enable signal. The radio cassette player is connected by a B wire to earth eyelet C0556-1.

Spatial imaging enable

The radio cassette player spatial imaging enable output is connected from the radio cassette to the power amplifier on an SG wire.

RH low range rear door speaker

The positive output from the radio cassette player is connected on a BG wire to connector interface C0229-18/C0067-18. From the interface the positive output continues on a R wire to the power amplifier. From the power amplifier the positive output continues on a SR wire to connector interface C0436-1/C0803-1. From this interface the feed continues on a BU wire to the low range RH rear door speaker.

DESCRIPTION AND OPERATION

The RH low range rear door speaker negative output is connected on a BG wire to connector interface C0436-2/C0803-2. From this interface the negative output is connected on a SP wire to the power amplifier. From the power amplifier the negative output is connected on a W wire to connector interface C0229-19/C0067-19. From this interface the feed continues on a BU wire to the radio cassette player.

RH rear door high range speaker (upper door trim)

The positive output from the RH rear door speaker continues on to the RH rear door high range speaker on a BU wire. The negative output from the RH rear door high range speaker is connected on a BG wire to the negative output connector on the RH rear door speaker.

RH mid-range front door speaker

The positive output from the radio cassette player is connected on a BK wire to connector interface C0229-20/C0067-20. From the interface the positive output continues on a G wire to the power amplifier. From the power amplifier the positive output continues on a KB wire to connector interface C0463-2/C0744-2 LHD or C0459-2/C0744-2 RHD. From this interface the output continues on a KB wire to the RH front mid-range door speaker.

The RH front mid-range door speaker negative output is connected on a RB wire to connector interface C0463-1/C0744-1 LHD or C0459-1/C0744-1 RHD. From this interface the negative output is connected on a RB wire to the power amplifier. From the power amplifier the negative output is connected on a S wire to connector interface C0229-21/C0067-21 LHD or C0229-21/C0067-21 RHD. From this interface the feed continues on a BR wire to the radio cassette player.

RH high range 'A' post speaker

From connector interface C0463-2/C0744-2 LHD or C0459-2/C0744-2 RHD the positive output continues on a KB wire to the RH high range 'A' post speaker. The RH high range 'A' post speaker negative output is connected on a RB wire to connector interface C0463-1/C0744-1 LHD or C0459-1/C0744-1 RHD.

LH mid-range front door speaker

The positive output from the radio cassette player is connected on a BW wire to connector interface C0229-22/C0067-22. From the interface the positive output continues on a Y wire to the power amplifier. From the power amplifier the positive output continues on a YB wire to connector interface C0459-1/C0744-1 LHD or C0463-1/C0744-1 RHD. From this interface the feed continues on a RB wire to the LH front door mid-range speaker.

The LH front door mid-range speaker negative output is connected on a KB wire to connector interface C0459-2/C0744-2 LHD or C0463-2/C0744-2 RHD. From this interface the negative output is connected on a YK wire to the power amplifier. From the power amplifier the negative output is connected on an O wire to connector interface C0229-23/C0067-23. From this interface the feed continues on a BN wire to the radio cassette player.

LH high range 'A' post speaker

From connector interface C0463-1/C0744-1 the positive output continues on a YB wire to the LH high range A-post speaker. The LH High range 'A' post speaker negative output is connected on a YK wire to connector interface C0459-2/C0744-2 LHD or C0463-2/C0744-2 RHD.

LH low range rear door speaker

The positive output from the radio cassette player is connected on a BY wire to connector interface C0229-24/C0067-24, from the interface the positive output continues on a U wire to the power amplifier. From the power amplifier the positive output continues on a SK wire to connector interface C0435-1/C0803-1. From this interface the feed continues on a BU wire to the LH low range rear door speaker.

DESCRIPTION AND OPERATION

The LH low range rear door speaker negative output is connected on a BG wire to connector interface C0435-2/C0803-2. From this interface the negative output is connected on a SO wire to the power amplifier. From the power amplifier the negative output is connected on a P wire to connector interface C0229-25/C0067-25. From this interface the feed continues on a BO wire to the radio cassette player.

LH rear door high range speaker (upper door trim)

The positive output from the LH rear door speaker continues on to the LH rear door high range speaker on a BU wire. The negative output from the LH rear door high range speaker is connected on a BG wire to the negative output connector on the LH rear door speaker.

Low range tail door speakers

The power amplifier is connected to the low range tail door speaker 1 on a KB wire. From the low range tail door speaker 1 the connection returns on a RB wire to the power amplifier.

The power amplifier is connected to the low range tail door speaker 2 on a NB wire. From the low range tail door speaker 2 the connection returns on a WB wire to the power amplifier.

LH low range front door speaker

The power amplifier is connected on a OB wire to connector interface C0459-3/C0744-4. From this interface the connection continues on a BK wire to the low range LH front door speaker. The connection from the low range LH front door speaker returns on a BR wire to connector interface C0459-4/C0744-4. From this interface the connection continues on an OK LHD/KR RHD wire to the radio cassette player.

RH low range front door speaker

The power amplifier is connected on a OB wire to connector interface C0463-3/C0744-3. From this interface the connection continues on a BK wire to the low range LH front door speaker. The connection from the low range LH front door speaker returns on a BR wire to connector interface C0463-4/C0744-4. From this interface the connection continues on a KR LHD/OK RHD wire to the power amplifier.

Remote radio controls (steering wheel)

The remote radio control output is connected to the radio cassette player by an SR wire via the rotary coupler. The remote radio control inputs are connected to the radio cassette player via the rotary coupler with an SB wire.

Radio headphone amplifiers

Radio headphone earth

The radio headphone amplifiers are connected via header C0296 to earth header C0707 on a B wire.

Left channel input/output

The positive left channel output from the radio cassette player is connected on a R wire to the LH and RH radio headphone amplifiers. The negative output from the left channel of the LH and RH radio headphone amplifiers is connected on a W wire to the radio cassette player.

Right channel input/output

The positive right channel output from the radio cassette player is connected on a U wire to the LH and RH radio headphone amplifiers. The negative output from the right channel of the LH and RH radio headphone amplifiers is connected on a P wire to the radio cassette player.

Radio headphone remote control input/output

The radio headphones remote control feed is connected to header C0296 on a Y wire. From header C0296 the feed continues on O wires to the LH and RH radio headphone amplifiers. The remote control input from the LH radio headphone amplifier is connected on an G wire to the radio cassette player. The remote control input from the RH radio headphone amplifier is connected on an S wire to the radio cassette player.

Radio headphone active input

Both of the radio headphone amplifiers are connected to header C0296 on Y wires. From header C0296 the input continues on a O wire to the radio cassette player.

Power amplifier - earth connection

The power amplifier is connected to earth header C0708 by a B wire.

CD autochanger connections

A multi way screened lead connects the CD autochanger to the radio cassette player, the screened lead is connected to earth via splice joints SJ1 and SJ2.

The CD autochanger audio is earthed via the radio cassette player on a N wire. An I-BUS communications link is connected to the radio cassette player on a G wire. The CD auto changer permanent feed is connected from the radio cassette player on a P wire.

The CD autochanger left channel positive input is connected to the radio cassette player by a R wire. The left channel negative input is connected to the radio cassette player on a S wire.

The CD autochanger right channel positive input is connected to the radio cassette player by a W wire. The right channel negative input is connected to the radio cassette player on a B wire.

CIRCUIT REFERENCE NUMBERS

The following table lists the circuit reference numbers against a description of the model or feature to which they apply.

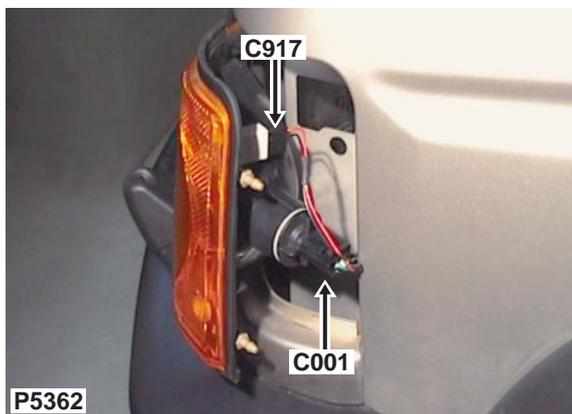
This information should be used in conjunction with the connector pin out tables, on the following pages, to determine the wire configuration of the vehicle being worked on.

CCT	Model/feature
1	V8 engine
2	Heated seats
3	V8 engine with automatic gearbox
4	V8 engine with automatic gearbox and cruise control
5	Air conditioning
6	Non air conditioning
7	Automatic gearbox
8	Manual gearbox
9	High line in-car entertainment
10	Non high line in-car entertainment
11	Active cornering enhancement
12	Td5 engine
13	Td5 engine with automatic gearbox
14	Heated front screen
15	Self levelling suspension and sunroof
16	V8 engine with manual gearbox and cruise control
17	V8 engine with active cornering enhancement
18	Td5 engine with active cornering enhancement
19	Fuel burning heater
20	North American specification
21	Non North American specification

Continued

CONNECTOR

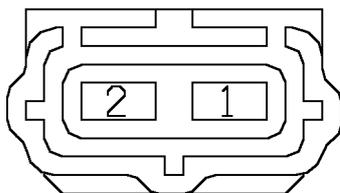
CCT	Model/feature
22	Electric seats
23	Electric folding mirrors
24	North American and Japanese specification
25	Non North American and Japanese specification
26	Self levelling suspension
27	Rear air conditioning
28	Ignition and shift interlock
29	LH seat
30	RH seat
31	4 Heated oxygen sensor system
32	2 Heated oxygen sensor system
33	LHD
34	RHD
35	Non NAS V8 engine with automatic gearbox and high line in-car entertainment
36	LH electric seat
37	RH electric seat
38	Non-LEV's
39	LEV-1
40	LEV-2



Cav	Col	Cct
1	GR	ALL
2	B	ALL

Description: *Lamp - Direction indicator / hazard warning - Front - LH*

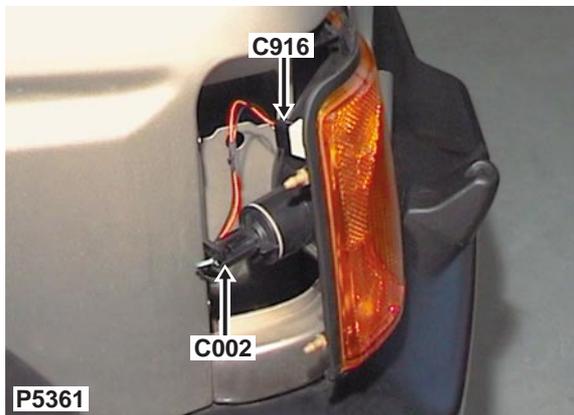
Location: *Behind LH front indicator lamp*



YPC10070

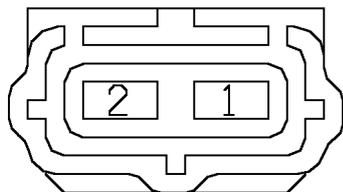
Colour: *BLACK*

Gender: *Female*



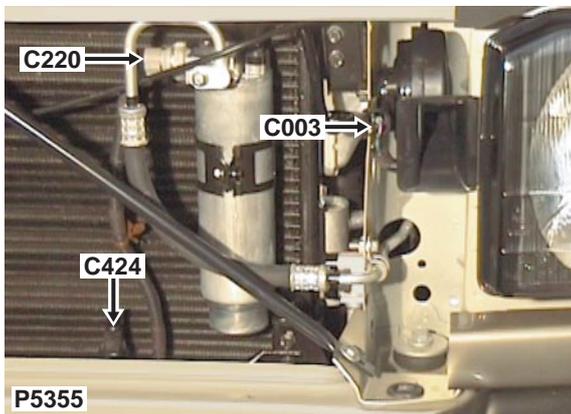
Cav	Col	Cct
1	GW	ALL
2	B	ALL

Description: *Lamp - Direction indicator / hazard warning - Front - RH*
 Location: *Behind RH front indicator lamp*



YPC10070

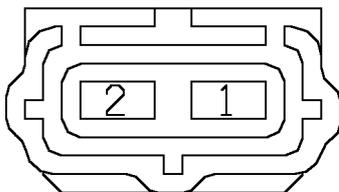
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	PG	ALL

Description: *Horn - LH*

Location: *Behind the front grille*



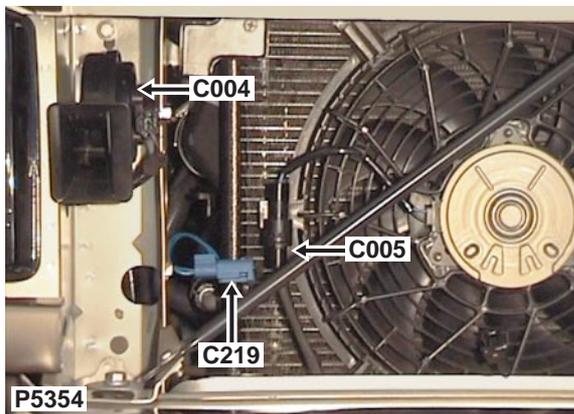
YPC10070

Colour: *BLACK*

Gender: *Female*

C0004

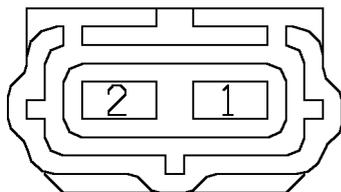
CONNECTOR DETAILS



Cav	Col	Cct
1	B	ALL
2	PG	ALL

Description: *Horn - RH*

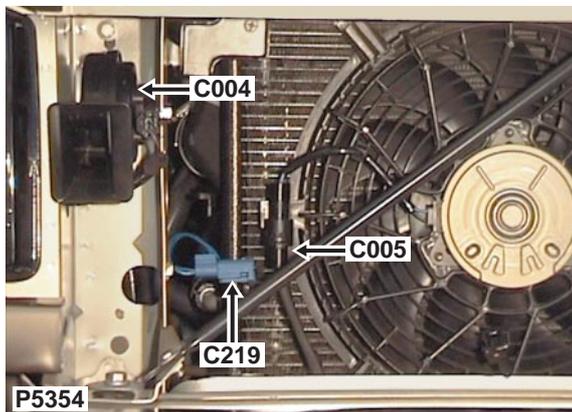
Location: *Behind the front grille*



YPC10070

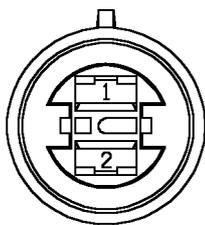
Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	BN	5
2	B	5

Description: *Motor - Cooling fan - 1*
Location: *Behind the front grille*



YPC107260

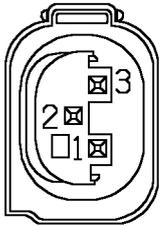
Colour: *BLACK*
Gender: *Female*



Cav	Col	Cct
1	PO	ALL
2	B	ALL

Description: *Switch - Bonnet*

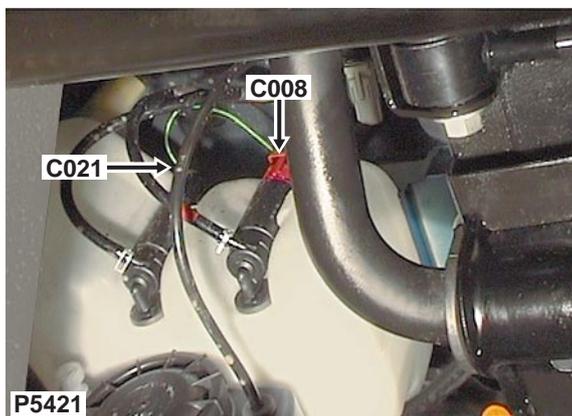
Location: *Front LH side of engine compartment*



YPC110610

Colour: *BLACK*

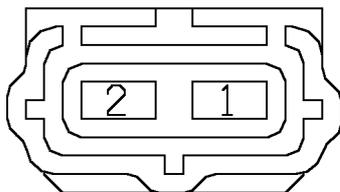
Gender: *Female*



Cav	Col	Cct
1	LGO	ALL
2	B	ALL

Description: *Pump - Washer - Windscreen*

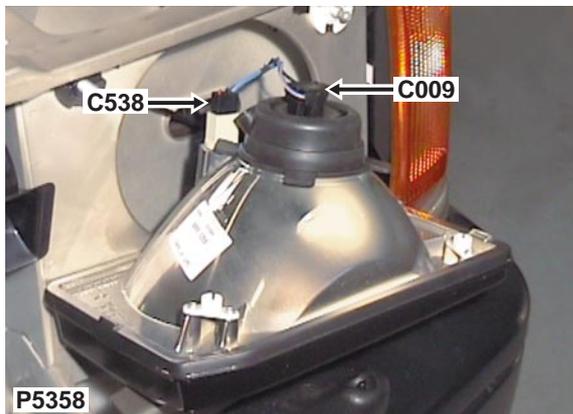
Location: *Behind LH side of front bumper*



YPC10070

Colour: *BLACK*

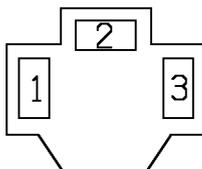
Gender: *Female*



Description: *Headlamp - LH*

Location: *Behind LH headlamp*

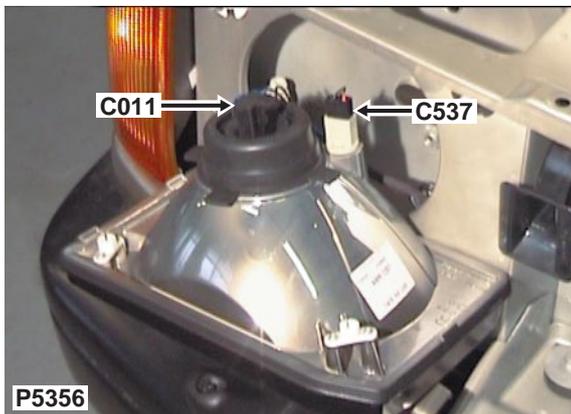
Cav	Col	Cct
1	US	ALL
2	UK	ALL
3	B	ALL



AFU3113

Colour: *BLACK*

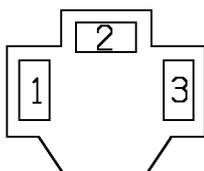
Gender: *Female*



Cav	Col	Cct
1	UO	ALL
2	UB	ALL
3	B	ALL

Description: *Headlamp - RH*

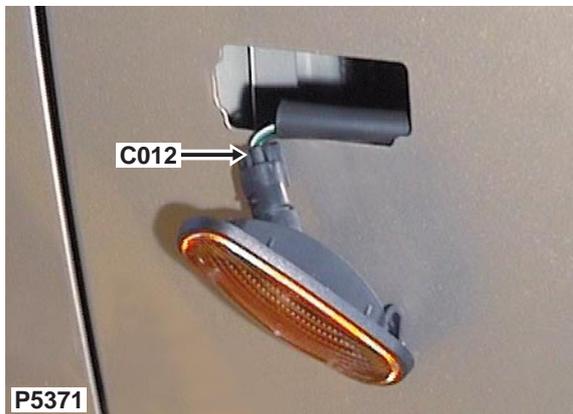
Location: *Behind RH headlamp*



AFU3113

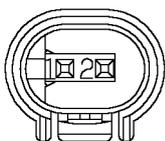
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Gender: *Female*



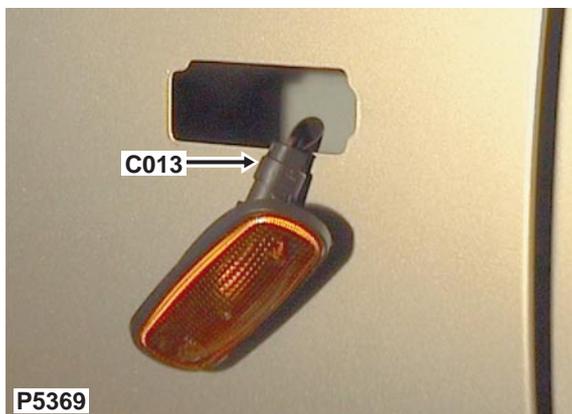
Cav	Col	Cct
1	GW	ALL
2	B	ALL

Description: *Lamp - Side repeater - Front - RH*
Location: *Behind RH side repeater lamp*



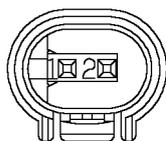
YPC110580

Colour: *GREY*
Gender: *Female*



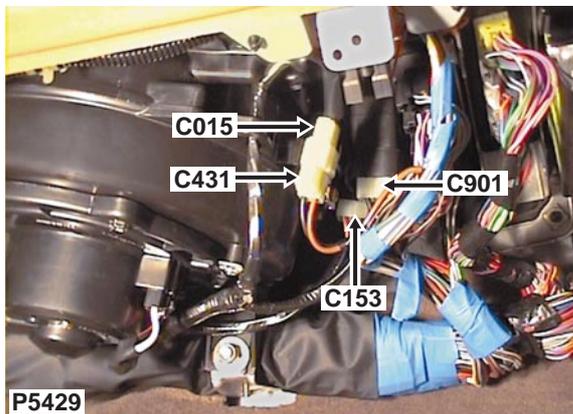
Cav	Col	Cct
1	GR	ALL
2	B	ALL

Description: *Lamp - Side repeater - Front - LH*
Location: *Behind LH side repeater lamp*



YPC110560

Colour: *GREY*
Gender: *Female*



Cav	Col	Cct
1	NR	ALL
2	B	ALL

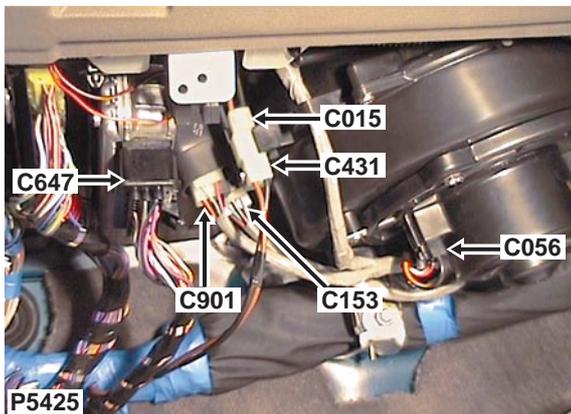
Description: *Heater harness to main harness - LHD*

Location: *Under RH side of fascia*



Colour:

Gender: *Male*



Cav	Col	Cct
1	NR	ALL
2	B	ALL

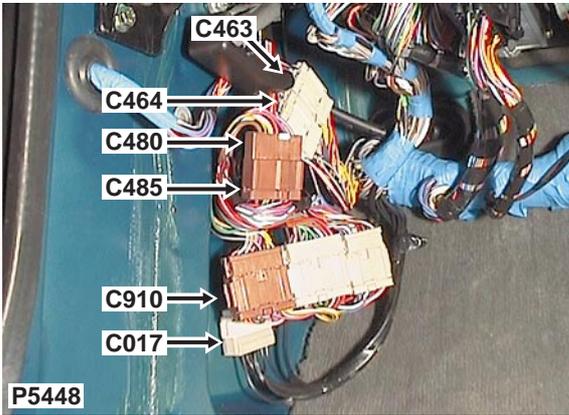
Description: *Heater harness to main harness - RHD*

Location: *Under LH side of fascia*

NO CONNECTOR FACE

Colour:

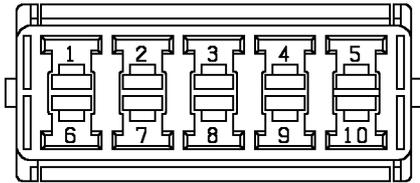
Gender: *Male*



Cav	Col	Cct
1	B	14
2	B	34
3	B	34
4	B	34
5	B	11
6	B	11
7	B	34
8	B	34
9	B	19
10	B	23

Description: *Header - Earth - RHD*

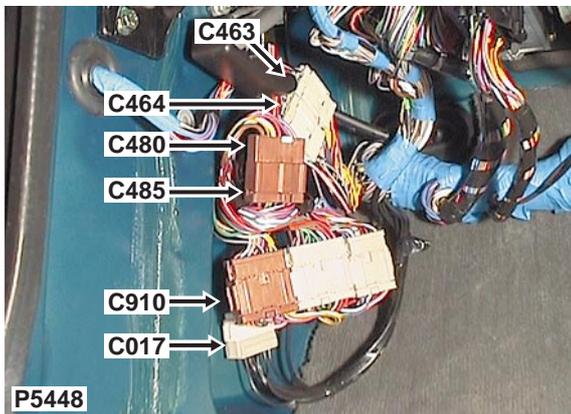
Location: *Under LH side of fascia*



YPC10611

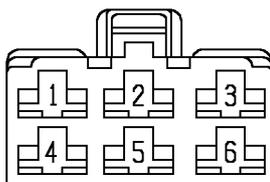
Colour: *LIGHT GREY*

Gender: *Female*



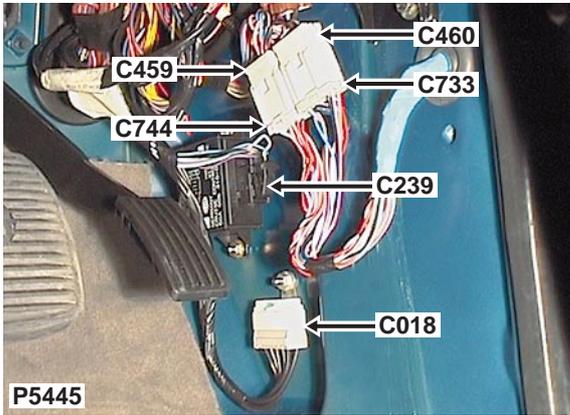
Cav	Col	Cct
1	B	33
2	B	33
3	B	14
4	B	33
5	B	33

Description: *Header - Earth - LHD*
 Location: *Under LH side of fascia*



YPC10004

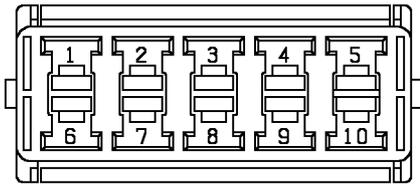
Colour: *NATURAL*
 Gender: *Female*



Cav	Col	Cct
1	B	14
3	B	15
4	B	34
5	B	34
6	B	34
7	B	12
8	B	34
9	B	5
10	B	34

Description: *Header - Earth - RHD*

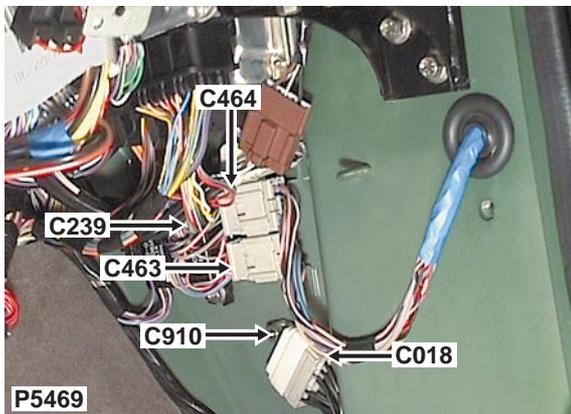
Location: *Under RH side of fascia*



YPC10611

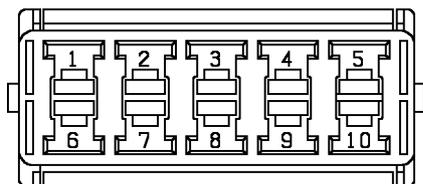
Colour: *LIGHT GREY*

Gender: *Female*



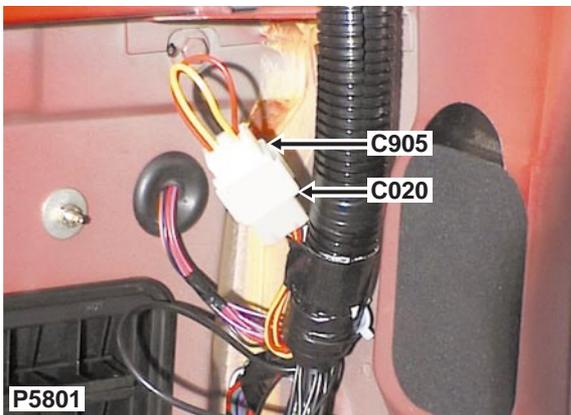
Cav	Col	Cct
1	B	33
2	B	12
3	B	15
4	B	11
5	B	11
6	B	33
7	B	5
8	B	14
9	B	33
10	B	19

Description: Header - Earth - LHD
 Location: Under RH side of fascia



YPC10611

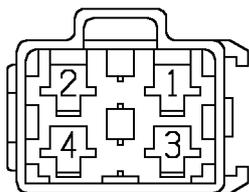
Colour: LIGHT GREY
 Gender: Female



Cav	Col	Cct
1	RY	ALL
2	RY	ALL
3	RY	ALL

Description: *Body harness to link harness*

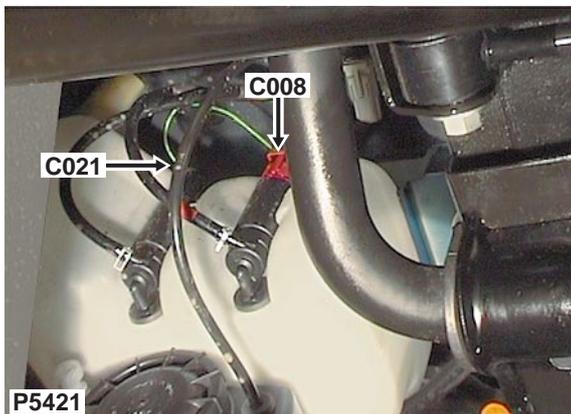
Location: *Behind RH rear trim panel*



AFU3856

Colour: *NATURAL*

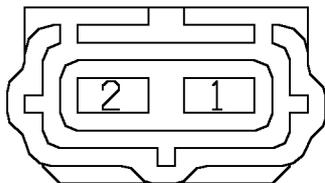
Gender: *Male*



Cav	Col	Cct
1	LGS	ALL
2	B	ALL

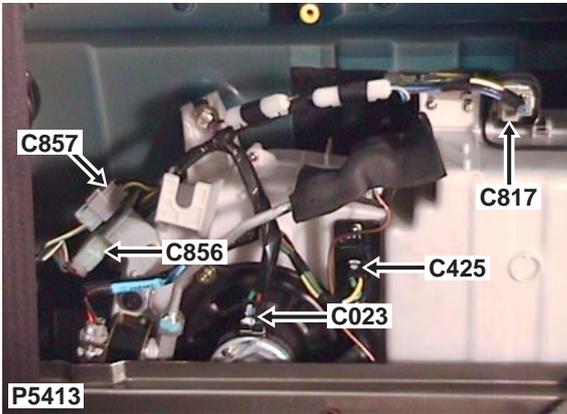
Description: *Pump - Washer - Rear screen*

Location: *Behind LH side of front bumper*



YPC10131

Colour: *RED*
Gender: *Female*



Cav	Col	Cct
1	NR	ALL
2	G	ALL

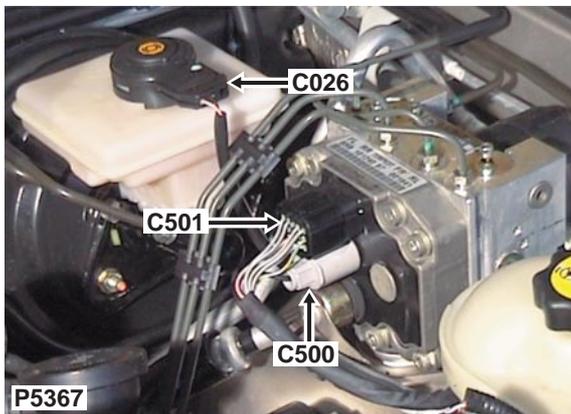
Description: *Motor - Blower - Rear*

Location: *Behind LH rear trim panel*

NO CONNECTOR FACE

Colour: *BLACK*

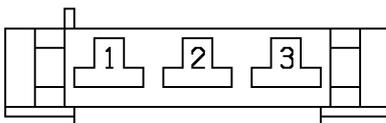
Gender: *Female*



Cav	Col	Cct
1	KO	33
2	B	33

Description: *Switch - Brake fluid level - LHD*

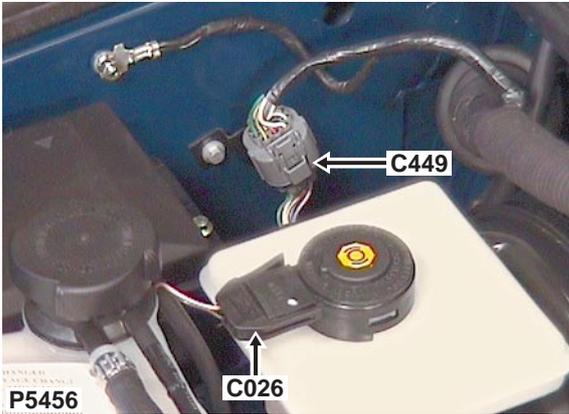
Location: *Rear LH side of engine compartment*



ADU6599

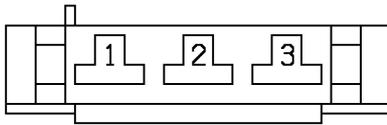
Colour: *BLACK*

Gender: *Female*



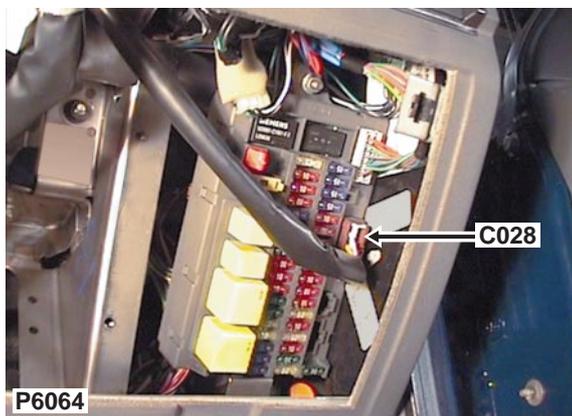
Cav	Col	Cct
1	KO	34
2	B	34

Description: *Switch - Brake fluid level - RHD*
 Location: *Rear RH side of engine compartment*



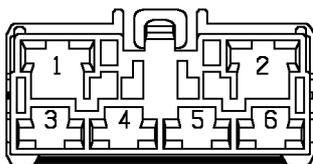
ADU6599

Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	N	34
3	LGW	34
4	W	34
5	Y	34
6	WR	34

Description: *Fusebox - Passenger compartment - RHD*
Location: *Under RH side of fascia*



YPC109090

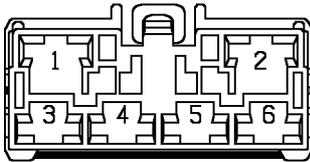
Colour: *BROWN*
Gender: *Female*



Cav	Col	Cct
1	N	33
3	LGW	33
4	W	33
5	Y	33
6	WR	33

Description: *Fusebox - Passenger compartment - LHD*

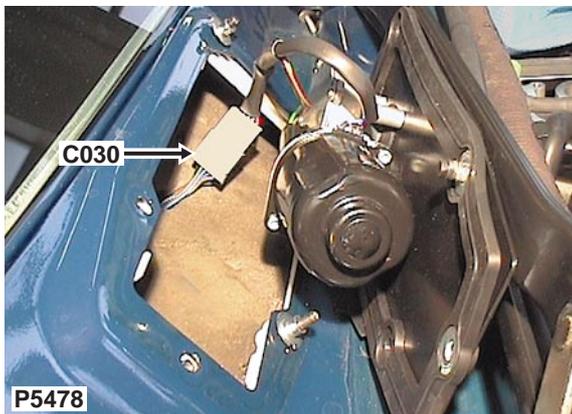
Location: *Under LH side of fascia*



YPC109090

Colour: *BROWN*

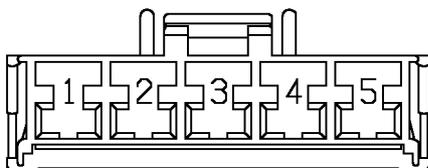
Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	WLG	ALL
3	ULG	ALL
4	GS	ALL
5	RLG	ALL

Description: *Motor - Wiper - Windscreen*

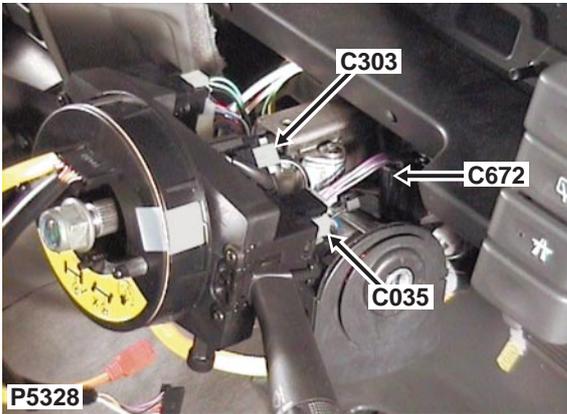
Location: *Top of bulkhead - centre*



YPC108290

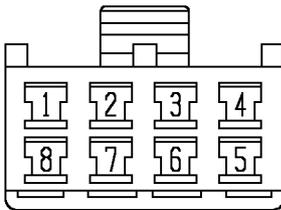
Colour: *LIGHT GREY*

Gender: *Female*



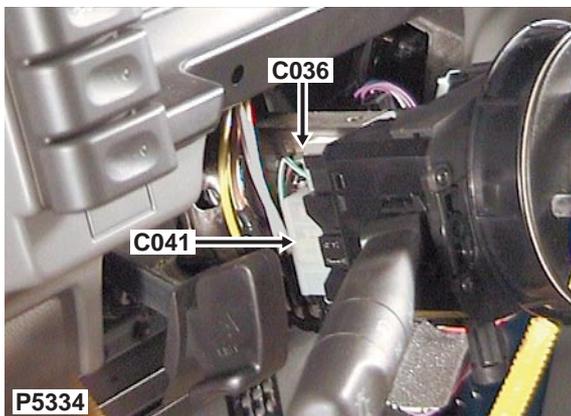
Description: *Switch - Wiper - Front*
 Location: *RH side of steering column*

Cav	Col	Cct
1	GS	ALL
2	LGG	ALL
3	ULG	ALL
4	RLG	ALL
5	GS	ALL
7	LGP	ALL
8	LGO	ALL



YPC10006

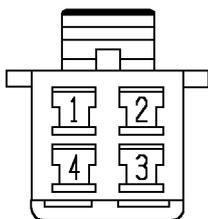
Colour: *NATURAL*
 Gender: *Female*



Cav	Col	Cct
1	GR	ALL
2	B	ALL
4	GW	ALL

Description: *Switch - Direction indicator*

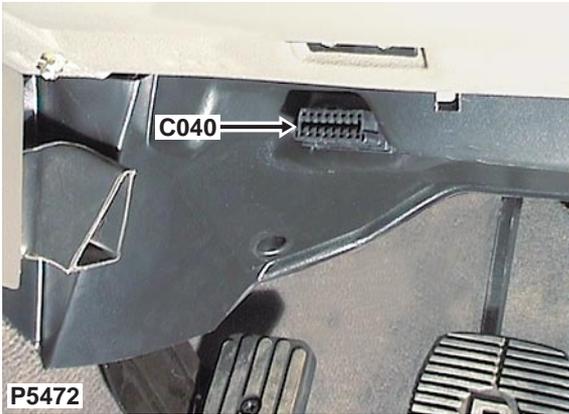
Location: *LH side of steering column*



YPC10002

Colour: *NATURAL*

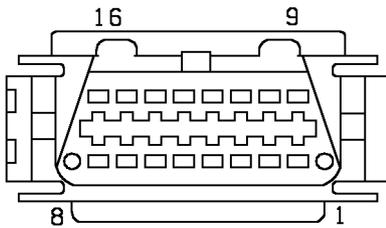
Gender: *Female*



Cav	Col	Cct
2	SK	33
4	B	33
5	B	33
7	K	33
16	P	33

Description: *Diagnostic socket - LHD*

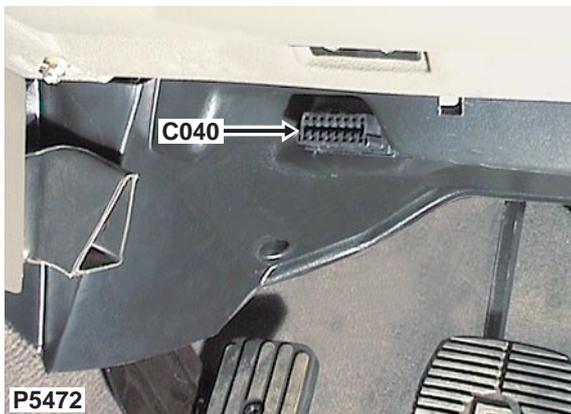
Location: *Under RH side of fascia*



YPC107920

Colour: *BLACK*

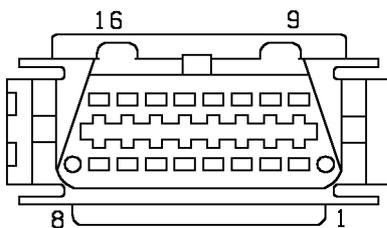
Gender: *Female*



Cav	Col	Cct
2	SK	34
4	B	34
5	B	34
7	K	34
16	P	34

Description: *Diagnostic socket - RHD*

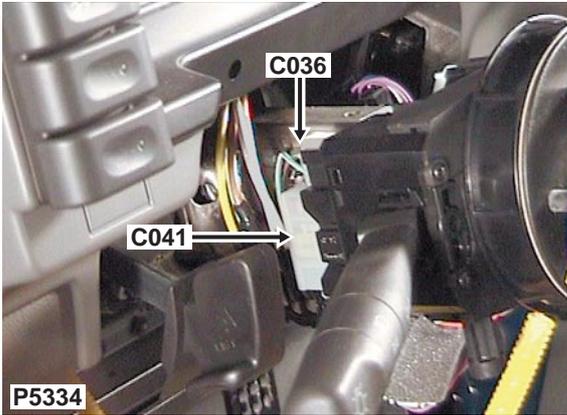
Location: *Under LH side of fascia*



YPC107920

Colour: *BLACK*

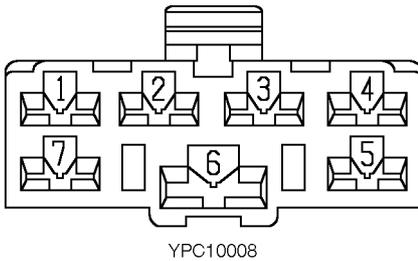
Gender: *Female*



Cav	Col	Cct
2	UR	ALL
3	NG	ALL
4	R	ALL
5	UW	ALL
6	NP	ALL

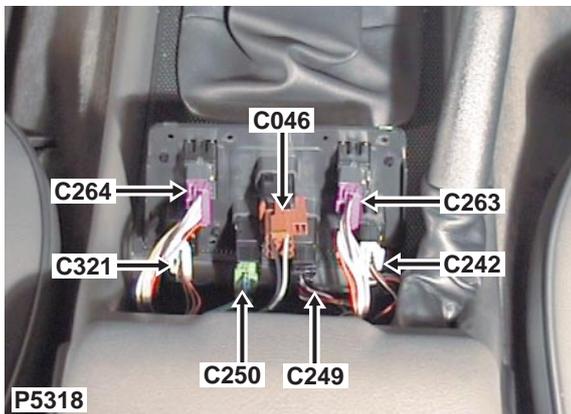
Description: *Switch - Lighting*

Location: *LH side of steering column*



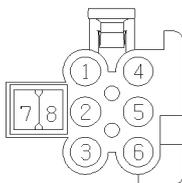
Colour: *NATURAL*

Gender: *Female*



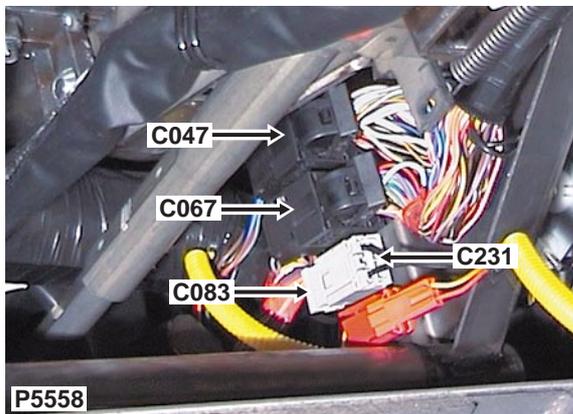
Cav	Col	Cct
1	SG	ALL
4	B	ALL

Description: *Switch - Isolation - Window lift*
 Location: *Behind centre console*

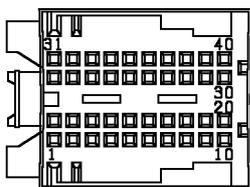


ADU6630

Colour: *BROWN*
 Gender: *Female*



Description: *Main harness to fascia harness - LHD*
 Location: *LH side of steering column*

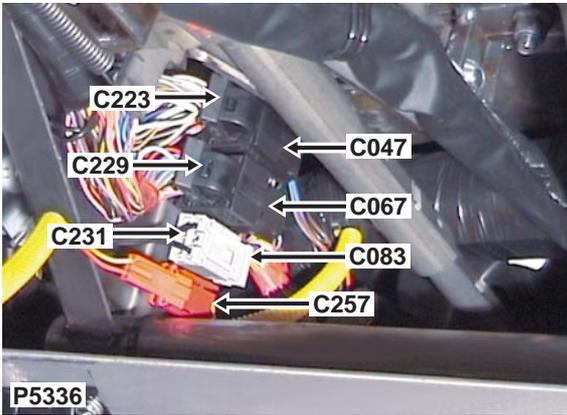


YPC113480

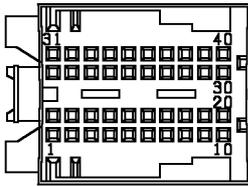
Colour: *BLACK*
 Gender: *Male*

Cav	Col	Cct
1	BLG	33
2	KO	33
3	WN	1
3	WN	12
4	RS	1
4	RS	12
5	BO	11
6	GS	1
7	NY	1
7	NY	19
8	YR	33
9	SK	33
10	KB	33
11	B	33
12	BS	33
13	B	33
14	OG	12
15	YG	7
16	YR	7
17	WU	33
18	GU	1
18	GU	12
19	BY	12
20	WS	33
21	GB	33
22	WO	15
23	WK	33
24	WR	33
25	WY	33
26	SW	33
27	BU	33
28	BK	33
29	BN	33
30	BP	33
31	RN	33
32	KB	33
33	UP	33

Cav	Col	Cct
34	PR	33
35	KR	33
36	YK	33
37	UY	21
38	PK	33
39	BU	33
40	PW	33



Description: *Main harness to fascia harness - RHD*
 Location: *RH side of steering column*

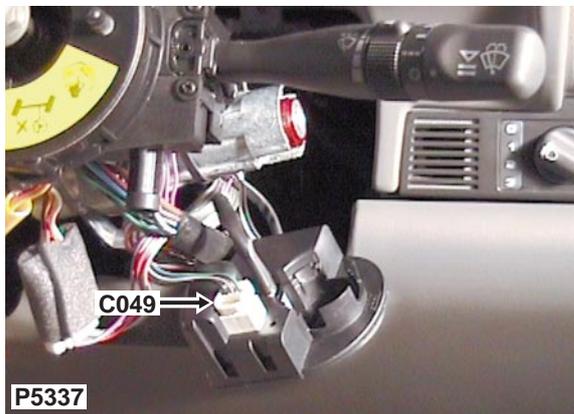


YPC113480

Colour: *BLACK*
 Gender: *Male*

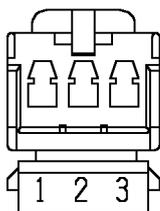
Cav	Col	Cct
1	BLG	34
2	KO	34
3	WN	1
3	WN	12
4	RS	1
4	RS	12
5	BO	11
6	GS	1
7	NY	1
7	NY	19
8	YR	34
9	SK	34
10	KB	34
11	B	34
12	BS	34
13	B	34
14	OG	12
15	YG	7
16	YR	7
17	WU	34
18	GU	1
18	GU	12
19	BY	12
20	WS	34
21	GB	34
22	WO	15
23	WK	34
24	WR	34
25	WY	34
26	SW	34
27	BU	34
28	BK	34
29	BN	34
30	BP	34
31	RN	34
32	KB	34
33	UP	34

Cav	Col	Cct
34	PR	34
35	KR	34
36	YK	34
37	UY	34
38	PK	15
39	BU	34
40	PW	34



Description: *Passive coil - RHD*

Location: *RH side of steering column*

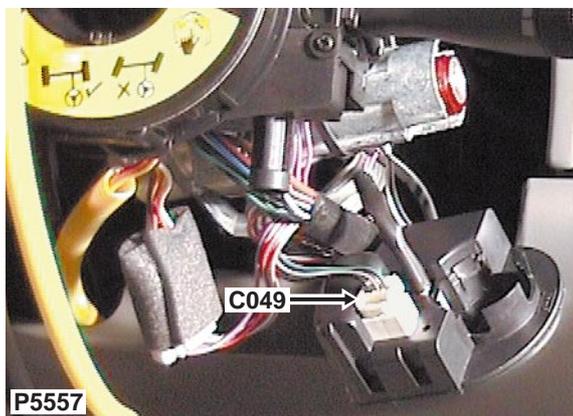


YPC10227

Colour: *WHITE*

Gender: *Female*

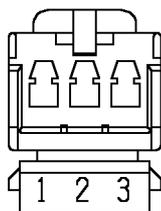
Cav	Col	Cct
1	B	34
2	SR	34
3	GU	34



Cav	Col	Cct
1	B	21
2	SR	21
3	GU	21

Description: *Passive coil - LHD*

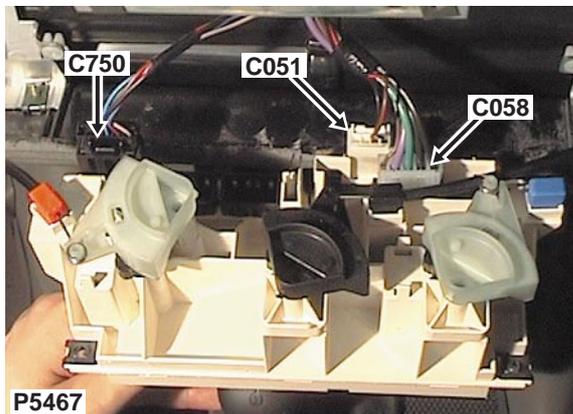
Location: *RH side of steering column*



YPC10227

Colour: *WHITE*

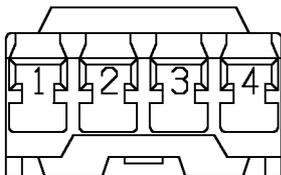
Gender: *Female*



Description: *Heater switch illumination*

Location: *Behind heater control panel*

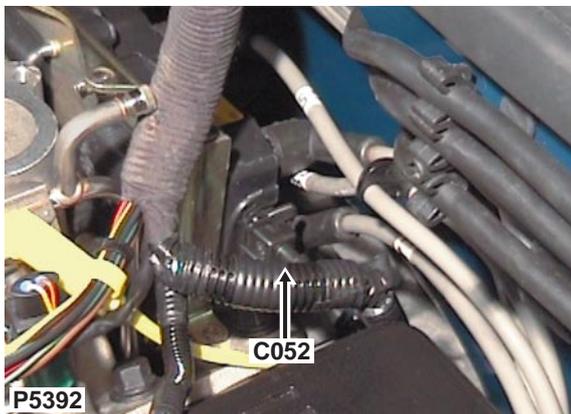
Cav	Col	Cct
3	RN	6
4	B	6



YPC107290

Colour: *NATURAL*

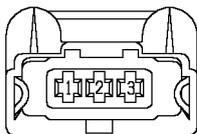
Gender: *Female*



Cav	Col	Cct
1	WU	1
2	GN	1
3	KB	1

Description: *Ignition coil*

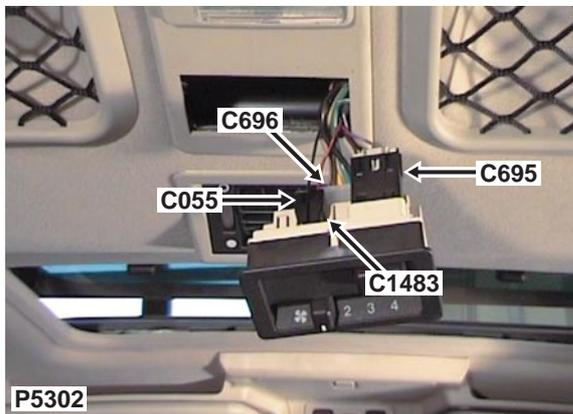
Location: *Rear LH side of engine*



YPC107900

Colour: *BLACK*

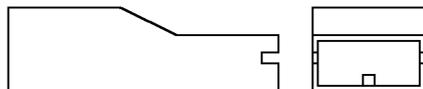
Gender: *Female*



Cav	Col	Cct
1	B	27

Description: *Rear A/C switch illumination*

Location: *Behind centre headlining*



AAU1010

Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	WR	ALL
2	BO	ALL

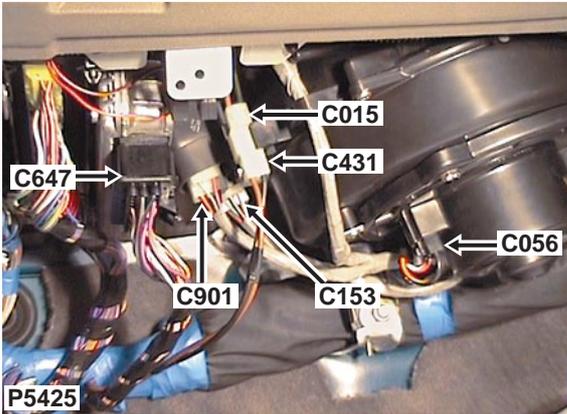
Description: *Motor - Blower - Front - LHD*

Location: *Under RH side of fascia*

NO CONNECTOR FACE

Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	WR	ALL
2	BO	ALL

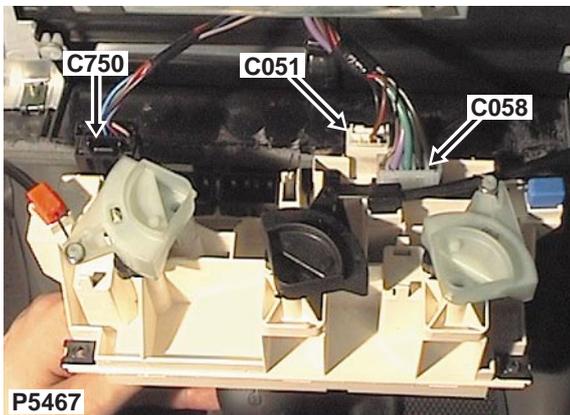
Description: *Motor - Blower - Front - RHD*

Location: *Under LH side of fascia*

NO CONNECTOR FACE

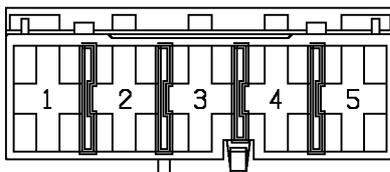
Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	N	6
2	PU	6
3	G	6
4	BO	6
5	B	6

Description: *Switch - Blower motor*
 Location: *Behind heater control panel*



YPC108000

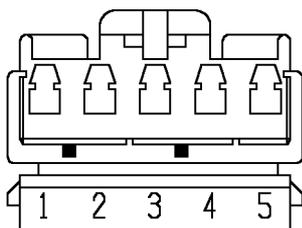
Colour: *NATURAL*
 Gender: *Female*



Cav	Col	Cct
1	UP	ALL
2	RN	ALL
4	B	ALL
5	RY	ALL

Description: *Switch - Fog guard lamp - Rear*

Location: *Behind instrument pack surround LH side*



YPC10525

Colour: *BLUE*

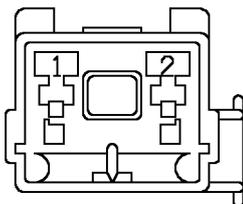
Gender: *Female*



Cav	Col	Cct
1	KB	ALL
2	RN	ALL
4	B	ALL
5	UP	ALL

Description: *Switch - Fog lamp - Front*

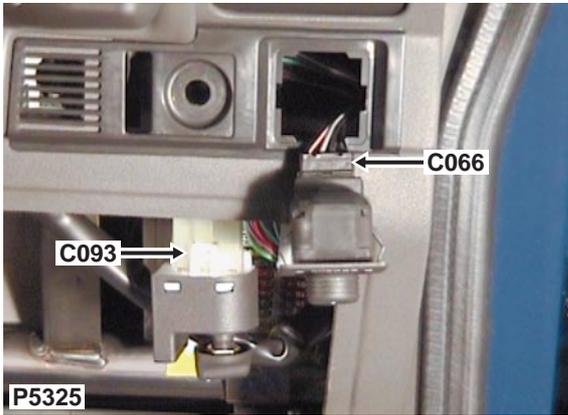
Location: *Behind instrument pack surround LH side*



YPC10526

Colour: *GREEN*

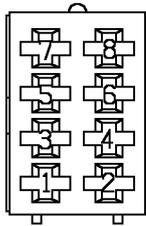
Gender: *Female*



Cav	Col	Cct
1	BK	ALL
2	BN	ALL
3	SW	ALL
4	B	ALL
5	BP	ALL
6	GLG	ALL
7	BU	ALL
8	UB	5

Description: *Switch - Mirror*

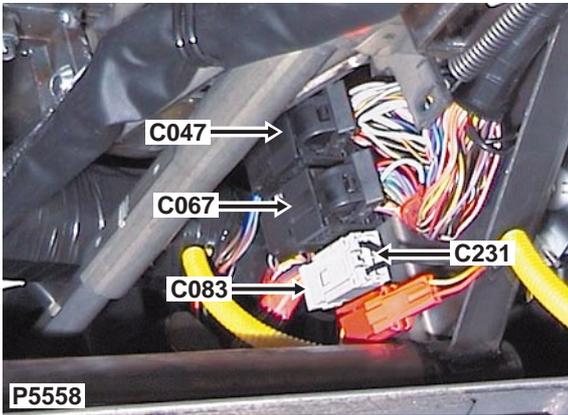
Location: *Behind RH side of fascia*



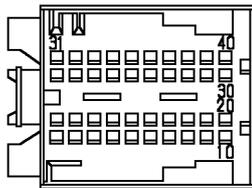
ADU9122

Colour: *BLACK*

Gender: *Female*



Description: *Main harness to fascia harness - LHD*
 Location: *LH side of steering column*

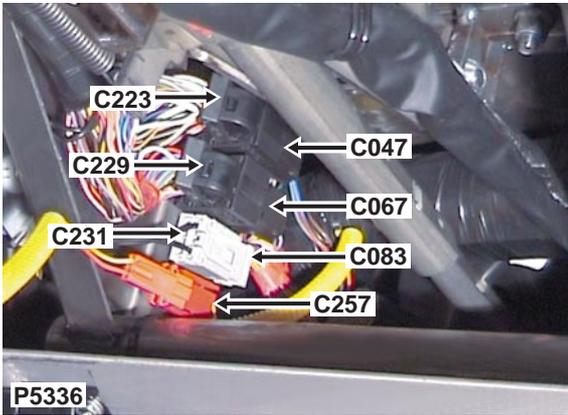


YPC116360

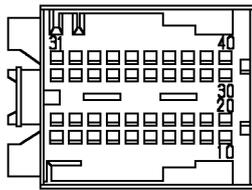
Colour: *GREEN*
 Gender: *Male*

Cav	Col	Cct
1	NP	33
2	KO	14
3	PS	14
4	NB	33
5	KG	33
6	YG	5
7	BW	5
9	YB	5
10	PG	5
11	W	9
12	G	9
13	S	9
14	Y	9
15	O	9
16	SG	9
17	RU	9
18	R	9
18	BG	10
19	W	9
19	BU	10
20	G	9
20	BK	10
21	S	9
21	BR	10
22	Y	9
22	BW	10
23	O	9
23	BN	10
24	U	9
24	BY	10
25	P	9
25	BO	10
26	U	9
27	P	9
28	GO	1
28	GO	12
30	R	9

Cav	Col	Cct
31	PW	1
32	LGS	33
33	UP	33
34	OB	33
35	LGR	33
36	WY	1
36	WY	12
37	SB	33
38	SR	33
39	PS	33



Description: Main harness to fascia harness - RHD
 Location: RH side of steering column

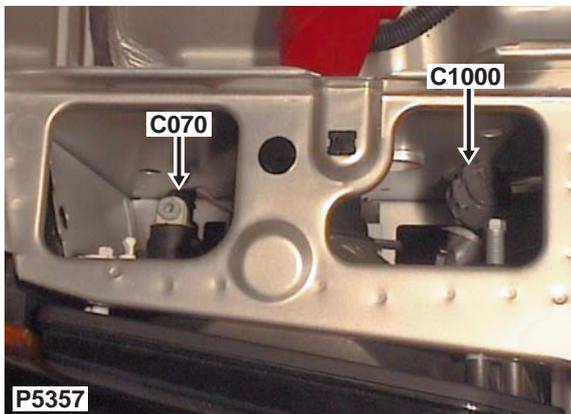


YPC116360

Colour: GREEN
 Gender: Male

Cav	Col	Cct
1	NP	34
2	KO	14
3	PS	14
4	NB	34
5	KG	34
6	YG	5
7	BW	5
8	B	5
9	YB	5
10	PG	5
11	W	9
12	G	9
13	S	9
14	Y	9
15	O	9
16	SG	9
17	RU	9
18	R	9
18	BG	10
19	W	9
19	BU	10
20	G	9
20	BK	10
21	S	9
21	BR	10
22	Y	9
22	BW	10
23	O	9
23	BN	10
24	U	9
24	BY	10
25	P	9
25	BO	10
26	U	9
27	P	9
28	GO	1
28	GO	12

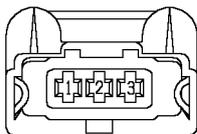
Cav	Col	Cct
30	R	9
31	PW	1
32	LGS	34
33	UP	34
34	OB	34
35	LGR	34
36	WY	1
36	WY	12
37	SB	34
38	SR	34
39	PS	34
40	UB	23



Cav	Col	Cct
1	B	ALL
2	UY	ALL
3	RB	ALL

Description: Motor - Headlamp levelling - RH

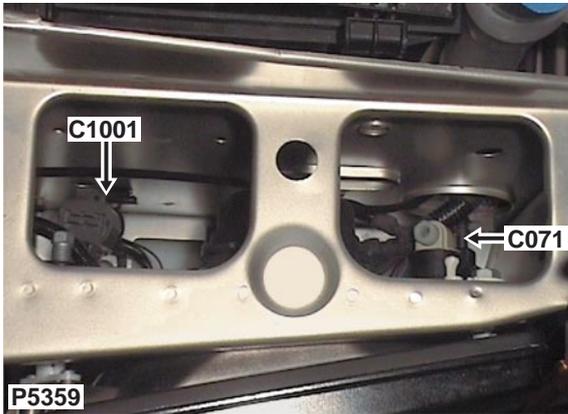
Location: Behind RH headlamp



YPC107900

Colour: BLACK

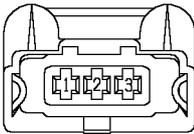
Gender: Female



Cav	Col	Cct
1	B	ALL
2	UY	ALL
3	RB	ALL

Description: *Motor - Headlamp levelling - LH*

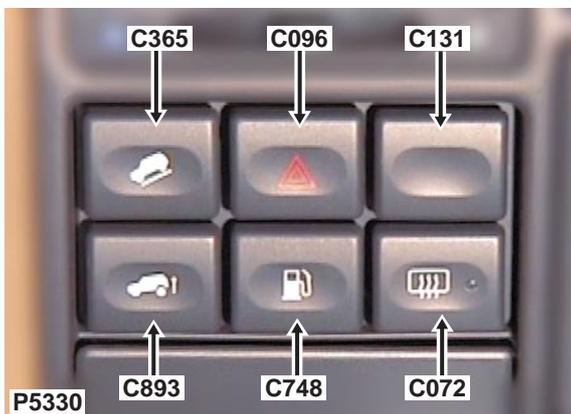
Location: *Behind LH headlamp*



YPC107900

Colour: *BLACK*

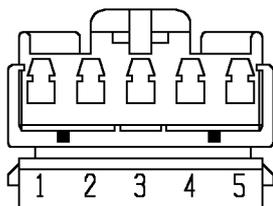
Gender: *Female*



Cav	Col	Cct
1	NB	ALL
2	RN	ALL
4	B	ALL
5	NP	ALL

Description: *Switch - Heated rear screen*

Location: *Behind RH side of fascia*



YPC10523

Colour: *BLACK*

Gender: *Female*

C0073

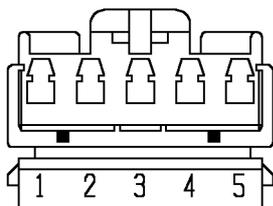
CONNECTOR DETAILS



Cav	Col	Cct
1	GLG	ALL
2	B	ALL
4	LGS	ALL
5	RN	ALL

Description: *Switch - Washer - Rear screen*

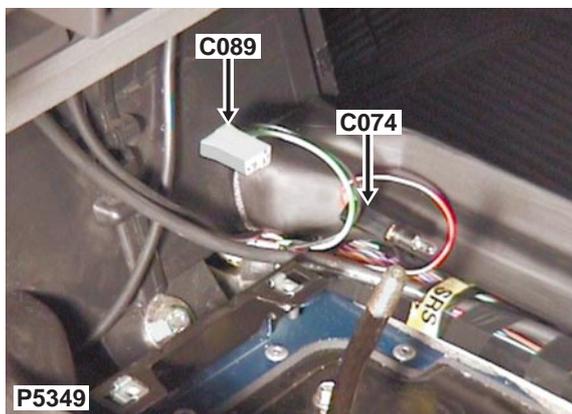
Location: *Behind instrument pack surround RH side*



YPC10523

Colour: *BLACK*

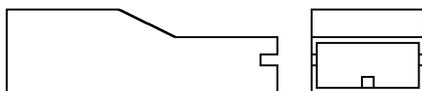
Gender: *Female*



Cav	Col	Cct
1	RN	ALL

Description: *Cigar lighter illumination*

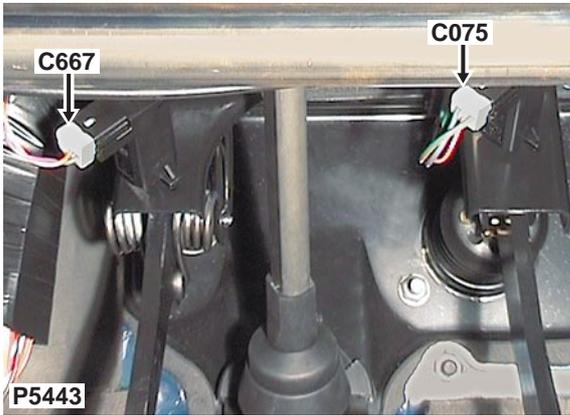
Location: *Behind centre console*



AAU1010

Colour: *BLACK*

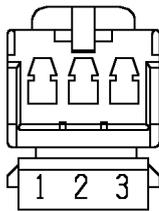
Gender: *Female*



Cav	Col	Cct
1	GO	ALL
2	PG	4
2	OG	12
2	OG	16
2	PG	20
3	GP	ALL

Description: *Switch - Brake pedal*

Location: *Under RH side of fascia*



YPC10227

Colour: *WHITE*

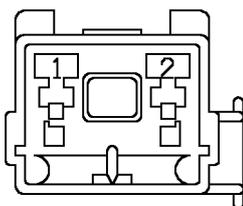
Gender: *Female*



Cav	Col	Cct
1	OB	ALL
2	RN	ALL
4	B	ALL

Description: *Switch - Wiper - Rear*

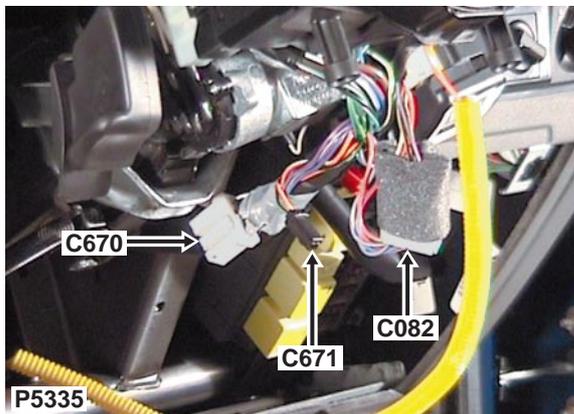
Location: *Behind instrument pack surround RH side*



YPC10526

Colour: *GREEN*

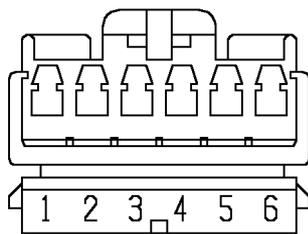
Gender: *Female*



Cav	Col	Cct
1	SR	ALL
2	SB	ALL
3	UW	ALL
4	RW	ALL
5	PO	ALL

Description: *Rotary coupler*

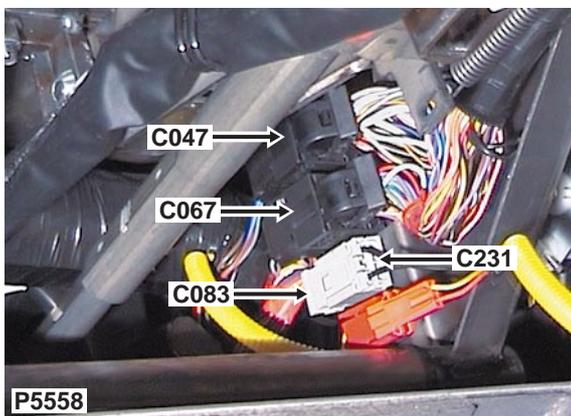
Location: *Underside of steering column*



YPC10270

Colour: *WHITE*

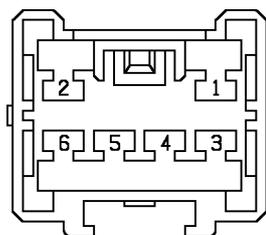
Gender: *Female*



Cav	Col	Cct
2	B	33

Description: *Main harness to fascia harness - LHD*

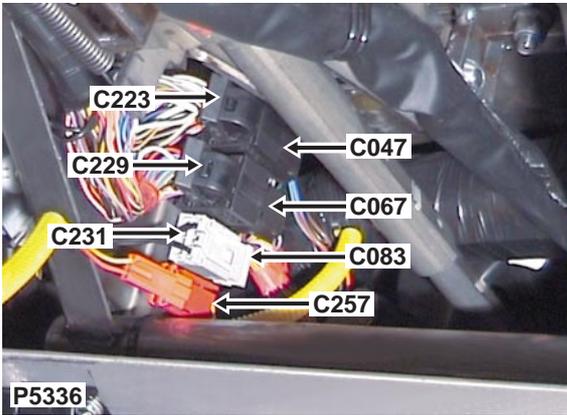
Location: *LH side of steering column*



YPC10500

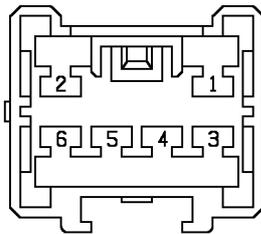
Colour: *LIGHT GREY*

Gender: *Male*



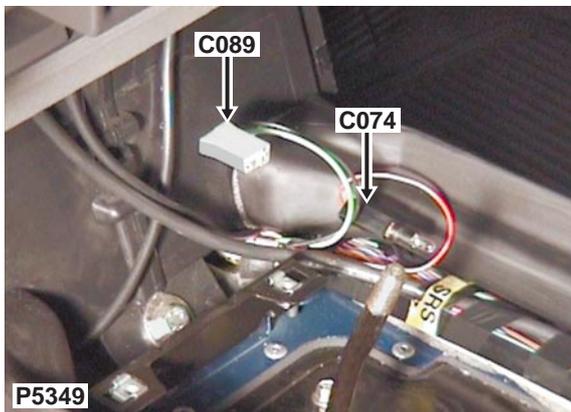
Cav	Col	Cct
2	B	34

Description: *Main harness to fascia harness - RHD*
 Location: *RH side of steering column*



YPC10500

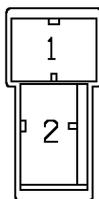
Colour: *LIGHT GREY*
 Gender: *Male*



Cav	Col	Cct
1	B	ALL
2	LGW	ALL

Description: *Cigar lighter - Front*

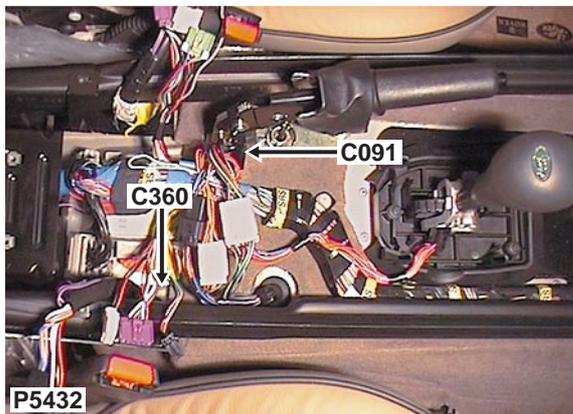
Location: *Behind centre console*



ADU9448

Colour: *NATURAL*

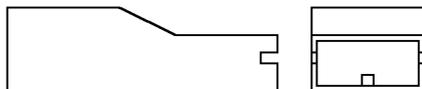
Gender: *Female*



Cav	Col	Cct
1	KO	33

Description: *Switch - Handbrake - LHD*

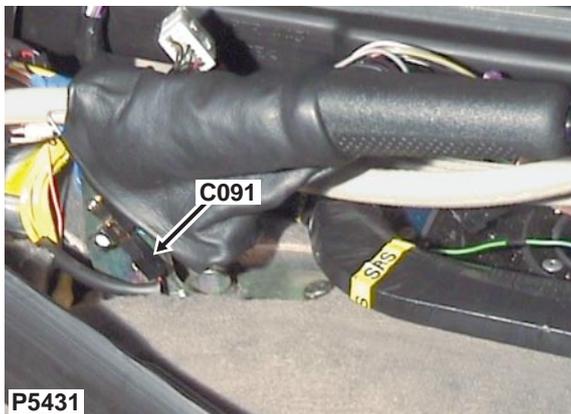
Location: *Behind centre console*



AAU1010

Colour: *BLACK*

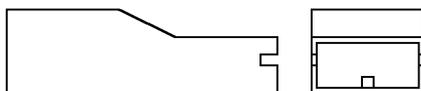
Gender: *Female*



Cav	Col	Cct
1	KO	34

Description: *Switch - Handbrake - RHD*

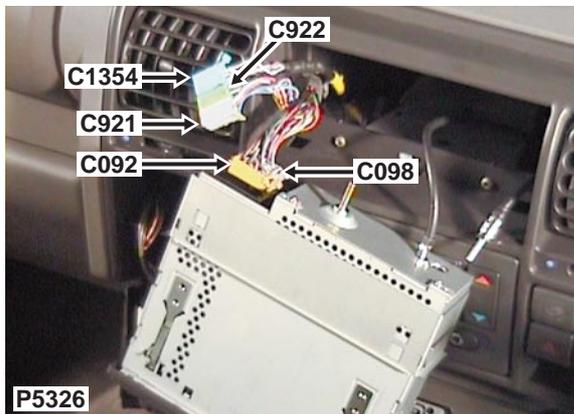
Location: *Base of handbrake lever*



AAU1010

Colour: *BLACK*

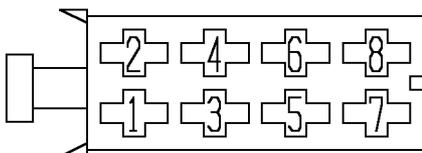
Gender: *Female*



Description: *Speakers*

Location: *Behind radio*

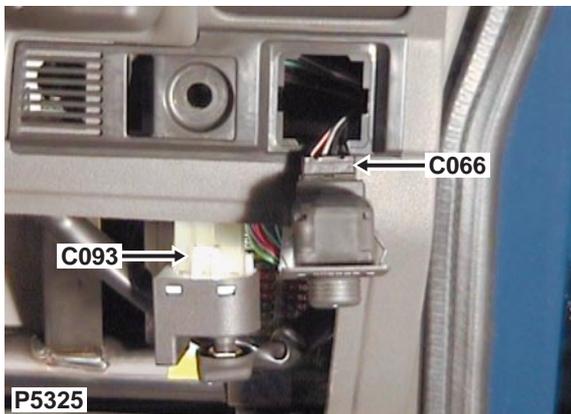
Cav	Col	Cct
1	BG	ALL
2	BU	ALL
3	BK	ALL
4	BR	ALL
5	BW	ALL
6	BN	ALL
7	BY	ALL
8	BO	ALL



YPC10191

Colour: *BROWN*

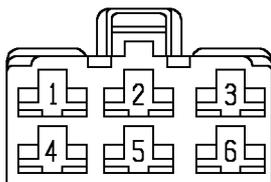
Gender: *Female*



Cav	Col	Cct
1	B	25
2	UY	25
4	RO	25
5	RN	25

Description: *Switch - Headlamp levelling*

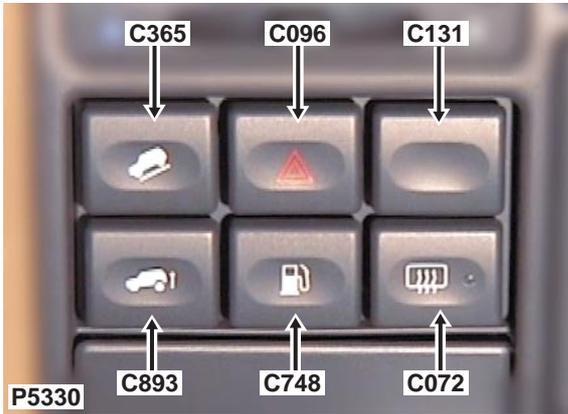
Location: *Behind RH side of fascia*



YPC10004

Colour: *NATURAL*

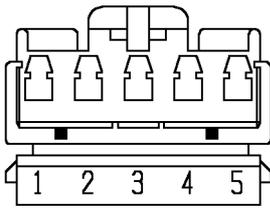
Gender: *Female*



Cav	Col	Cct
1	LGR	ALL
2	RN	ALL
4	B	ALL

Description: *Switch - Hazard warning*

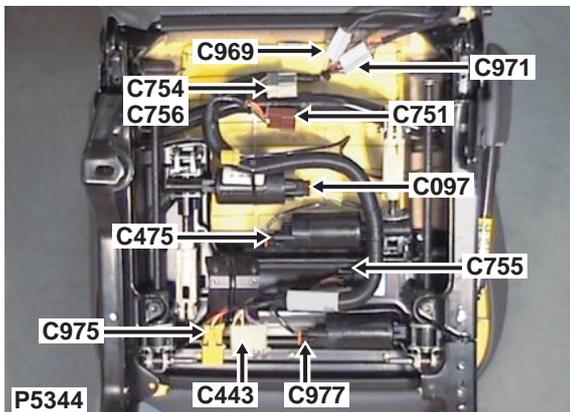
Location: *Behind RH side of fascia*



YPC10523

Colour: *BLACK*

Gender: *Female*

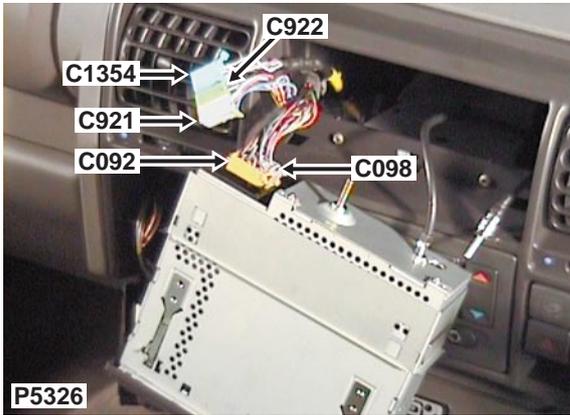


Cav	Col	Cct
1	W	22
2	Y	22

Description: *Motor - Seat - Front up/down - LH*
 Location: *Underside of front passenger's seat*

NO CONNECTOR FACE

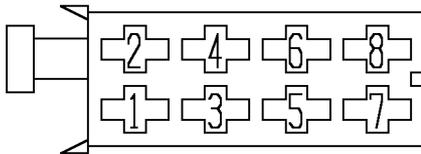
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
2	SB	ALL
3	SR	ALL
4	P	ALL
5	RU	ALL
6	RN	ALL
7	LGP	ALL
8	B	ALL

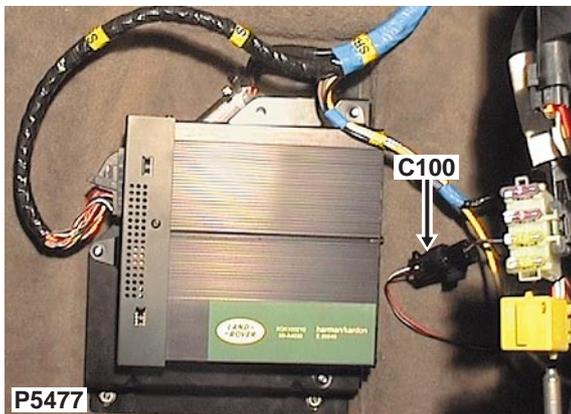
Description: *Radio / cassette player*

Location: *Behind radio*



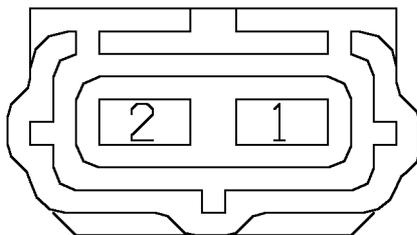
YPC10190

Colour: *GREY*
 Gender: *Female*



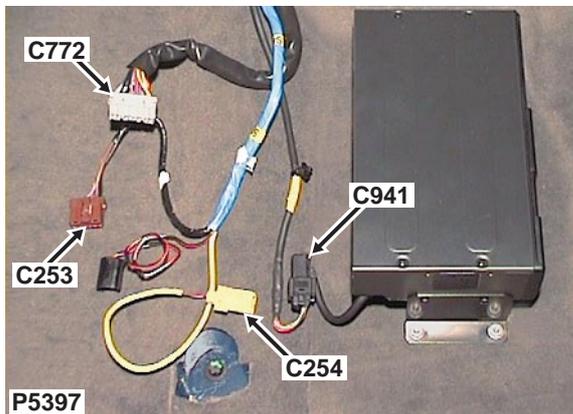
Cav	Col	Cct
1	RW	33
2	B	33

Description: *Switch - Seat belt - LHD*
 Location: *Beneath driver's seat*



YPC10069

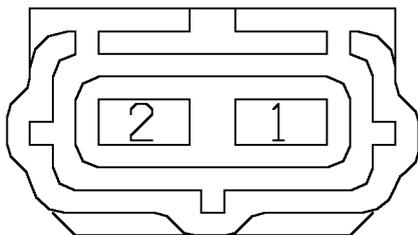
Colour: *BLACK*
 Gender: *Female*



Description: *Switch - Seat belt - RHD*

Location: *Beneath RH seat*

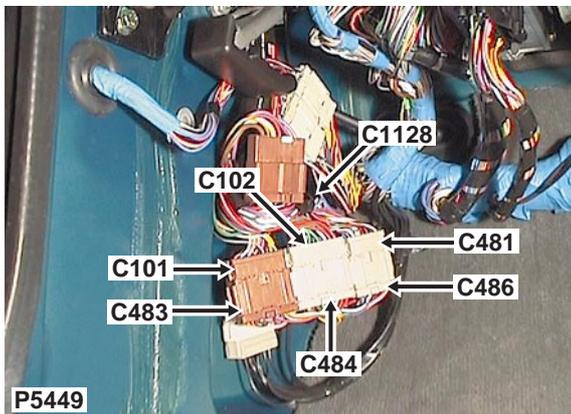
Cav	Col	Cct
1	RW	34
2	B	34



YPC10069

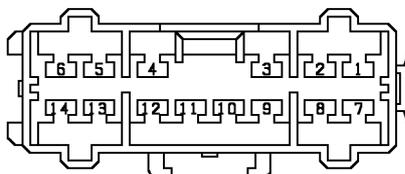
Colour: *BLACK*

Gender: *Female*



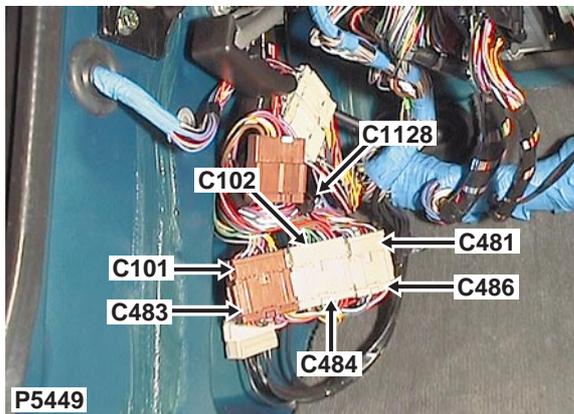
Description: *Main harness to body harness*
 Location: *Under LH side of fascia*

Cav	Col	Cct
1	YG	ALL
2	YR	ALL
3	SP	ALL
4	KS	ALL
5	WB	ALL
6	OU	ALL
7	Y	9
8	PG	ALL
9	PB	ALL
10	PO	ALL
11	GK	27
12	PG	27
13	BG	27
14	BN	ALL



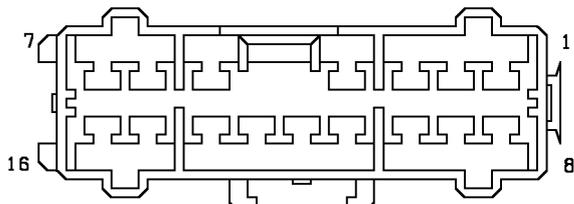
YPC10503

Colour: *BROWN*
 Gender: *Male*



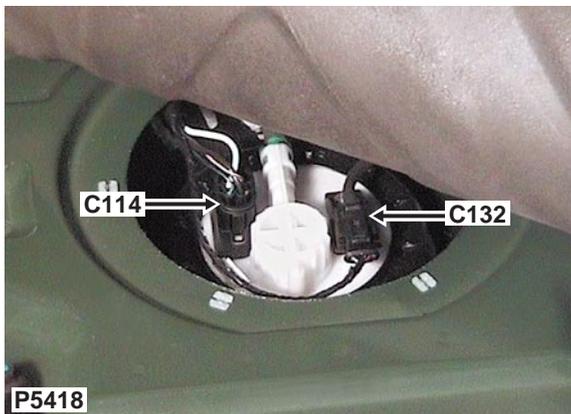
Description: *Main harness to body harness*
 Location: *Under LH side of fascia*

Cav	Col	Cct
1	RO	ALL
2	RB	ALL
3	GW	ALL
4	GR	ALL
5	GLG	ALL
6	KP	ALL
7	NG	ALL
8	RY	ALL
9	GP	ALL
10	PLG	ALL
11	GN	ALL
12	LGW	9
13	P	ALL
14	PR	ALL
15	KR	ALL
16	PU	ALL



YPC10594

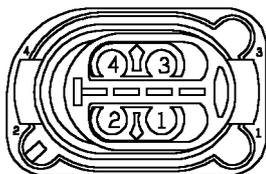
Colour: *LIGHT GREY*
 Gender: *Male*



Cav	Col	Cct
1	WP	ALL
2	GB	ALL
3	KB	ALL
4	B	ALL

Description: *Fuel tank - LHD*

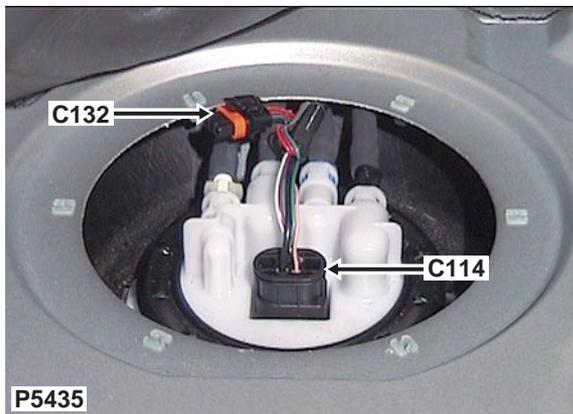
Location: *Beneath fuel tank cover*



YPC110200

Colour: *BLACK*

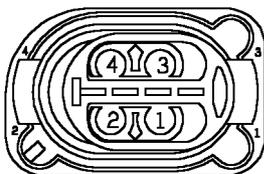
Gender: *Female*



Cav	Col	Cct
1	WP	ALL
2	GB	ALL
3	KB	ALL
4	B	ALL

Description: *Fuel tank - RHD*

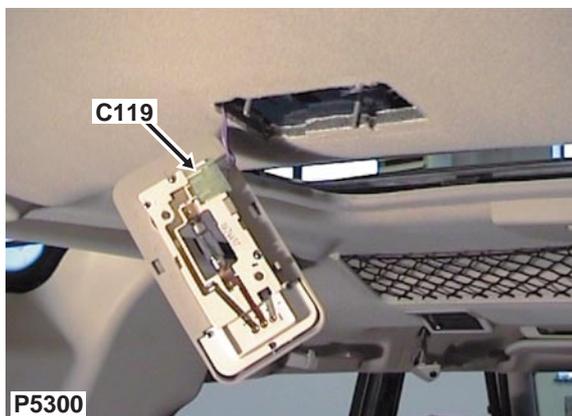
Location: *Beneath fuel tank cover*



YPC110200

Colour: *BLACK*

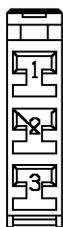
Gender: *Female*



Cav	Col	Cct
1	PU	ALL
3	P	ALL

Description: *Lamp - Load space*

Location: *Behind interior light*



YPC10026

Colour: *NATURAL*

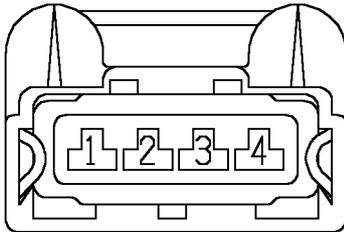
Gender: *Female*



Description: *Lamp - Tail - LH*

Location: *Behind lamp*

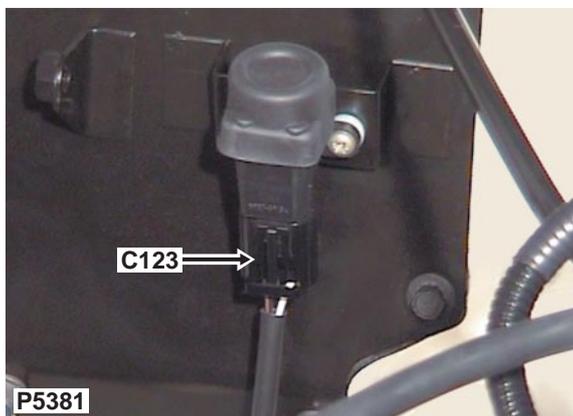
Cav	Col	Cct
1	GN	ALL
2	GP	ALL
3	B	ALL
4	RB	ALL



YPC10511

Colour: *BLACK*

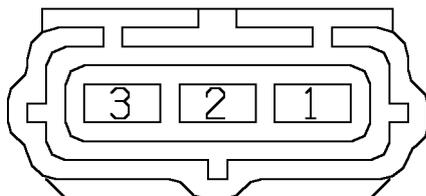
Gender: *Female*



Cav	Col	Cct
1	NB	33
3	WG	33

Description: *Switch - Inertia fuel cut-off - LHD*

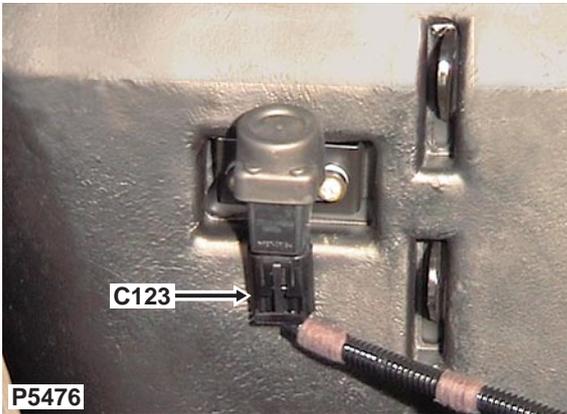
Location: *LH side of bulkhead*



YPC10068

Colour: *BLACK*

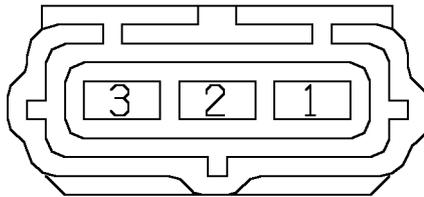
Gender: *Female*



Description: *Switch - Inertia fuel cut-off - RHD*

Location: *Rear LH side of engine compartment*

Cav	Col	Cct
1	NB	34
3	WG	34



YPC10068

Colour: *BLACK*

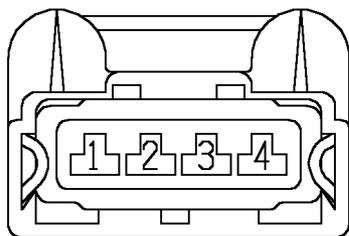
Gender: *Female*



Cav	Col	Cct
1	RO	ALL
2	B	ALL
3	GP	ALL
4	GN	ALL

Description: *Lamp - Tail - RH*

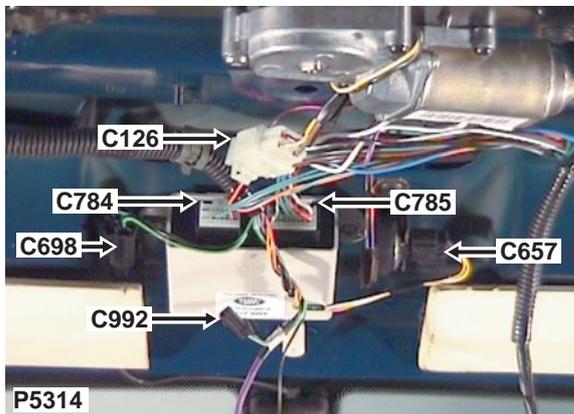
Location: *Behind lamp*



YPC10511

Colour: *BLACK*

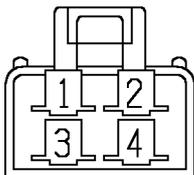
Gender: *Female*



Cav	Col	Cct
1	W	ALL
2	OU	ALL
3	B	ALL
4	P	ALL

Description: *Motor - Sunroof - Front*

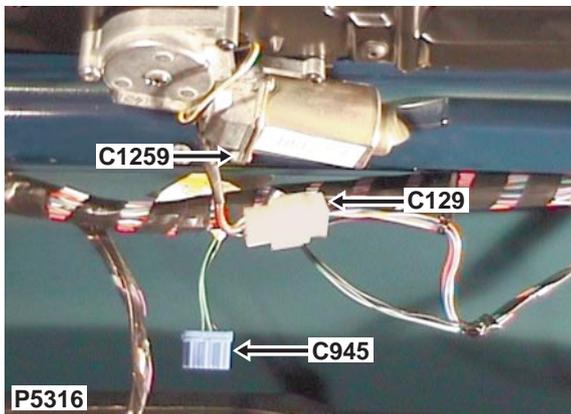
Location: *Front of headlining in the centre*



AFU3855

Colour: *NATURAL*

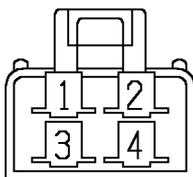
Gender: *Female*



Cav	Col	Cct
1	O	ALL
2	OG	ALL
3	B	ALL
4	U	ALL

Description: *Motor - Sunroof - Rear*

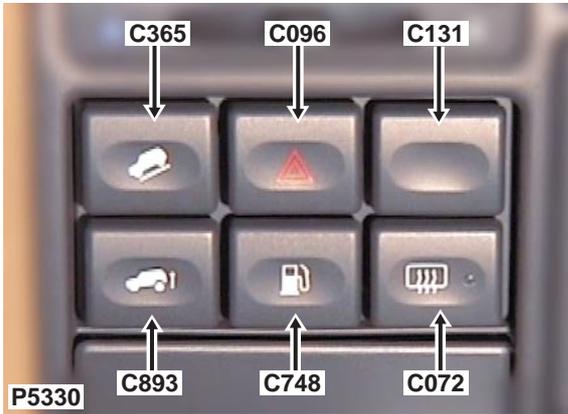
Location: *Behind centre headlining*



AFU3855

Colour: *NATURAL*

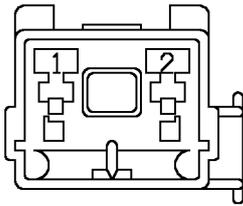
Gender: *Female*



Cav	Col	Cct
1	KO	ALL
2	RN	ALL
4	B	ALL
5	PS	ALL

Description: *Switch - Heated front screen*

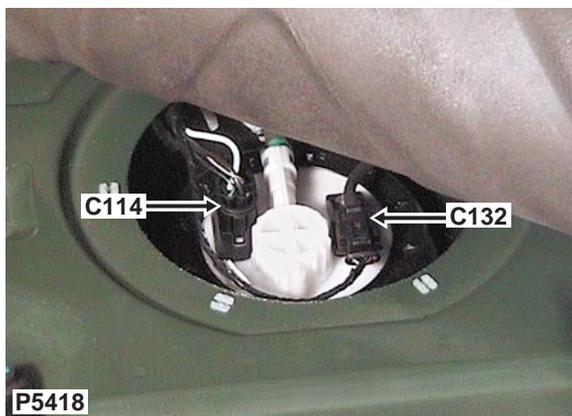
Location: *Behind RH side of fascia*



YPC10526

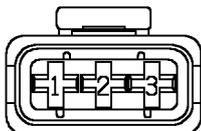
Colour: *GREEN*

Gender: *Female*



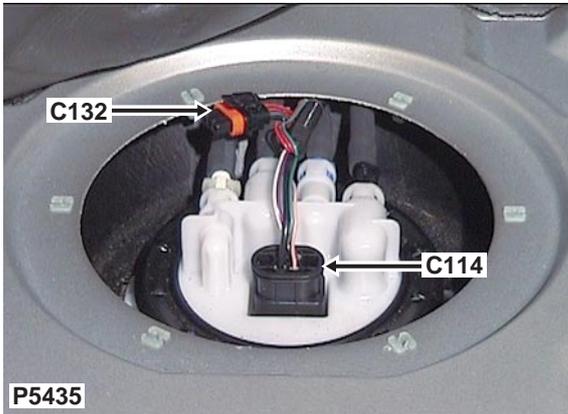
Cav	Col	Cct
1	R	ALL
2	RB	ALL
3	GK	ALL

Description: *Sensor - Fuel tank pressure - LHD*
Location: *Beneath fuel tank cover*



YPC110140

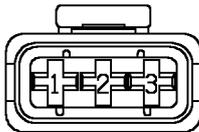
Colour: *BLACK*
Gender: *Female*



Cav	Col	Cct
1	R	ALL
2	RB	ALL
3	GK	ALL

Description: *Sensor - Fuel tank pressure - RHD*

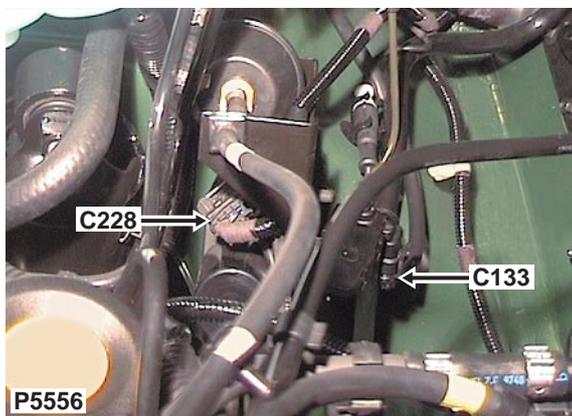
Location: *Beneath fuel tank cover*



YPC110140

Colour: *BLACK*

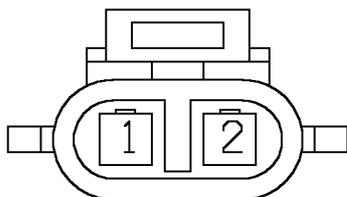
Gender: *Female*



Cav	Col	Cct
1	NK	20
2	SY	20

Description: *Vent - EVAP canister*

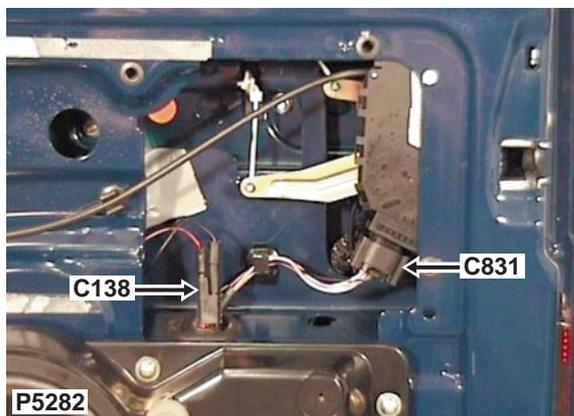
Location: *Rear RH side of engine compartment*



YPC10568

Colour: *BLACK*

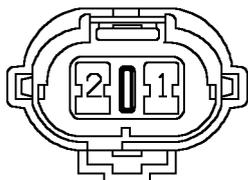
Gender: *Female*



Cav	Col	Cct
1	RB	ALL
2	B	ALL

Description: *Lamp - Number plate*

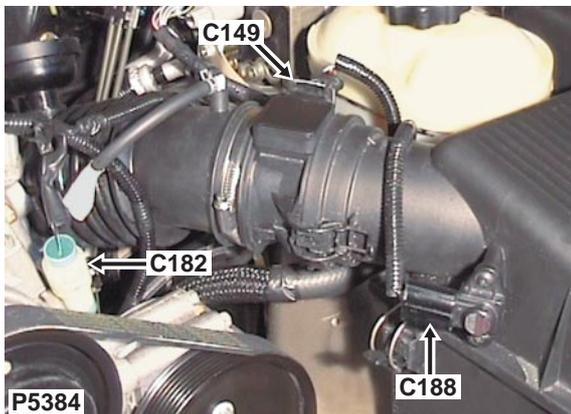
Location: *Behind rear door trim panel*



AFU3584

Colour: *NATURAL*

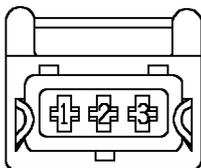
Gender: *Male*



Cav	Col	Cct
1	KB	12
2	NO	12
3	NK	12

Description: *Sensor - Mass air flow (MAF) - Td5*

Location: *Front LH side of engine*



YPC114930

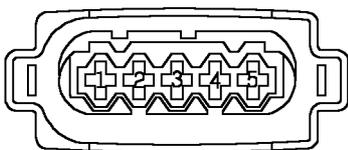
Colour: *BLACK*

Gender: *Female*



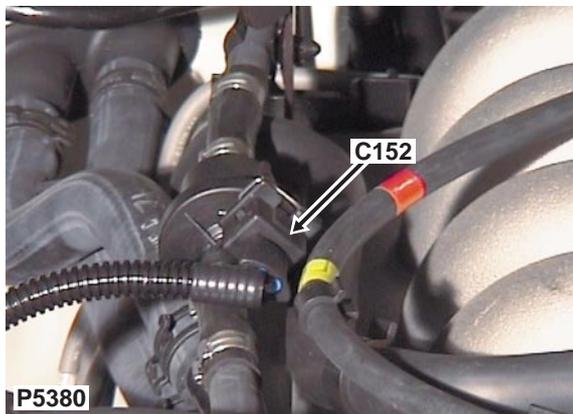
Description: *Sensor - Mass air flow (MAF) - V8*
 Location: *Front LH side of engine*

Cav	Col	Cct
1	SLG	1
2	NK	1
3	RB	1
4	R	1
5	UG	1



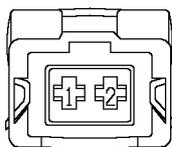
YPC113350

Colour: *BLACK*
 Gender: *Female*



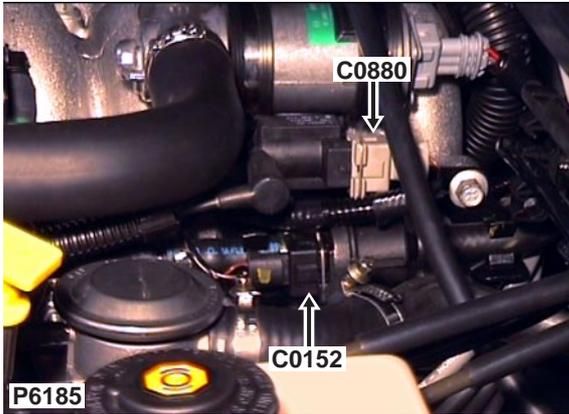
Cav	Col	Cct
1	NR	1
2	NK	ALL

Description: *Purge control valve - Non LEV's*
Location: *Front RH side of engine*



YPC107700

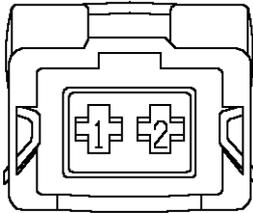
Colour: *BLACK*
Gender: *Female*



Cav	Col	Cct
1	NR	ALL
2	NK	38
2	NK	39
2	NK	40

Description: *Purge Control Valve - LEV's*

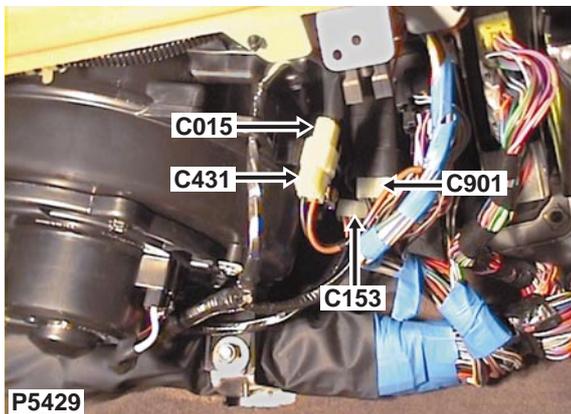
Location: *Top of engine - LH side*



YPC107790

Colour: *BLACK*

Gender: *Female*

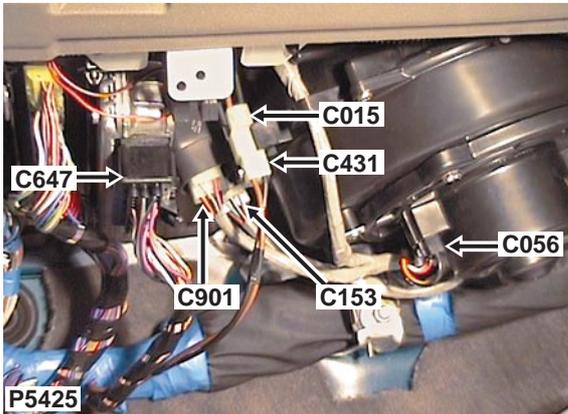


Cav	Col	Cct
1	LGW	ALL
2	N	ALL
3	NR	ALL
4	WR	ALL
5	B	ALL

Description: *Relay - Blower - LHD*
Location: *Under RH side of fascia*

NO CONNECTOR FACE

Colour:
Gender: *Female*



Cav	Col	Cct
1	LGW	ALL
2	N	ALL
3	NR	ALL
4	WR	ALL
5	B	ALL

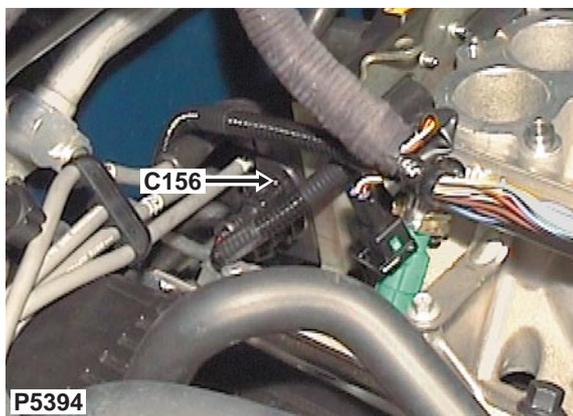
Description: *Relay - Blower - RHD*

Location: *Under LH side of fascia*



Colour:

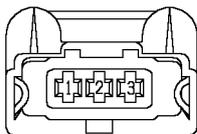
Gender: *Female*



Cav	Col	Cct
1	R	1
2	GY	1
3	U	1

Description: *Ignition coil*

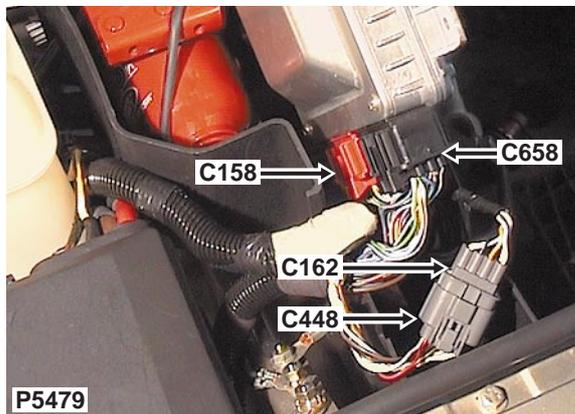
Location: *Rear RH side of engine*



YPC107900

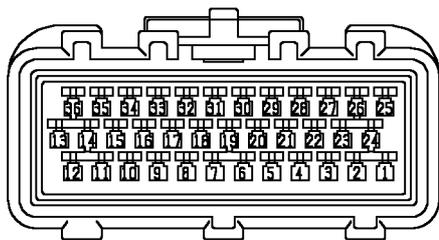
Colour: *BLACK*

Gender: *Female*



Description: *Engine control module (ECM) - Td5*

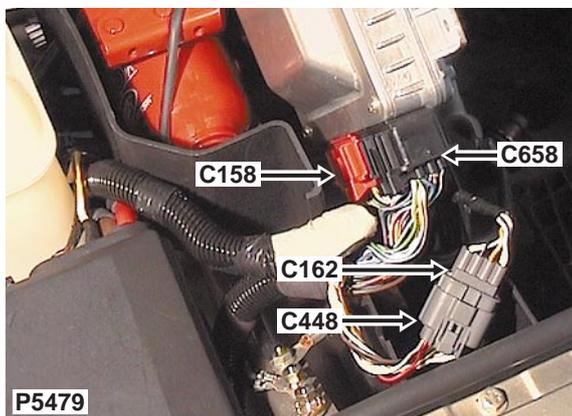
Location: *RH side of engine compartment*



YPC10530

Colour: *RED*
 Gender: *Female*

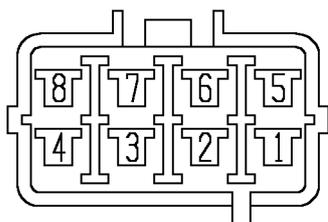
Cav	Col	Cct
1	YP	12
3	U	12
4	O	12
5	KB	12
6	WY	12
7	KG	12
8	KP	12
10	WY	12
11	NO	12
13	KB	12
17	KB	12
18	KB	12
19	YW	12
20	KB	12
21	SW	12
22	NK	12
23	NO	12
24	YR	12
25	Y	12
26	YN	12
27	YU	12
29	GU	12
30	KB	12
32	Y	12
33	WB	12
34	GB	12
35	W	12
36	WU	12



Cav	Col	Cct
1	WN	12
2	NY	12
3	NK	12
4	WG	12
5	W	12
6	Y	12
7	B	12
8	WB	12

Description: *Engine harness to main harness*

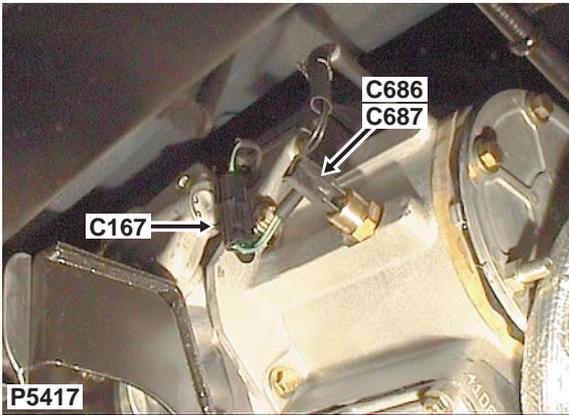
Location: *RH side of engine compartment*



YPC10467

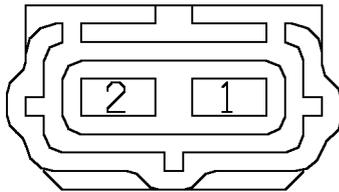
Colour: *GREY*

Gender: *Male*



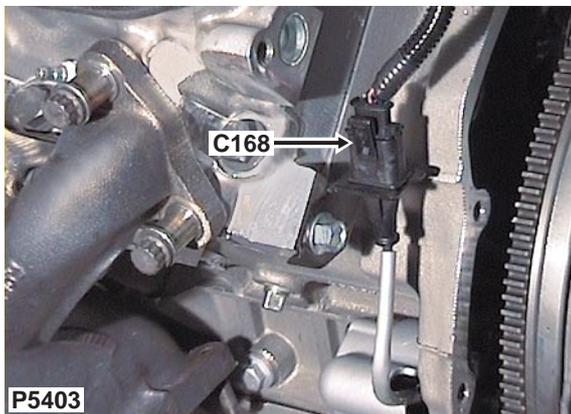
Cav	Col	Cct
1	GN	ALL
2	GY	ALL

Description: *Switch - Reverse lamp*
 Location: *LH side of transfer box*



YPC10070

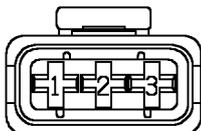
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	BY	1
2	KB	1
3	B	1

Description: *Sensor - Crankshaft position (CKP) - V8*

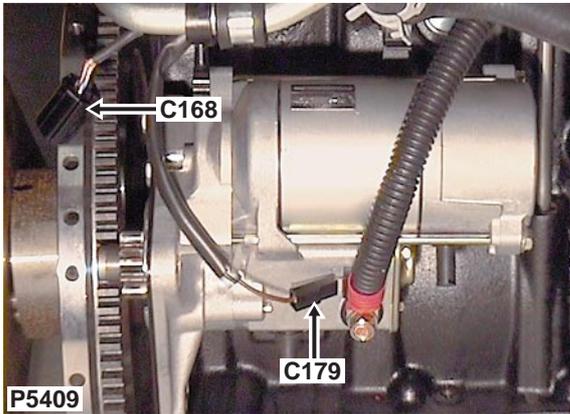
Location: *Rear LH side of engine*



YPC110140

Colour: *BLACK*

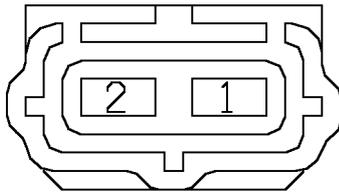
Gender: *Female*



Cav	Col	Cct
1	KB	12
2	WU	12

Description: *Sensor - Crankshaft position (CKP) - Td5*

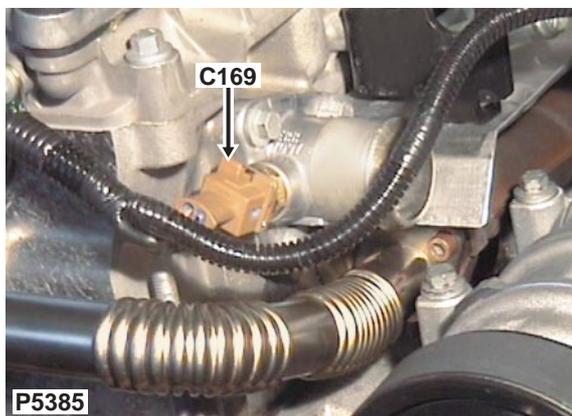
Location: *Lower rear of engine - RH side*



YPC10070

Colour: *BLACK*

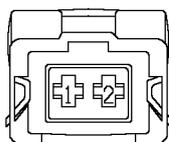
Gender: *Female*



Cav	Col	Cct
1	KB	12
2	KG	12

Description: *Sensor - Engine coolant temperature (ECT)*

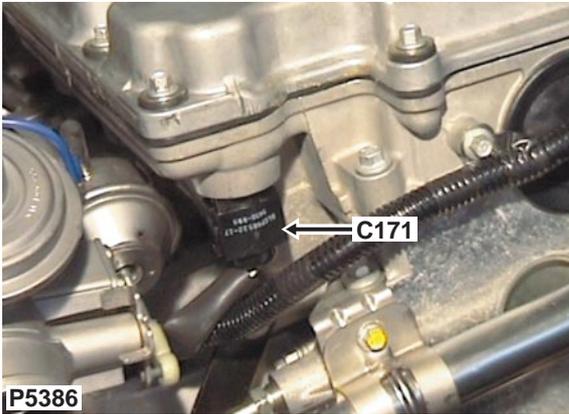
Location: *Front LH side of engine*



YPC107760

Colour: *BROWN*

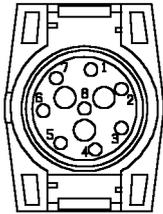
Gender: *Female*



Description: *Engine harness to injector harness*

Location: *Front RH side of engine*

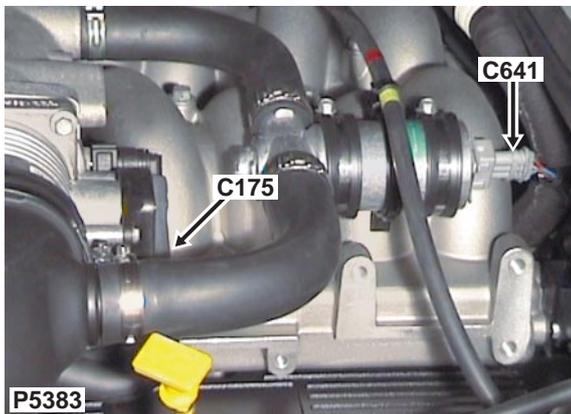
Cav	Col	Cct
1	Y	12
2	YN	12
4	YR	12
5	YP	12
6	YU	12
7	NO	12
8	NK	12



YYC103240

Colour: *BLACK*

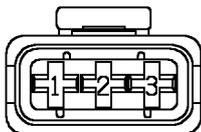
Gender: *Female*



Cav	Col	Cct
1	R	1
2	RB	1
3	YLG	1

Description: *Sensor - Throttle position (TP)*

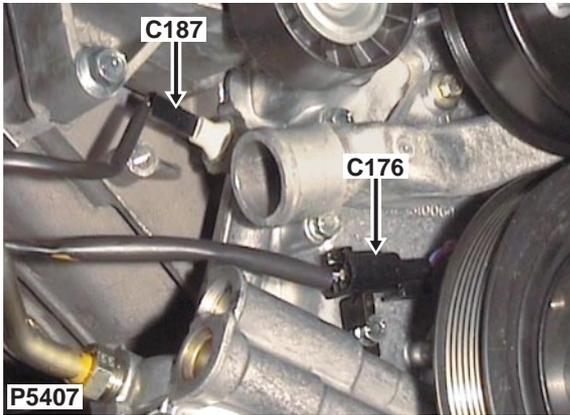
Location: *Rear LH side of engine*



YPC110140

Colour: *BLACK*

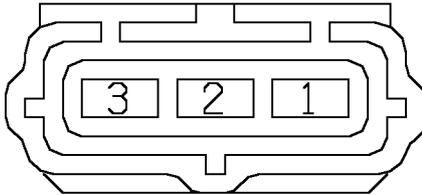
Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	SU	1
3	NK	ALL

Description: *Sensor - Camshaft position (CMP)*

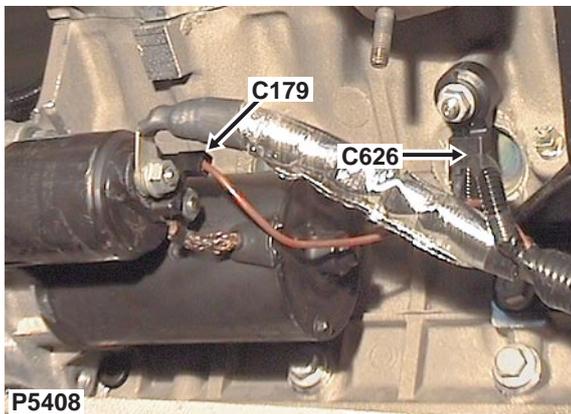
Location: *Lower front of engine - RH side*



YPC10068

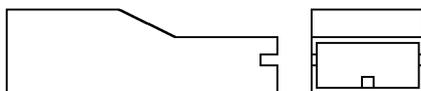
Colour: *BLACK*

Gender: *Female*



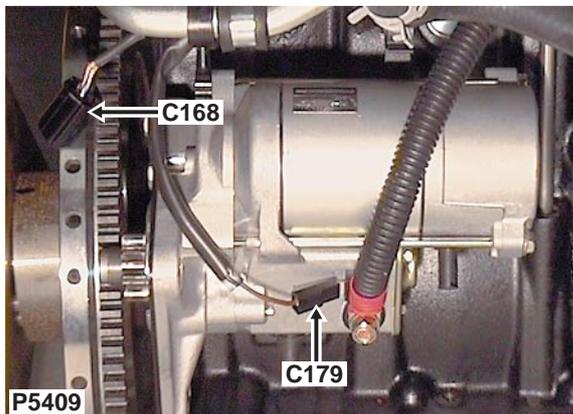
Cav	Col	Cct
1	NR	1

Description: *Solenoid - Starter motor - V8*
 Location: *Lower rear of engine - RH side*



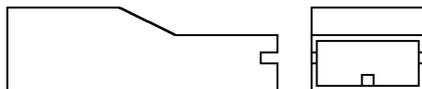
AAU1010

Colour: *BLACK*
 Gender: *Female*



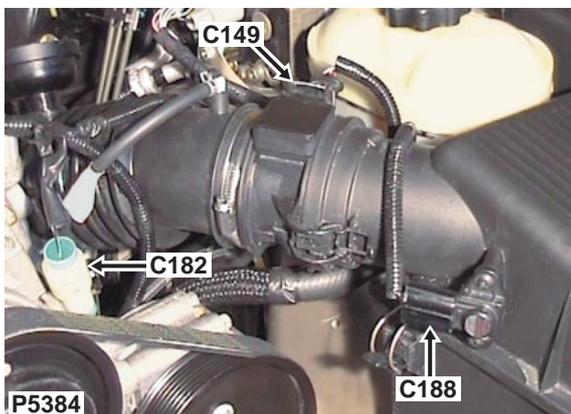
Cav	Col	Cct
1	NR	12

Description: *Solenoid - Starter motor - Td5*
 Location: *Lower rear of engine - RH side*



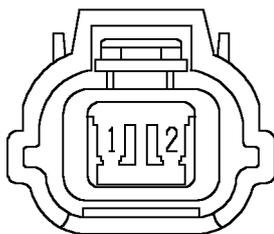
AAU1010

Colour: *BLACK*
 Gender: *Female*



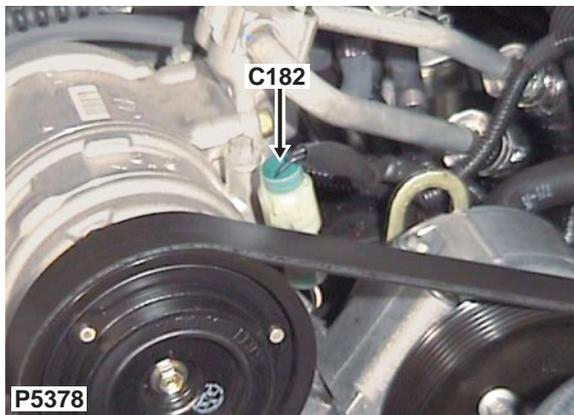
Cav	Col	Cct
1	BG	12
2	B	12

Description: *Clutch - Compressor - Air conditioning (A/C) - Td5*
 Location: *Front LH side of engine*



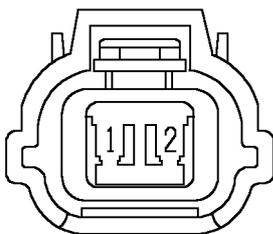
YPC10180

Colour: *GREY*
 Gender: *Female*



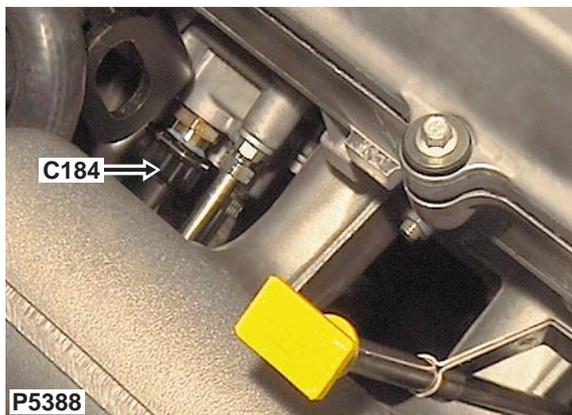
Cav	Col	Cct
1	BG	1
2	B	1

Description: *Clutch - Compressor - Air conditioning (A/C) - V8*
 Location: *Front of engine - centre*



YPC10180

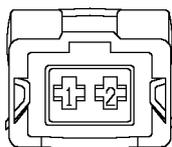
Colour: *GREY*
 Gender: *Female*



Cav	Col	Cct
1	KB	12
2	YW	12

Description: *Sensor - Temperature - Fuel rail*

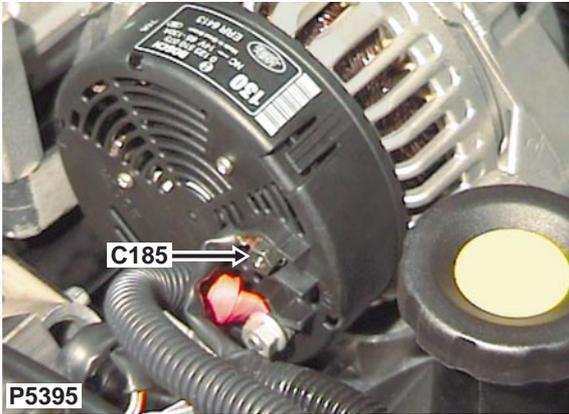
Location: *Rear RH side of engine*



YPC107760

Colour: *BLACK*

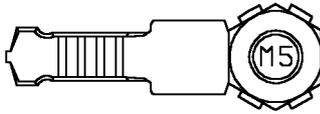
Gender: *Female*



Cav	Col	Cct
1	NY	1

Description: *Alternator / generator*

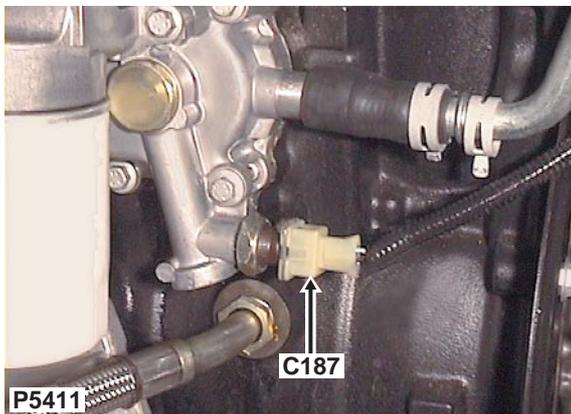
Location: *Top front of engine - RH side*



YPG100730

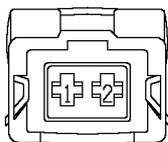
Colour: *BRASS*

Gender:



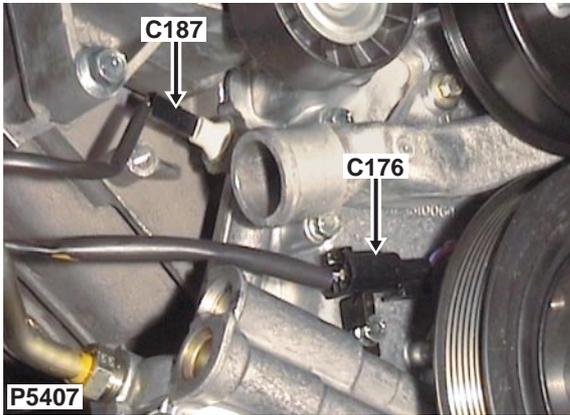
Cav	Col	Cct
1	WN	12
2	B	12

Description: *Switch - Oil pressure - Td5*
Location: *Rear LH side of engine*



YPC107830

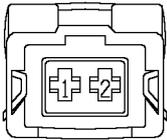
Colour: *NATURAL*
Gender: *Female*



Cav	Col	Cct
1	WN	1

Description: *Switch - Oil pressure - V8*

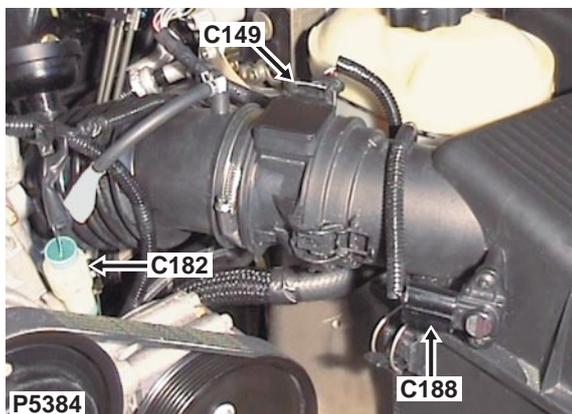
Location: *Lower front of engine - RH side*



YPC107830

Colour: *NATURAL*

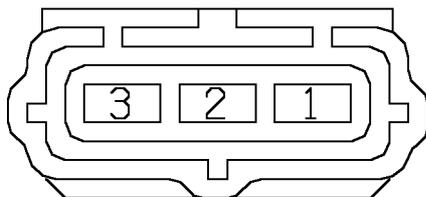
Gender: *Female*



Cav	Col	Cct
1	KB	12
2	WY	12
3	KP	12

Description: *Sensor - Ambient Air Pressure (AAP)*

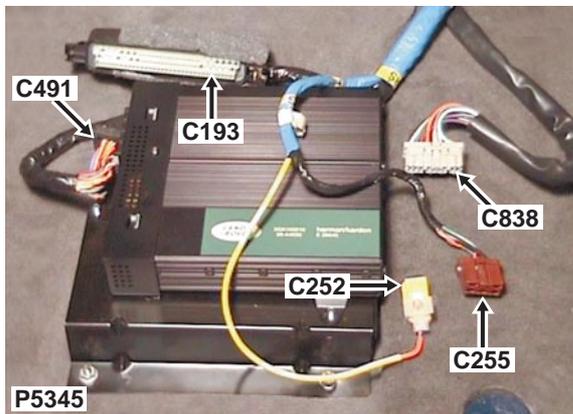
Location: *Front LH side of engine*



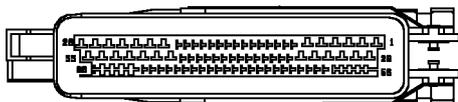
YPC10068

Colour: *BLACK*

Gender: *Female*



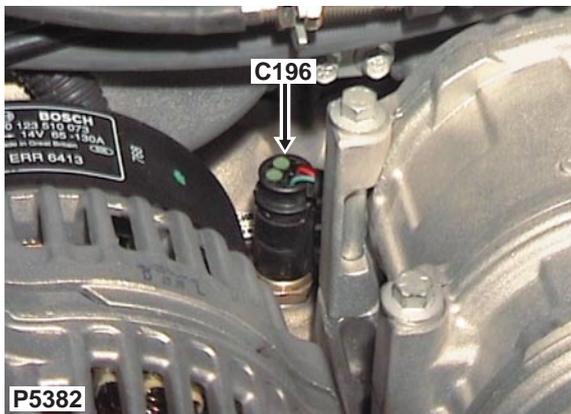
Description: *ECU - Electronic automatic transmission*
 Location: *Beneath LH seat*



YPC114580

Colour: *NATURAL*
 Gender: *Female*

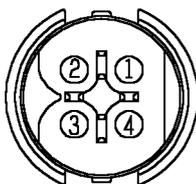
Cav	Col	Cct
5	OG	7
6	B	7
8	UB	7
9	UW	7
13	RK	7
14	B	7
15	W	7
16	W	ALL
25	YR	7
26	PY	7
28	B	7
30	OP	7
31	K	7
32	SO	7
33	OW	7
36	UP	7
37	UG	7
42	R	7
44	Y	ALL
45	UO	7
51	YG	7
53	OLG	7
54	LGO	7



Cav	Col	Cct
3	RB	1
4	G	1

Description: *Sensor - Engine coolant temperature (ECT)*

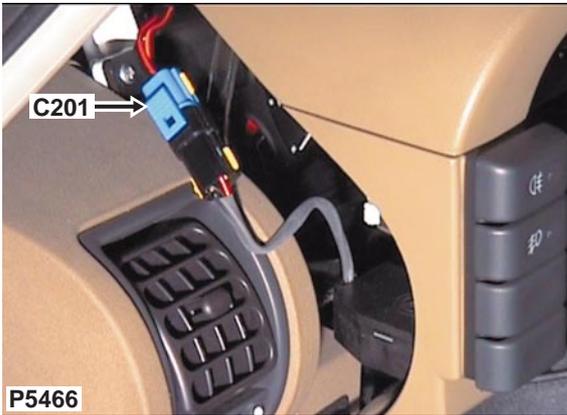
Location: *Front of engine - centre*



YPC113850

Colour: *BLACK*

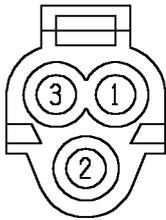
Gender: *Female*



Description: *Dimmer - Instrument illumination*

Location: *Behind LH side of fascia*

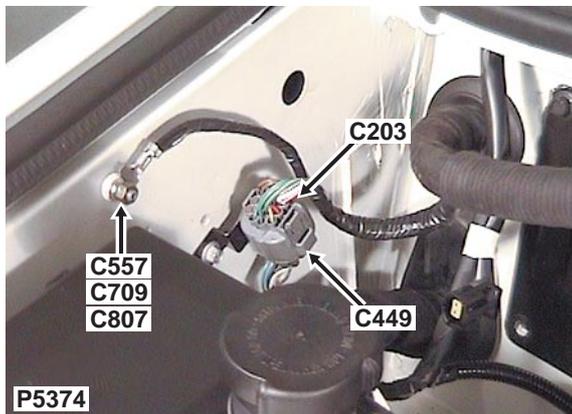
Cav	Col	Cct
1	RN	24
2	RO	24
3	B	24



AFU1457

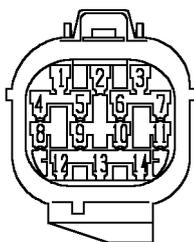
Colour: *BLUE*

Gender: *Female*



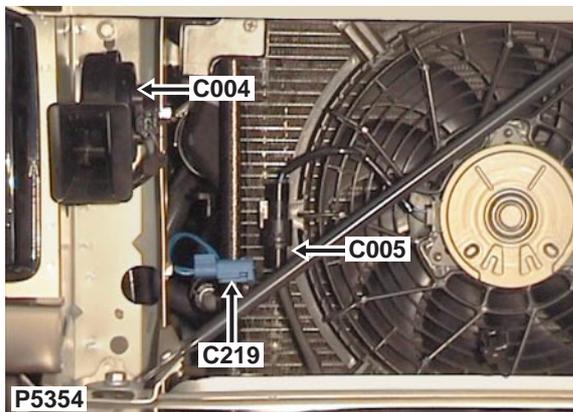
Description: *Engine harness to main harness*
 Location: *Rear RH side of engine compartment*

Cav	Col	Cct
1	SY	20
2	GK	4
2	RB	20
3	W	1
4	GN	1
5	GY	1
6	SP	1
7	WN	1
8	GU	1
9	NY	1
10	UP	1
11	RK	1
13	BY	4
14	NK	ALL



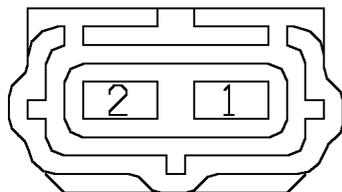
YPC10549

Colour: *GREY*
 Gender: *Female*



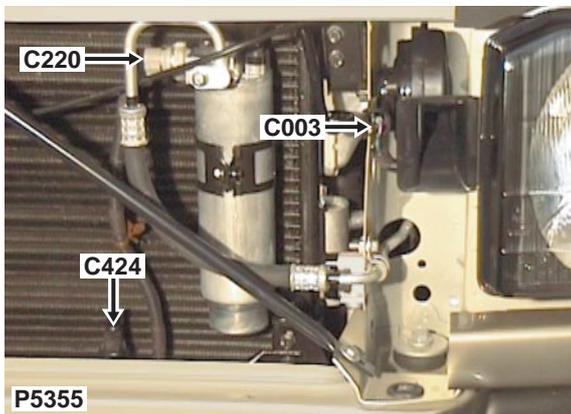
Cav	Col	Cct
1	B	ALL
2	BLG	ALL

Description: *Switch - Oil temperature*
Location: *Behind the front grille*



YPC10070

Colour: *BLACK*
Gender: *Female*



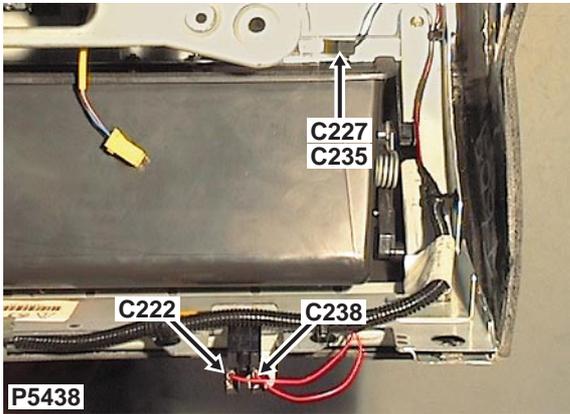
Cav	Col	Cct
1	YB	5
2	YS	ALL

Description: *Switch - Dual pressure*
Location: *Behind the front grille*



YPC10617

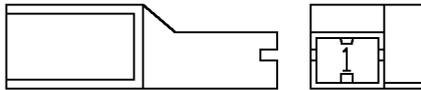
Colour: *LIGHT GREY*
Gender: *Female*



Cav	Col	Cct
1	RB	ALL

Description: *Switch - Glove box*

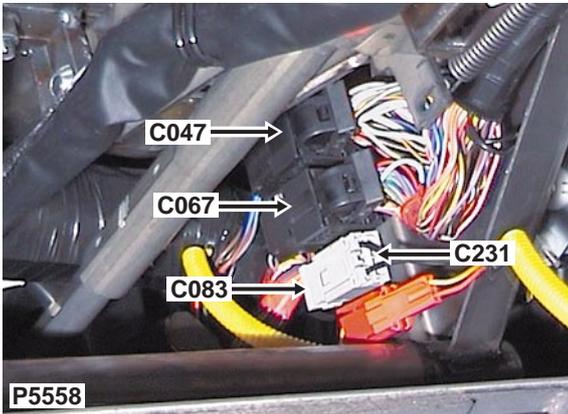
Location: *Behind glovebox*



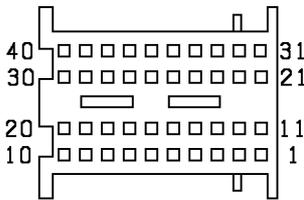
YPC10165

Colour: *BLACK*

Gender: *Female*



Description: Fascia harness to main harness - LHD
 Location: LH side of steering column

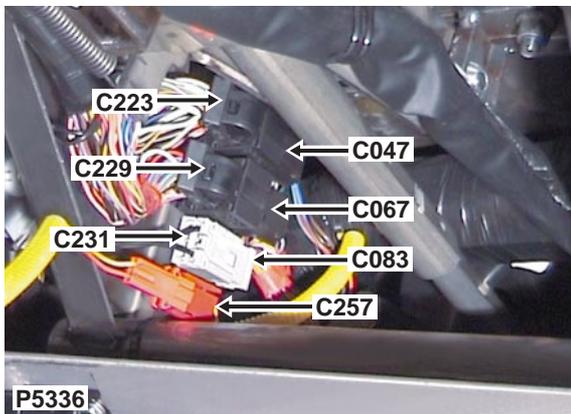


YPH100430

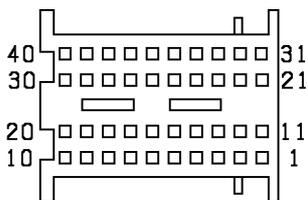
Colour: BLACK
 Gender: Female

Cav	Col	Cct
1	BLG	ALL
2	KO	ALL
3	WN	ALL
4	RS	ALL
5	BO	ALL
6	GS	ALL
7	NY	ALL
8	YR	ALL
9	SK	ALL
10	KB	ALL
11	B	ALL
12	BS	ALL
13	B	ALL
14	OG	ALL
15	YG	ALL
16	YR	ALL
17	WU	ALL
18	GU	ALL
19	BY	ALL
20	WS	ALL
21	GB	ALL
22	WO	ALL
23	WK	ALL
24	WR	ALL
25	WY	ALL
26	SW	ALL
27	BU	ALL
28	BK	ALL
29	BN	ALL
30	BP	ALL
31	RN	ALL
32	KB	ALL
33	UP	ALL
34	PR	ALL
35	KR	ALL
36	YK	ALL
37	UY	25

Cav	Col	Cct
38	PK	ALL
39	BU	ALL
40	PW	ALL



Description: *Fascia harness to main harness - RHD*
 Location: *RH side of steering column*

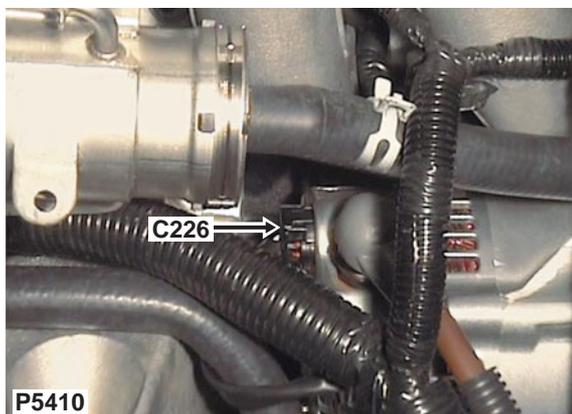


YPH100430

Colour: *BLACK*
 Gender: *Female*

Cav	Col	Cct
1	BLG	ALL
2	KO	ALL
3	WN	ALL
4	RS	ALL
5	BO	ALL
6	GS	ALL
7	NY	ALL
8	YR	ALL
9	SK	ALL
10	KB	ALL
11	B	ALL
12	BS	ALL
13	B	ALL
14	OG	ALL
15	YG	ALL
16	YR	ALL
17	WU	ALL
18	GU	ALL
19	BY	ALL
20	WS	ALL
21	GB	ALL
22	WO	ALL
23	WK	ALL
24	WR	ALL
25	WY	ALL
26	SW	ALL
27	BU	ALL
28	BK	ALL
29	BN	ALL
30	BP	ALL
31	RN	ALL
32	KB	ALL
33	UP	ALL
34	PR	ALL
35	KR	ALL
36	YK	ALL
37	UY	25

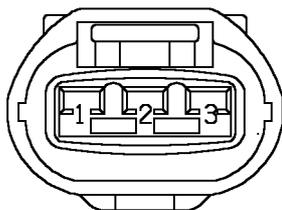
Cav	Col	Cct
38	PK	ALL
39	BU	ALL
40	PW	ALL



Cav	Col	Cct
1	NY	12
2	WG	12

Description: *Alternator / generator*

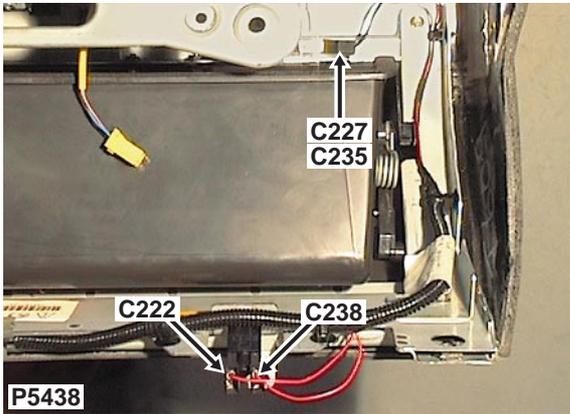
Location: *RH side of engine*



YPC10604

Colour: *BLACK*

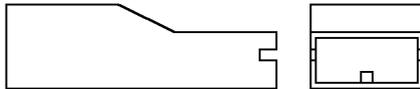
Gender: *Female*



Cav	Col	Cct
1	B	ALL

Description: *Lamp - Glove box*

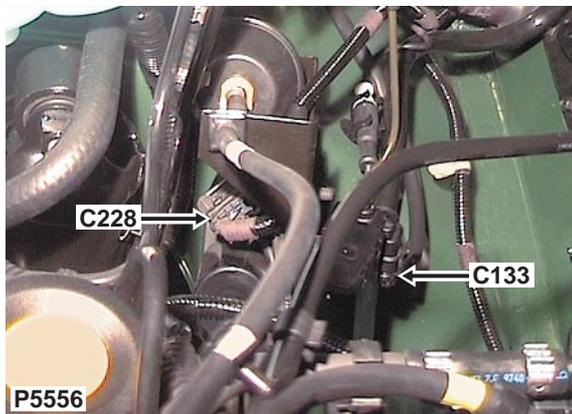
Location: *Behind glovebox*



AAU1010

Colour: *BLACK*

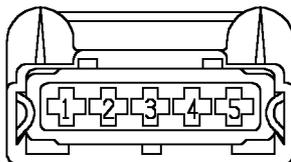
Gender: *Female*



Cav	Col	Cct
2	GP	1
3	BY	1
4	BR	1
5	WU	1

Description: *Pump - Cruise control - LHD*

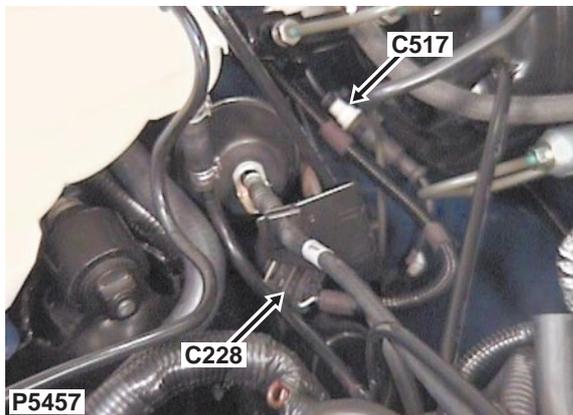
Location: *Rear RH side of engine compartment*



YPC107840

Colour: *BLACK*

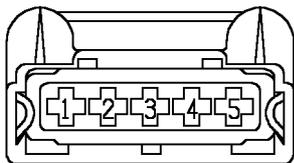
Gender: *Female*



Cav	Col	Cct
2	GP	1
3	BY	1
4	BR	1
5	WU	1

Description: *Pump - Cruise control - RHD*

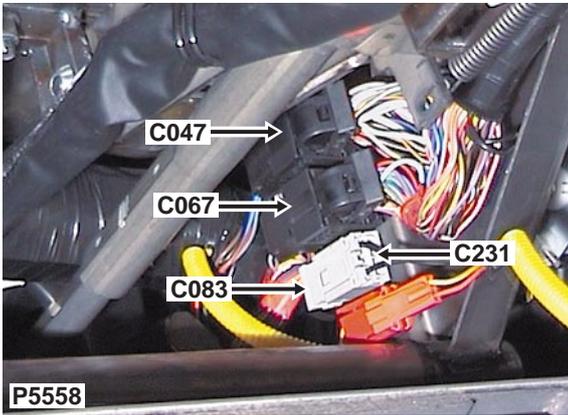
Location: *Lower RH rear of engine compartment*



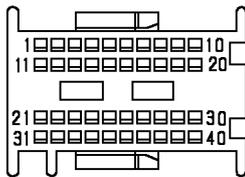
YPC107840

Colour: *BLACK*

Gender: *Female*



Description: *Fascia harness to main harness - LHD*
 Location: *LH side of steering column*

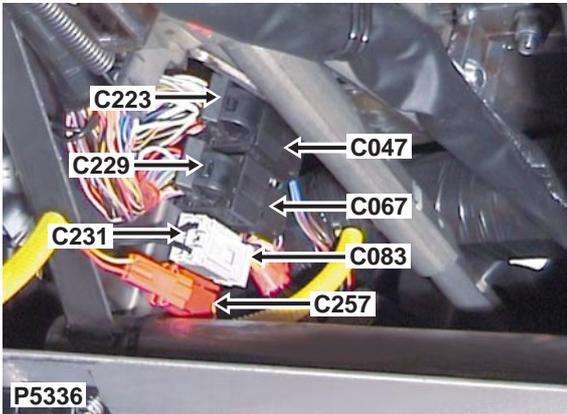


YPH101400

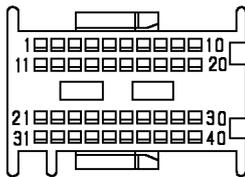
Colour: *GREEN*
 Gender: *Female*

Cav	Col	Cct
1	NP	5
1	NP	6
2	KO	5
2	KO	6
3	PS	5
3	PS	6
4	NB	5
4	NB	6
5	KG	5
5	KG	6
6	YG	5
7	BW	5
8	B	5
9	YB	5
10	PG	5
11	W	9
12	G	9
13	S	9
14	Y	9
15	O	9
16	SG	9
17	RU	ALL
18	BG	ALL
19	BU	ALL
20	BK	ALL
21	BR	ALL
22	BW	ALL
23	BN	ALL
24	BY	ALL
25	BO	ALL
26	U	9
27	P	9
28	GO	5
30	R	9
31	PW	5
32	LGS	ALL
33	UP	ALL

Cav	Col	Cct
34	OB	ALL
35	LGR	ALL
36	WY	ALL
37	SB	ALL
38	SR	ALL
39	PS	ALL
40	UB	5



Description: *Fascia harness to main harness - RHD*
 Location: *RH side of steering column*

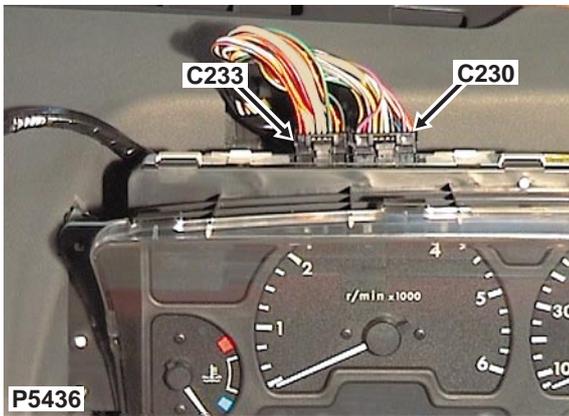


YPH101400

Colour: *GREEN*
 Gender: *Female*

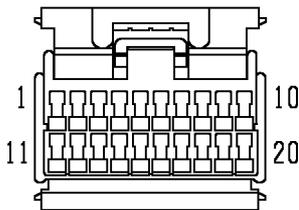
Cav	Col	Cct
1	NP	5
1	NP	6
2	KO	5
2	KO	6
3	PS	5
3	PS	6
4	NB	5
4	NB	6
5	KG	5
5	KG	6
6	YG	5
7	BW	5
8	B	5
9	YB	5
10	PG	5
11	W	9
12	G	9
13	S	9
14	Y	9
15	O	9
16	SG	9
17	RU	ALL
18	BG	ALL
19	BU	ALL
20	BK	ALL
21	BR	ALL
22	BW	ALL
23	BN	ALL
24	BY	ALL
25	BO	ALL
26	U	9
27	P	9
28	GO	5
30	R	9
31	PW	5
32	LGS	ALL
33	UP	ALL

Cav	Col	Cct
34	OB	ALL
35	LGR	ALL
36	WY	ALL
37	SB	ALL
38	SR	ALL
39	PS	ALL
40	UB	5



Description: *Instrument Pack*

Location: *Behind instrument pack*



YPC10175

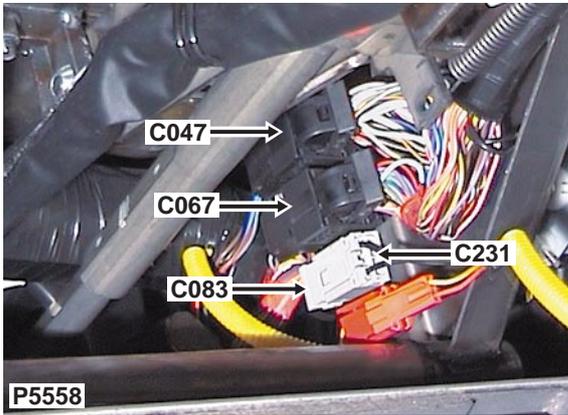
Colour: *BLACK*

Gender: *Female*

Cav	Col	Cct
1	PW	ALL
3	US	ALL
4	YR	ALL
5	YG	ALL
6	WN	ALL
7	BLG	ALL
8	BU	ALL
9	PK	ALL
10	KO	ALL
11	NY	ALL
12	RN	ALL
13	KB	ALL
14	GB	ALL
15	WS	ALL
16	KG	ALL
17	B	ALL
18	B	ALL
19	LG	ALL
20	PO	ALL

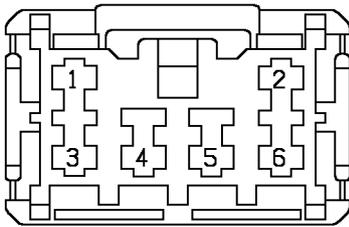
C0231

CONNECTOR DETAILS



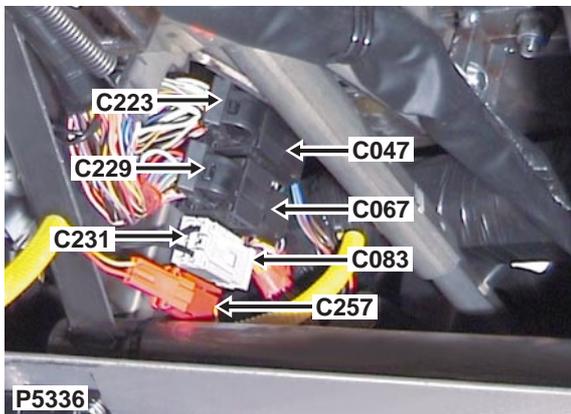
Cav	Col	Cct
2	B	ALL

Description: *Fascia harness to main harness - LHD*
Location: *LH side of steering column*



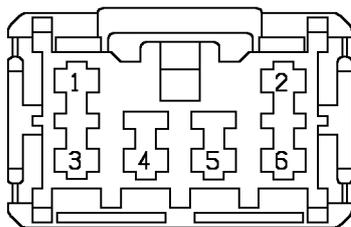
YPC10634

Colour: *LIGHT GREY*
Gender: *Female*



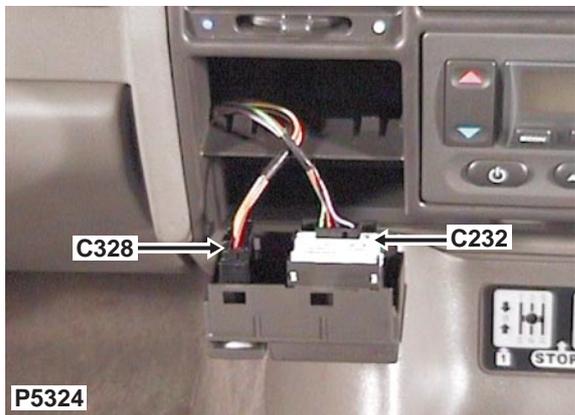
Cav	Col	Cct
2	B	ALL

Description: *Fascia harness to main harness - RHD*
 Location: *RH side of steering column*



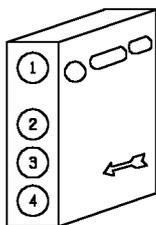
YPC10634

Colour: *LIGHT GREY*
 Gender: *Female*



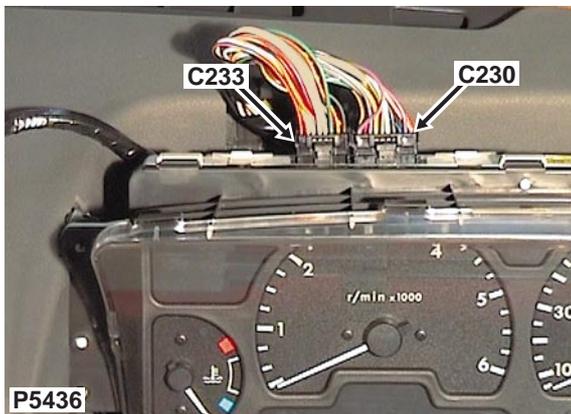
Cav	Col	Cct
1	P	ALL
2	B	ALL
3	RN	ALL
4	LGP	ALL

Description: *Clock - Digital*
 Location: *Behind clock*



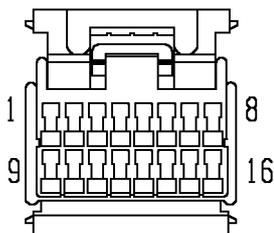
AFU4583

Colour: *BLACK*
 Gender: *Female*



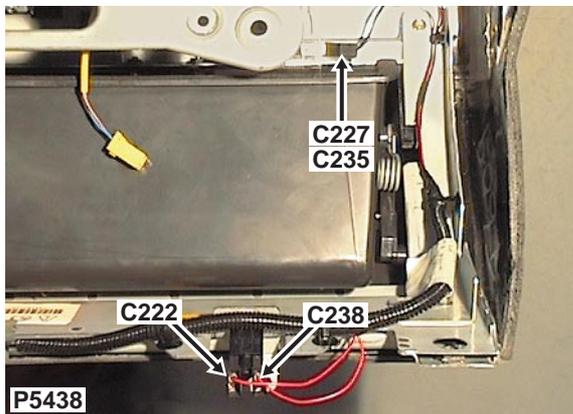
Description: *Instrument Pack*
 Location: *Behind instrument pack*

Cav	Col	Cct
1	BO	ALL
2	WO	ALL
3	WR	ALL
4	WU	ALL
5	WY	ALL
6	G	ALL
7	YR	ALL
8	BS	ALL
10	WK	ALL
11	OG	ALL
12	BY	ALL
13	RS	ALL
14	GS	ALL
15	GU	ALL
16	SK	ALL



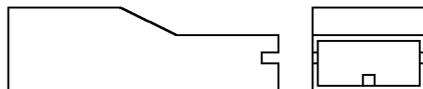
YPC10174

Colour: *BLACK*
 Gender: *Female*



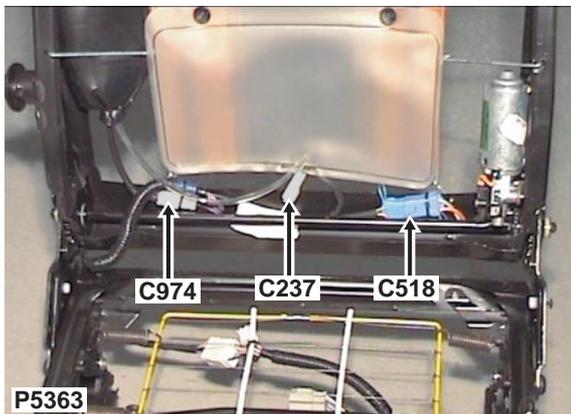
Cav	Col	Cct
1	R	ALL

Description: *Lamp - Glove box*
 Location: *Behind glovebox*



AAU1010

Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	KW	2
2	B	2

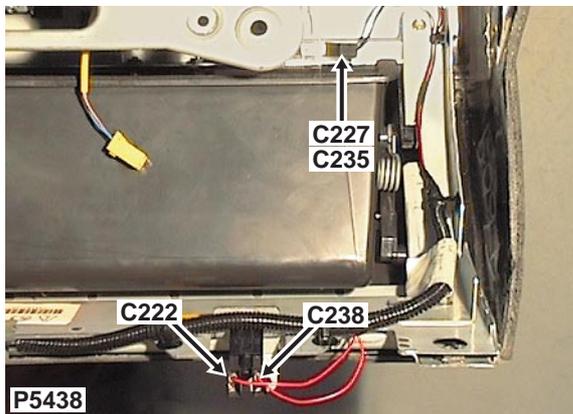
Description: *Seat cushion harness to seat squab harness*

Location: *Passenger seat - below*

NO CONNECTOR FACE

Colour: *WHITE*

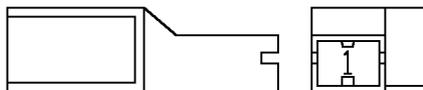
Gender: *Male*



Cav	Col	Cct
1	R	ALL

Description: *Switch - Glove box*

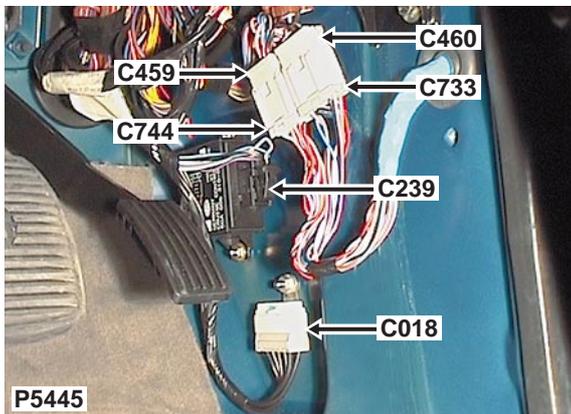
Location: *Behind glovebox*



YPC10165

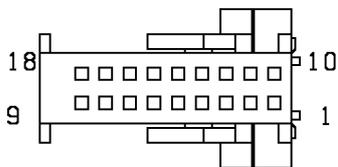
Colour: *BLACK*

Gender: *Female*



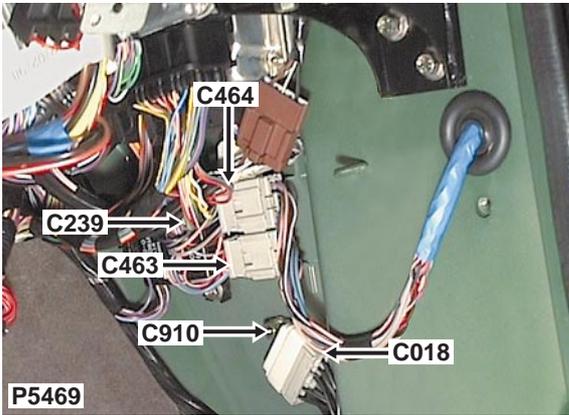
Description: *ECU - Cruise control - RHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	PG	4
1	PG	16
2	UW	1
4	RW	1
5	GS	1
7	BR	1
8	WY	1
11	WU	1
15	KG	1
16	K	1
17	BY	1
18	B	1



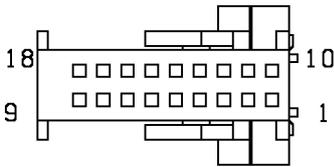
YPC111800

Colour: *BLACK*
 Gender: *Female*



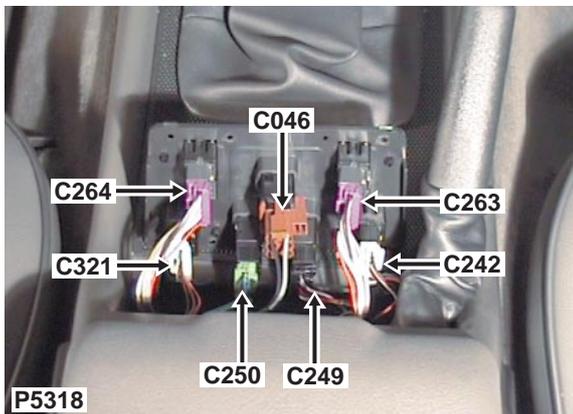
Description: *ECU - Cruise control - LHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	PG	4
1	PG	16
1	PG	20
2	UW	1
4	RW	1
5	GS	1
7	BR	1
8	WY	1
11	WU	1
15	KG	1
16	K	1
17	BY	1
18	B	1



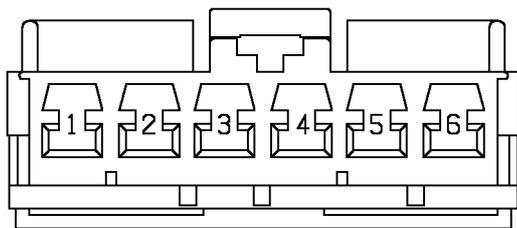
YPC111800

Colour: *BLACK*
 Gender: *Female*



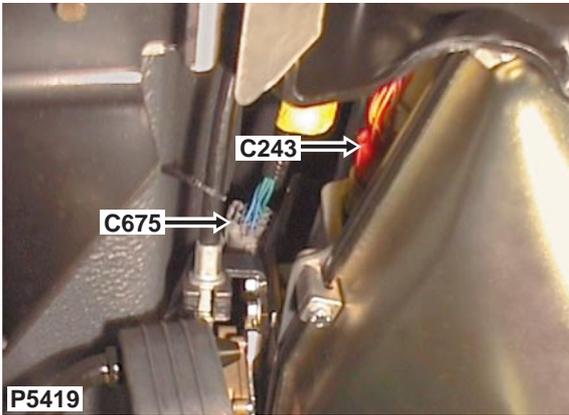
Cav	Col	Cct
1	B	ALL
3	BK	ALL
4	BU	ALL
6	RN	ALL

Description: *Switch - Window - Front - RH*
 Location: *Behind centre console*



YPC113220

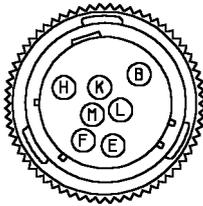
Colour: *WHITE*
 Gender: *Female*



Cav	Col	Cct
B	OP	ALL
E	OK	ALL
F	OB	ALL
H	OG	ALL
K	OW	ALL
L	OLG	ALL
M	SO	ALL

Description: *Solenoid - Gearbox*

Location: *Lower rear of engine - LH side*



YPC115800

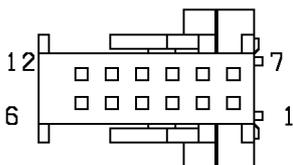
Colour: *BLACK*

Gender: *Female*



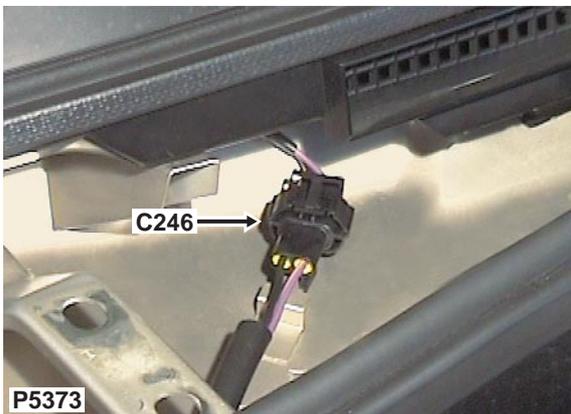
Description: *General illumination*
 Location: *Beneath centre console*

Cav	Col	Cct
1	B	7
2	RN	ALL
3	RP	7
4	RK	7
5	RS	7
6	RG	7
7	UO	7
8	RB	7
9	GLG	7
10	RW	7
11	RU	7
12	RY	7



YPC111790

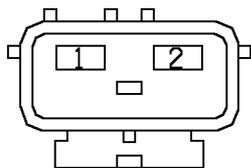
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	PK	14
2	B	14

Description: *Element - Front screen - RH*

Location: *Under bonnet, RH side*



AFU3814

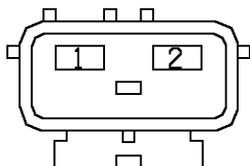
Colour: *BLACK*

Gender: *Male*



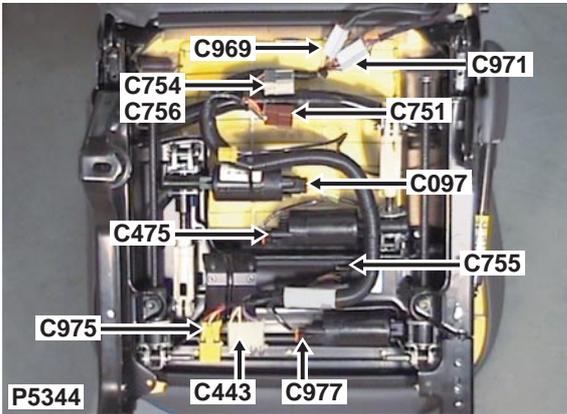
Cav	Col	Cct
1	PS	14
2	B	14

Description: *Element - Front screen - LH*
Location: *Under bonnet, LH side*



AFU3814

Colour: *BLACK*
Gender: *Male*



Cav	Col	Cct
2	KW	2
3	B	2
4	P	2
5	PS	2
6	S	2
7	PB	2

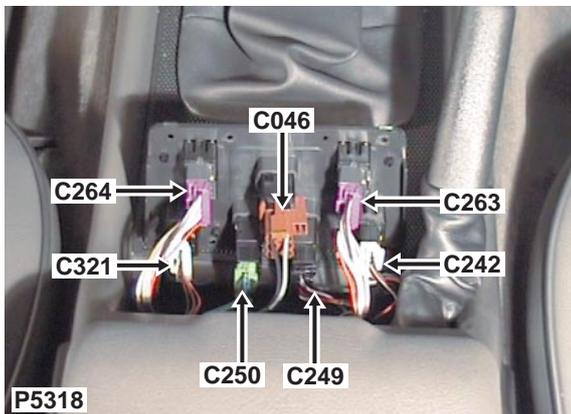
Description: *Seat cushion harness to seat squab harness*

Location: *Underside of front passenger's seat*



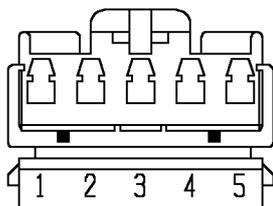
Colour: *WHITE*

Gender: *Male*



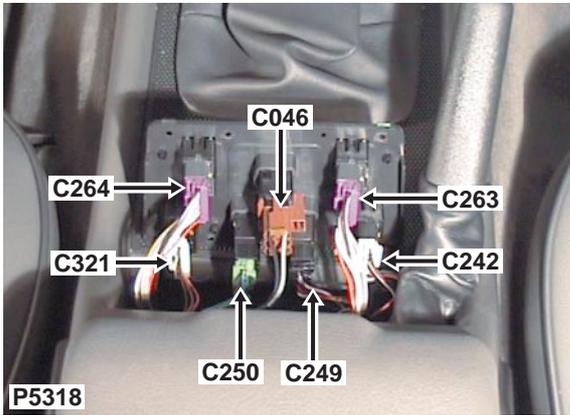
Cav	Col	Cct
1	LGW	2
2	RN	2
4	UK	2
5	B	2

Description: *Switch - Heater - Seat - RH*
 Location: *Behind centre console*



YPC10523

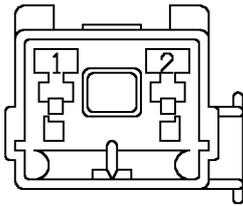
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	LGW	2
2	RN	2
4	US	2
5	B	2

Description: *Switch - Heater - Seat - LH*

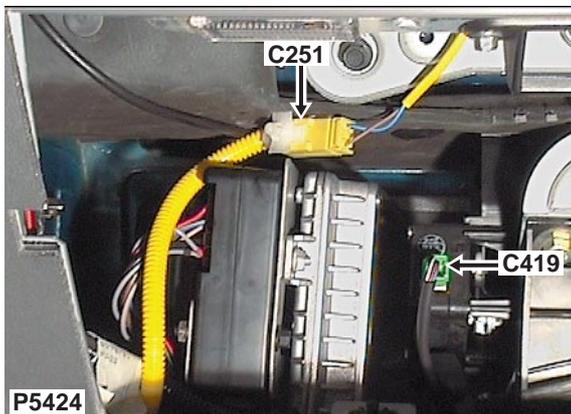
Location: *Behind centre console*



YPC10526

Colour: *GREEN*

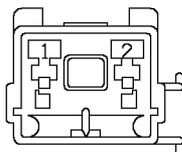
Gender: *Female*



Cav	Col	Cct
1	WY	34
2	W	34

Description: *Air bag - Passenger*

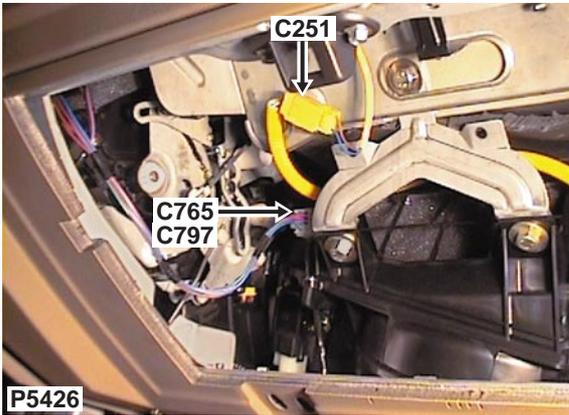
Location: *Behind glovebox*



YPC106810

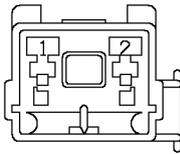
Colour: *YELLOW*

Gender: *Male*



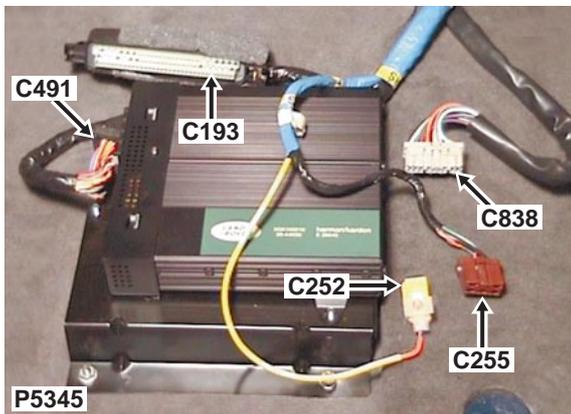
Cav	Col	Cct
1	WY	33
2	W	33

Description: *Air bag - Passenger*
 Location: *Behind glovebox*



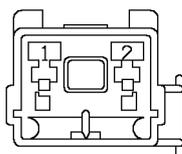
YPC108810

Colour: *YELLOW*
 Gender: *Male*



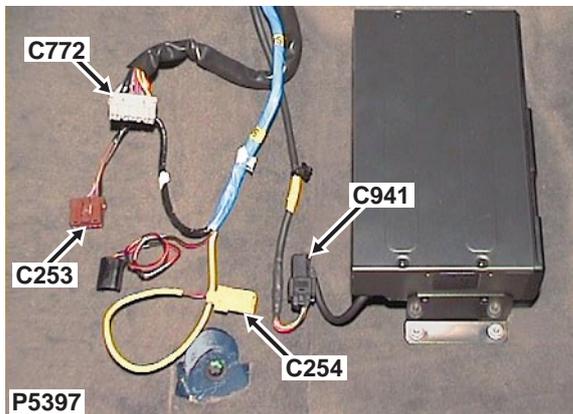
Cav	Col	Cct
1	OR	ALL
2	O	ALL

Description: *Pre-tensioner - LH*
 Location: *Beneath LH seat*



YPC106810

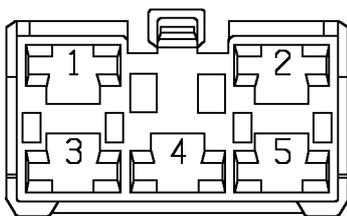
Colour: *YELLOW*
 Gender: *Male*



Description: *Seat link harness to main harness*

Location: *Beneath RH seat*

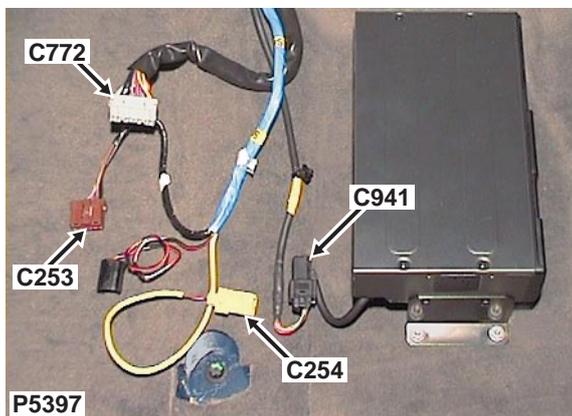
Cav	Col	Cct
1	UK	2
2	B	2
4	OP	22
5	NP	22



YPC10462

Colour: *BROWN*

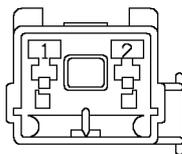
Gender: *Female*



Cav	Col	Cct
1	NR	ALL
2	N	ALL

Description: *Pre-tensioner - RH*

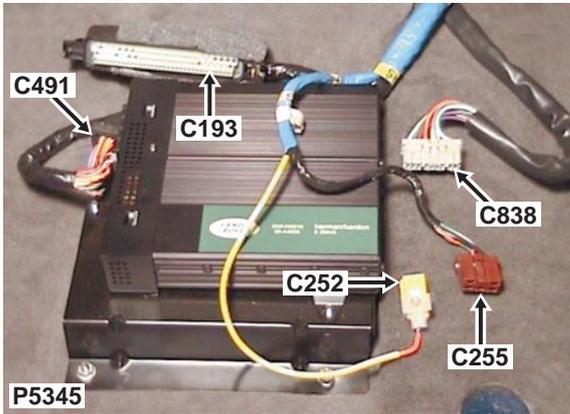
Location: *Beneath RH seat*



YPC106810

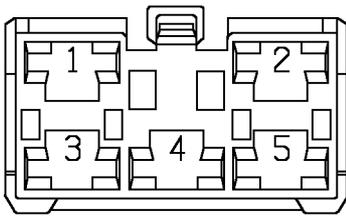
Colour: *YELLOW*

Gender: *Male*



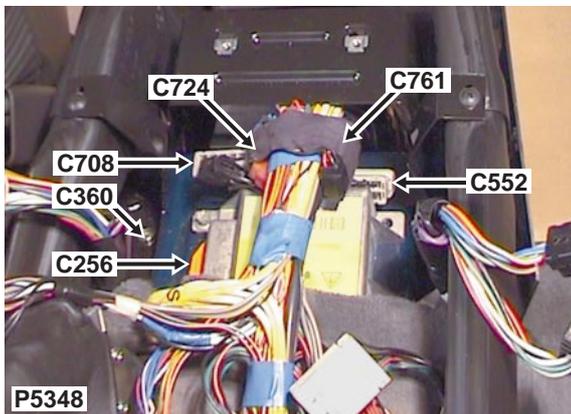
Description: *Seat link harness to main harness*
 Location: *Beneath LH seat*

Cav	Col	Cct
1	US	2
2	B	2
4	OP	22
5	NG	22



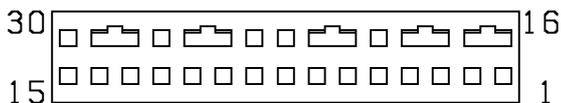
YPC10462

Colour: *BROWN*
 Gender: *Female*



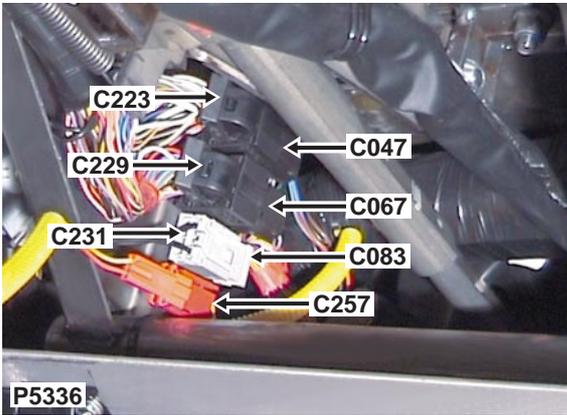
Description: *DCU - Airbag*
 Location: *Behind centre console*

Cav	Col	Cct
1	RY	ALL
2	R	ALL
3	WY	ALL
4	W	ALL
6	N	ALL
7	NR	ALL
9	K	ALL
10	O	ALL
11	OR	ALL
13	YR	ALL
14	B	ALL
15	G	ALL



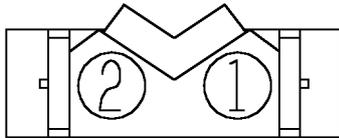
YPC109860

Colour: *YELLOW*
 Gender: *Female*



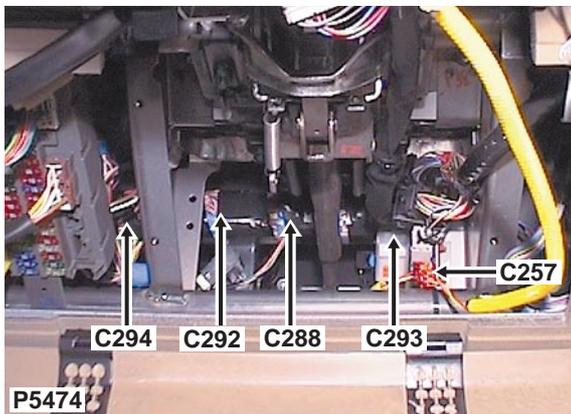
Cav	Col	Cct
1	RY	34
2	R	34

Description: *Air bag - Driver - RHD*
 Location: *RH side of steering column*



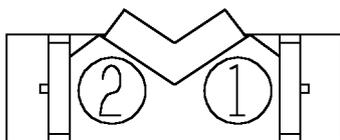
YPC10274

Colour: *RED*
 Gender: *Female*



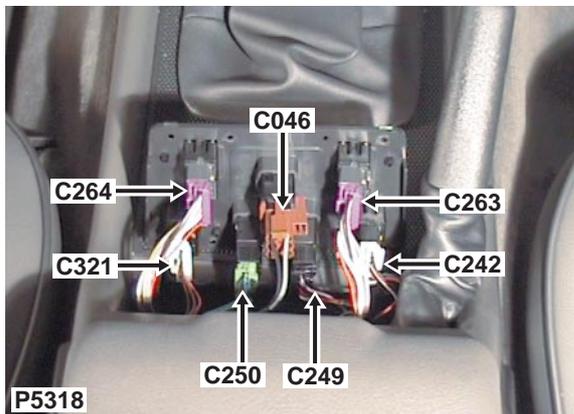
Cav	Col	Cct
1	RY	33
2	R	33

Description: *Air bag - Driver - LHD*
 Location: *Under LH side of fascia*



YPC10274

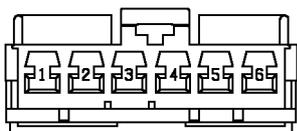
Colour: *RED*
 Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	WK	ALL
3	SY	ALL
4	SN	ALL
5	WK	ALL
6	RN	ALL

Description: *Switch - Window - Console - RH*

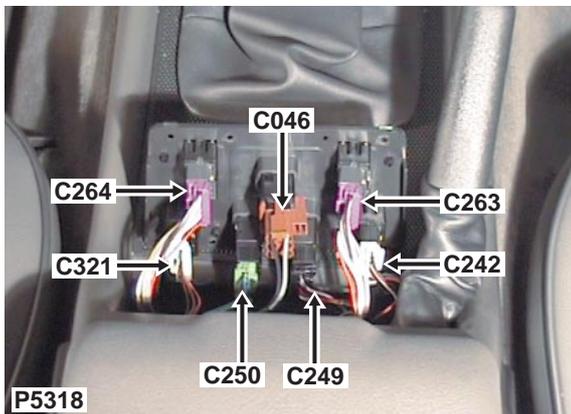
Location: *Behind centre console*



YPC113190

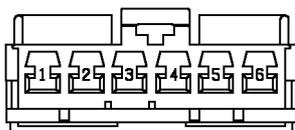
Colour: *PURPLE*

Gender: *Female*



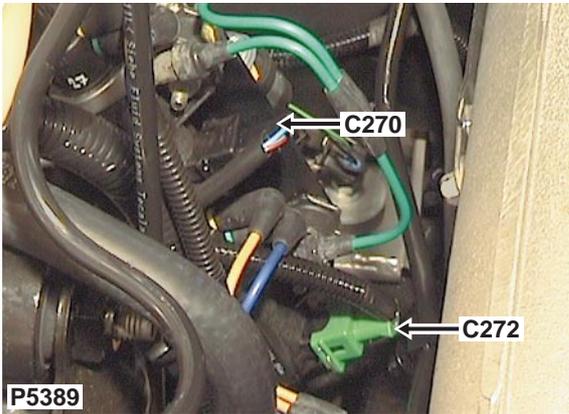
Cav	Col	Cct
1	B	ALL
2	WK	ALL
3	SY	ALL
4	SW	ALL
5	WK	ALL
6	RN	ALL

Description: *Switch - Window - Console - LH*
 Location: *Behind centre console*



YPC113190

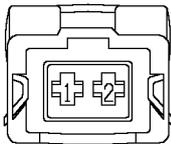
Colour: *PURPLE*
 Gender: *Female*



Cav	Col	Cct
1	NK	12
2	U	12

Description: *Modulator - EGR*

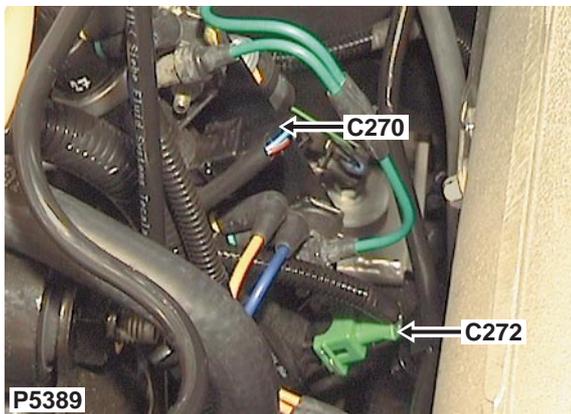
Location: *RH side of engine compartment*



YPC107790

Colour: *BLACK*

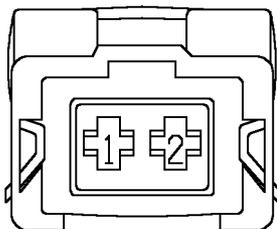
Gender: *Female*



Cav	Col	Cct
1	NK	12
2	O	12

Description: *Throttle - EGR - Inlet*

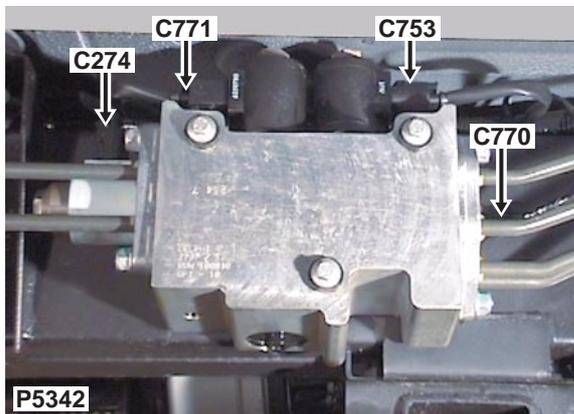
Location: *RH side of engine compartment*



YPC107810

Colour: *GREEN*

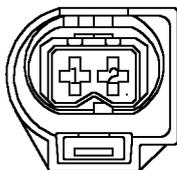
Gender: *Female*



Cav	Col	Cct
1	BG	11
2	P	11

Description: *Block - Valve (ACE)*

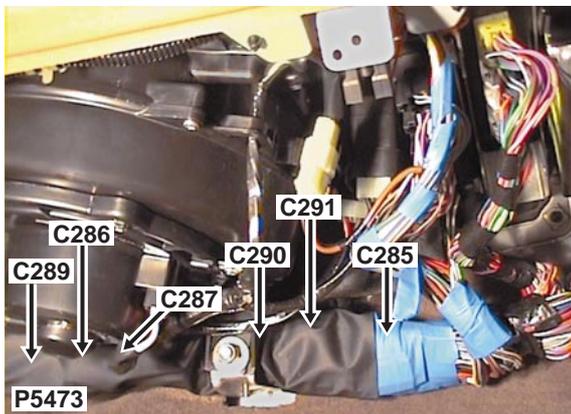
Location: *Behind RH sill*



YPC113410

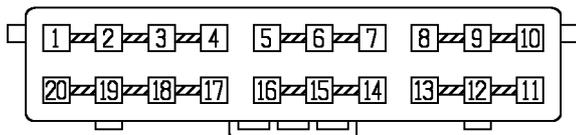
Colour: *BLACK*

Gender: *Female*



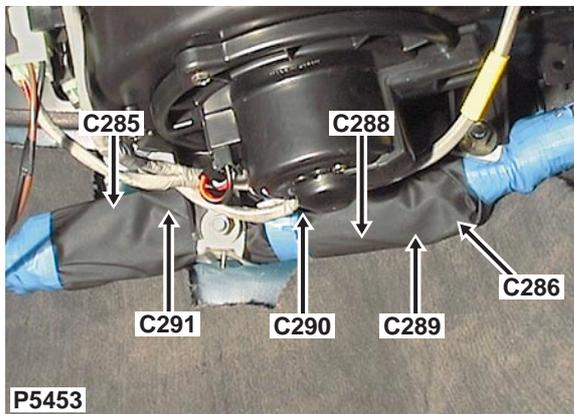
Description: *Header - LHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	PU	33
2	PU	33
3	PU	21
4	PU	20
5	LGO	33
6	LGO	33
7	LGO	33
11	RU	9
12	RU	9
13	RU	9
14	SW	33
15	SW	33
16	SW	33
17	UP	33
18	UP	33
19	UP	33
20	UP	33



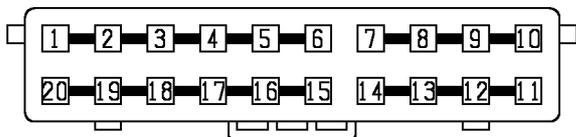
YQC10003

Colour: *ORANGE*
 Gender: *Female*



Description: *Header - RHD*

Location: *Under LH side of fascia*

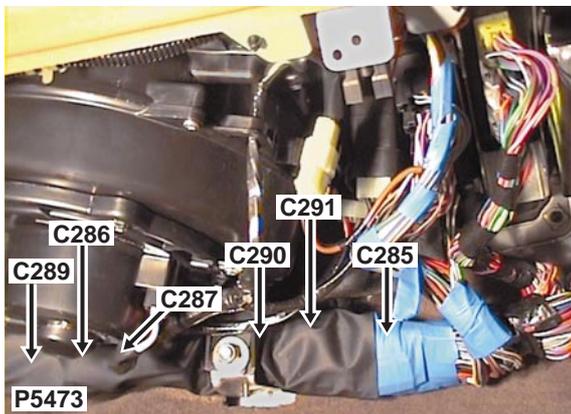


YQC10005

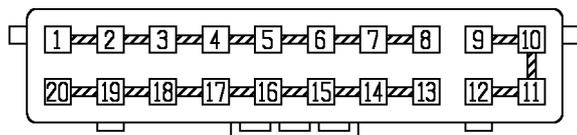
Colour: *BLUE*

Gender: *Female*

Cav	Col	Cct
1	PLG	34
2	PLG	15
3	PLG	34
4	PLG	34
5	PLG	34
6	PLG	34
7	PW	34
8	PW	34
9	PW	15
10	PW	34
11	KO	34
12	KO	34
13	KO	34
14	KO	34
15	KS	34
16	KS	34
17	KS	34
18	KS	34
19	KS	34
20	KS	34



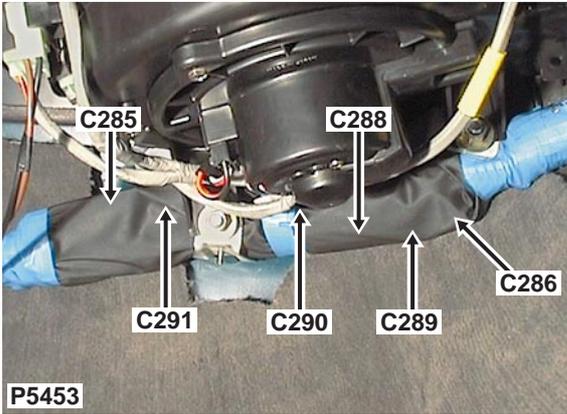
Description: *Header - LHD*
 Location: *Under RH side of fascia*



YQC10002

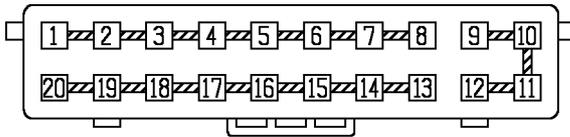
Colour: *GREY*
 Gender: *Female*

Cav	Col	Cct
1	B	33
2	B	33
3	B	33
4	B	33
5	B	1
7	B	33
8	B	21
9	LGW	33
10	LGW	33
11	LGW	33
12	LGW	33
13	K	1
13	K	19
14	K	33
15	K	11
16	K	33
17	K	33
18	K	7
19	K	33
20	K	1
20	K	12



Description: *Header - RHD*

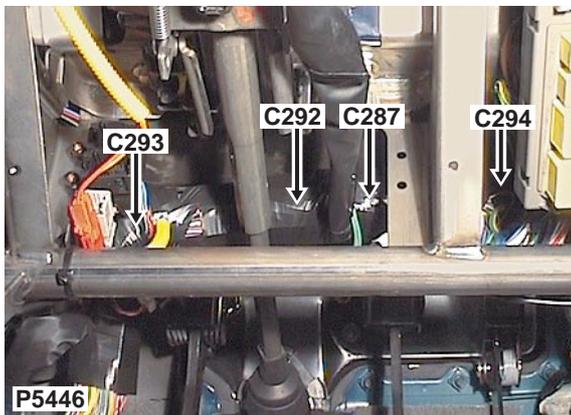
Location: *Under LH side of fascia*



YQC10002

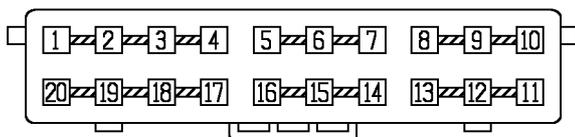
Colour: *GREY*
 Gender: *Female*

Cav	Col	Cct
1	RB	34
2	RB	34
3	RB	34
4	RB	34
5	RB	34
6	RB	34
7	RB	34
9	PO	34
10	PO	34
11	PO	34
13	K	1
13	K	19
14	K	11
15	K	34
16	K	34
17	K	7
18	K	34
19	K	34
20	K	1
20	K	12



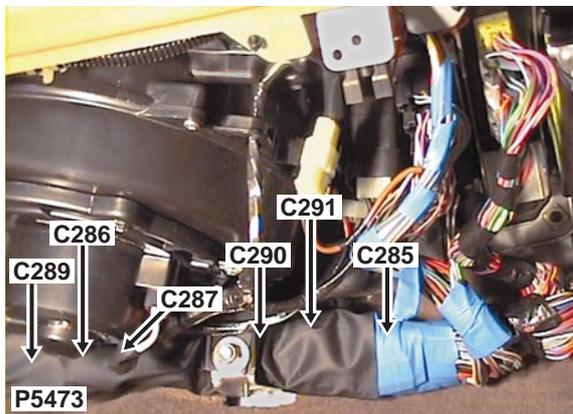
Description: *Header - RHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	NY	19
2	NY	19
3	NY	19
5	WP	12
6	WP	12
7	WP	12
8	BY	12
9	BY	12
10	BY	12
11	BG	12
12	BG	12
13	BG	12
14	BW	12
15	BW	12
16	BW	12
18	W	12
19	W	12
20	W	12



YQC10003

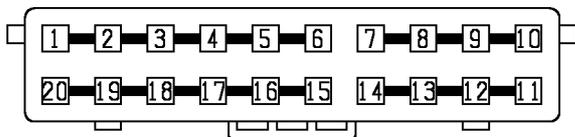
Colour: *ORANGE*
 Gender: *Female*



Description: *Header - LHD*

Location: *Under RH side of fascia*

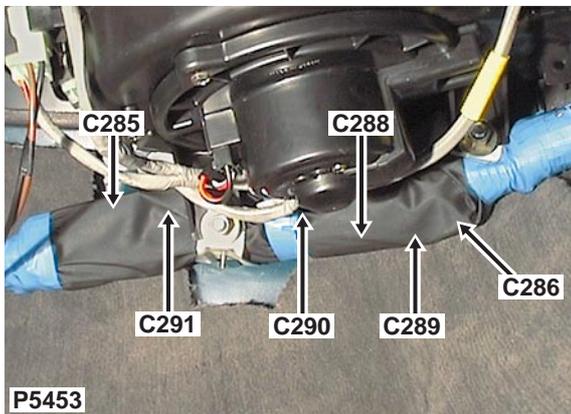
Cav	Col	Cct
1	GP	33
2	GP	33
3	GP	12
4	GP	33
5	GP	33
6	GP	1
7	PW	33
8	PW	15
9	PW	33
10	PW	33
16	GN	33
17	GN	11
18	GN	33
19	GN	33
20	GN	33



YQC10005

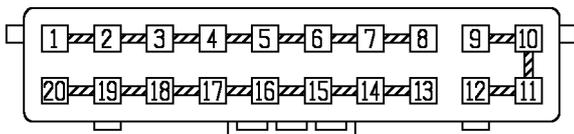
Colour: *BLUE*

Gender: *Female*



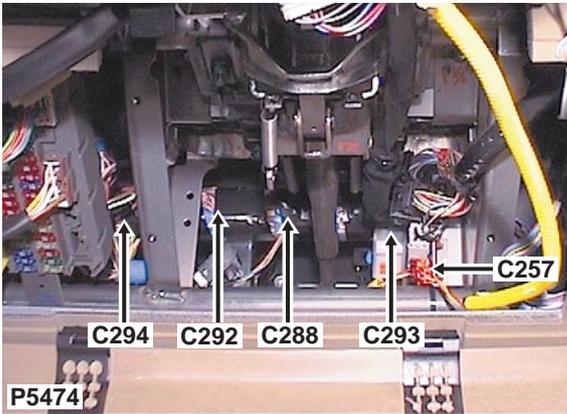
Description: *Header - RHD*
 Location: *Under LH side of fascia*

Cav	Col	Cct
2	B	34
5	B	34
6	B	34
7	B	34
8	B	34
9	RK	34
10	RK	34
11	RK	12
12	RK	1
13	B	34
15	B	34
16	B	34
17	B	34
18	B	34
19	B	34
20	B	34



YQC10002

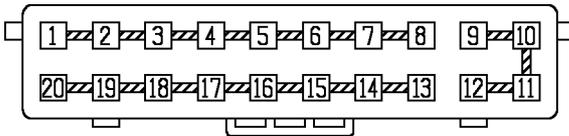
Colour: *GREY*
 Gender: *Female*



Description: *Header - LHD*

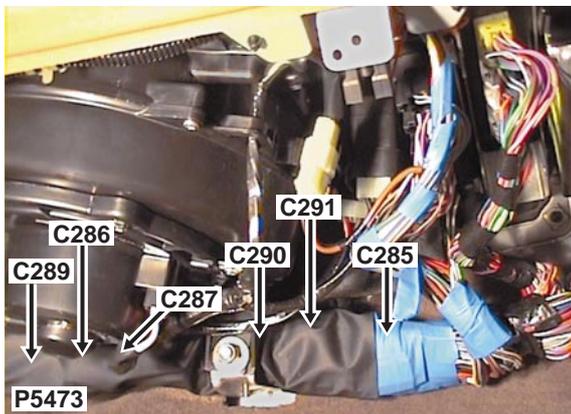
Location: *Under LH side of fascia*

Cav	Col	Cct
1	RB	33
2	RB	33
3	RB	21
4	RB	21
5	RB	33
6	RB	33
8	RB	33
9	B	33
10	B	33
11	B	33
12	B	33
13	B	33
14	B	33
15	B	33
16	B	33
17	B	33
18	B	21
20	B	33



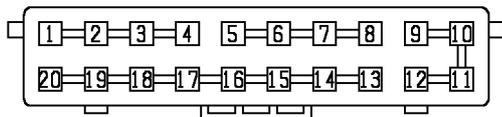
YQC10002

Colour: *GREY*
 Gender: *Female*



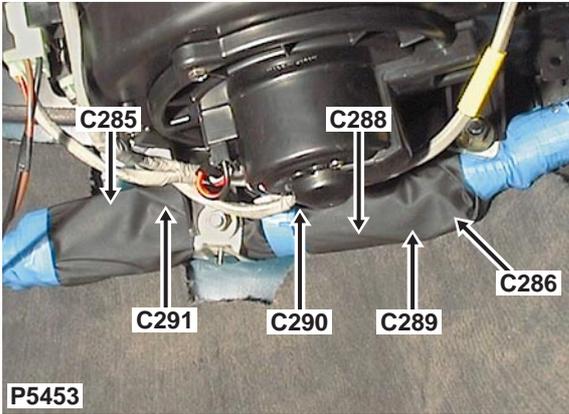
Description: *Header - LHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	GW	33
2	GW	33
3	GW	33
4	GW	33
5	GR	33
6	GR	33
7	GR	33
8	GR	33
9	RO	33
10	RO	33
11	RO	33
12	RO	33
13	P	20
14	P	33
15	P	33
16	P	33
17	P	21
18	P	33
19	P	20
20	P	21



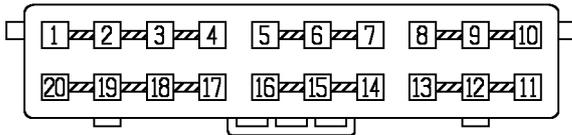
YQC10006

Colour: *GREEN*
 Gender: *Female*



Description: *Header - RHD*

Location: *Under LH side of fascia*

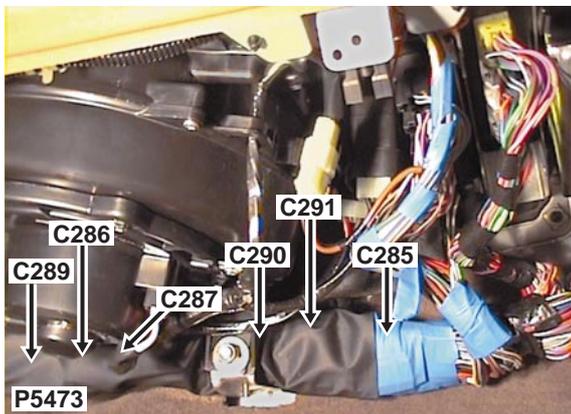


YQC10003

Colour: *ORANGE*

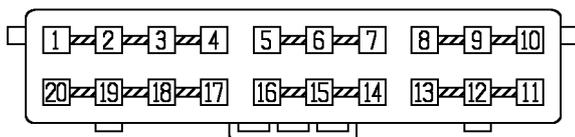
Gender: *Female*

Cav	Col	Cct
1	GW	34
2	GW	34
3	GW	34
4	GW	34
5	GK	23
6	GK	5
7	GK	5
8	WP	34
9	WP	34
10	WP	7
11	LGO	34
12	LGO	34
13	LGO	34
14	UY	34
15	UY	34
16	UY	34
17	GR	34
18	GR	34
19	GR	34
20	GR	34



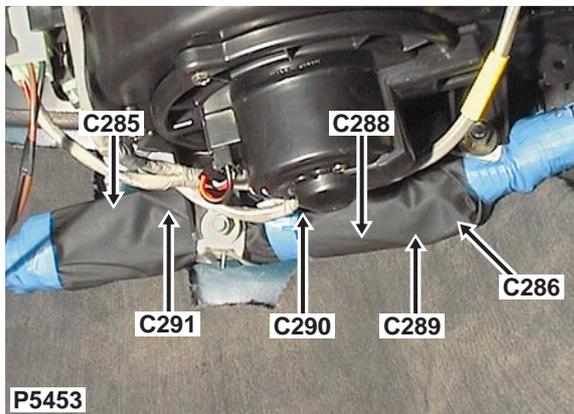
Description: *Header - LHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	KG	33
2	KG	33
3	KG	9
4	KG	11
5	RK	33
6	RK	33
7	RK	1
7	RK	12
14	YS	1
14	YS	12
15	YS	5
17	KG	1
18	KG	1
18	KG	12
19	KG	33
20	KG	33



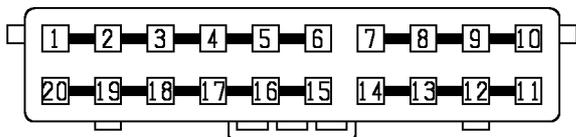
YQC10003

Colour: *ORANGE*
 Gender: *Female*



Description: *Header - RHD*

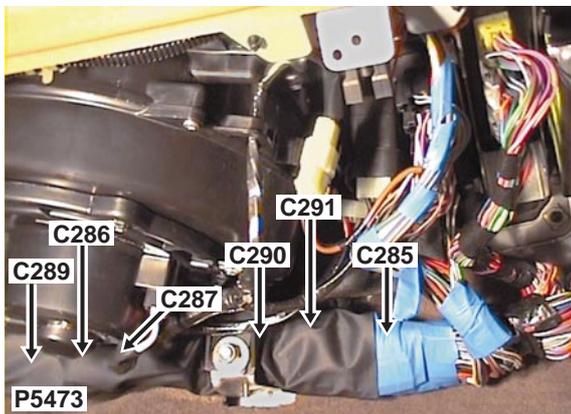
Location: *Under LH side of fascia*



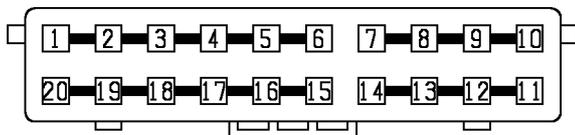
YQC10005

Colour: *BLUE*
 Gender: *Female*

Cav	Col	Cct
1	GP	34
2	GP	1
3	GP	34
4	GP	34
5	GP	34
6	GP	12
7	RO	34
8	RO	34
9	RO	34
10	RO	34
11	KR	34
12	KR	34
13	KR	34
14	KR	34
15	KG	34
16	KG	1
16	KG	12
17	KG	34
18	KG	9
19	KG	11
20	KG	1



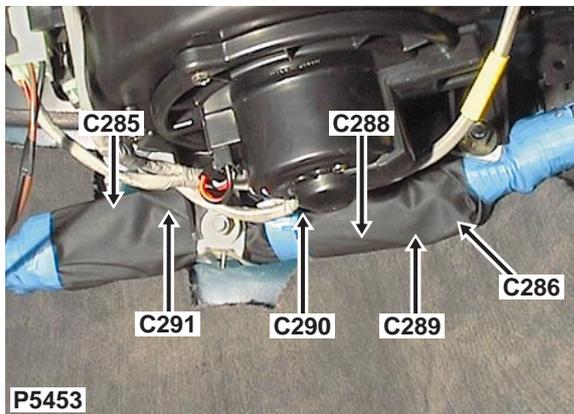
Description: *Header - LHD*
 Location: *Under RH side of fascia*



YQC10005

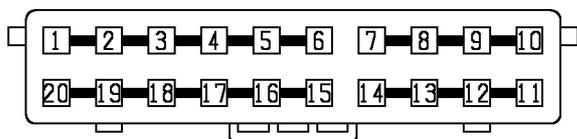
Colour: *BLUE*
 Gender: *Female*

Cav	Col	Cct
1	PLG	15
2	PLG	33
3	PLG	33
4	PLG	33
5	PLG	33
6	PLG	33
7	WS	33
8	WS	33
9	WS	11
10	WS	1
10	WS	12
11	PO	33
12	PO	20
13	PO	33
15	RN	33
16	RN	20
17	RN	33
18	RN	33
19	RN	33
20	RN	33



Description: *Header - RHD*

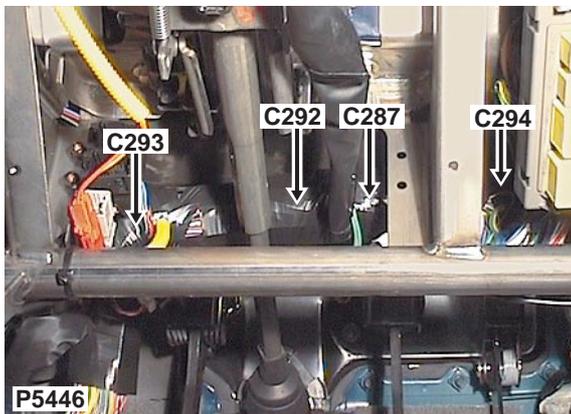
Location: *Under LH side of fascia*



YQC10005

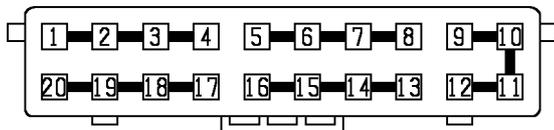
Colour: *BLUE*
 Gender: *Female*

Cav	Col	Cct
1	B	5
2	B	34
3	B	34
4	B	1
5	B	34
7	WS	34
8	WS	34
9	WS	11
10	WS	1
10	WS	12
11	LGW	34
12	LGW	34
13	LGW	34
14	LGW	34
15	KP	34
16	KP	34
17	KP	34
18	KP	34
19	KP	34
20	KP	34



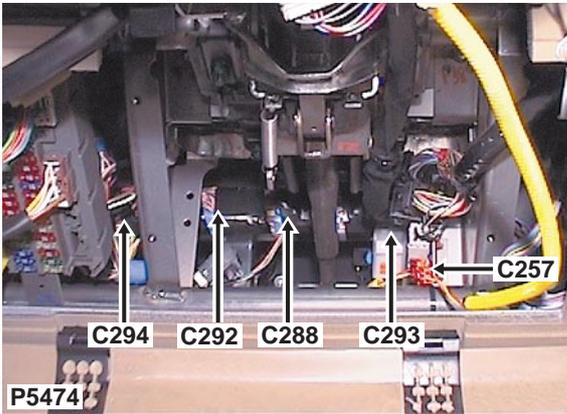
Description: *Header - RHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	GS	34
2	GS	34
3	GS	34
4	GS	34
5	PB	34
6	PB	7
7	PB	34
8	NS	23
14	SW	34
15	SW	34
16	SW	34
17	SK	34
18	SK	34
19	SK	34
20	SK	34



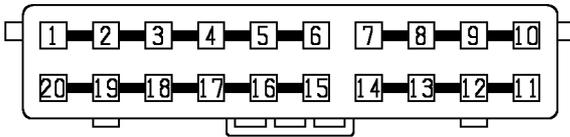
YQC10004

Colour: *YELLOW*
 Gender: *Female*



Description: *Header - LHD*

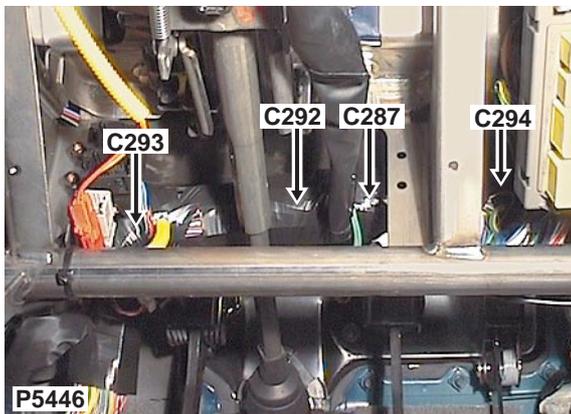
Location: *Under LH side of fascia*



YQC10005

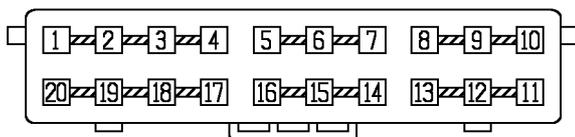
Colour: *BLUE*
 Gender: *Female*

Cav	Col	Cct
1	KS	33
2	KS	33
3	KS	33
4	KS	33
5	KS	33
6	KS	33
7	KR	33
8	KR	33
9	KR	33
10	KR	33
11	GS	33
12	GS	33
13	GS	33
14	GS	33
15	KP	33
16	KP	33
17	KP	33
18	KP	33
19	KP	33
20	KP	33



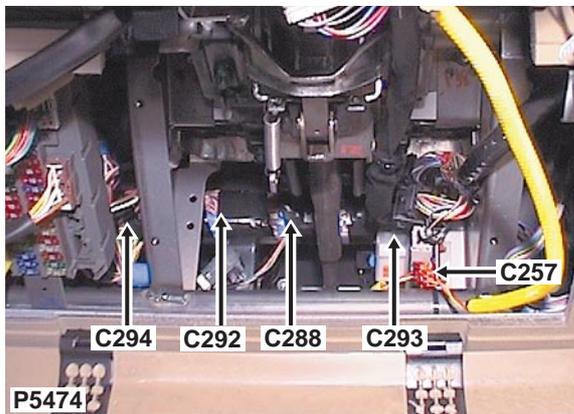
Description: *Header - RHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	UP	34
2	UP	34
3	UP	34
4	UP	34
5	RU	7
6	RU	34
7	RU	34
8	RN	34
9	RN	34
10	RN	34
11	LGS	34
12	LGS	34
13	LGS	34
14	BLG	34
15	BLG	34
16	BLG	34
17	RN	34
18	RN	34
19	RN	34
20	RN	34



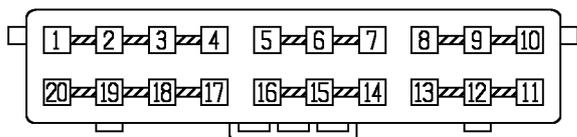
YQC10003

Colour: *ORANGE*
 Gender: *Female*



Description: *Header - LHD*

Location: *Under LH side of fascia*

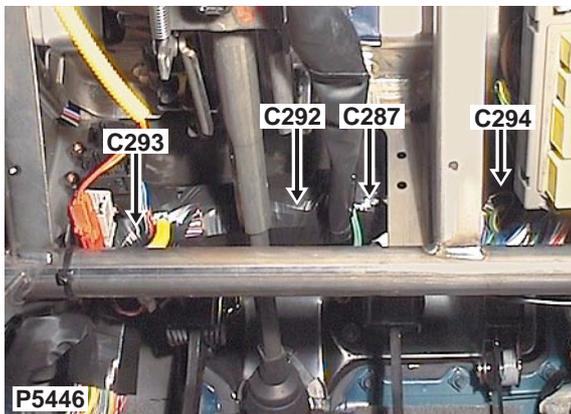


YQC10003

Colour: *ORANGE*

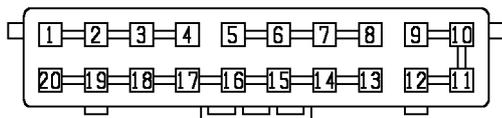
Gender: *Female*

Cav	Col	Cct
1	KO	33
2	KO	33
3	KO	33
4	KO	33
5	BLG	33
6	BLG	33
7	BLG	33
8	UY	21
9	UY	21
10	UY	21
11	WP	33
12	WP	21
13	WP	20
14	LGS	33
15	LGS	33
16	LGS	33
17	SK	33
18	SK	33
19	SK	33
20	SK	33



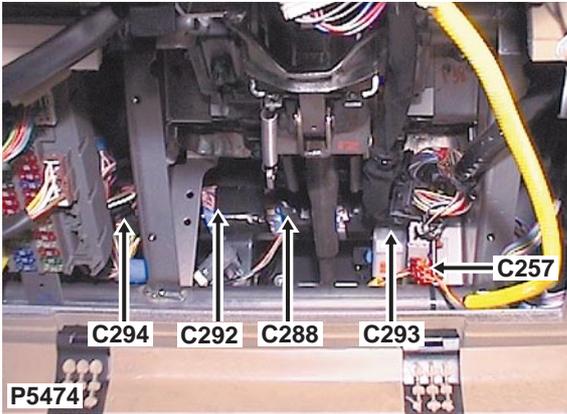
Description: *Header - RHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	GN	34
2	GN	11
3	GN	34
4	GN	34
5	NY	19
6	NY	19
9	PU	34
10	PU	34
11	PU	7
12	PU	34
13	P	34
14	P	7
15	P	34
16	P	34
17	P	34
18	P	34
19	P	34
20	P	7



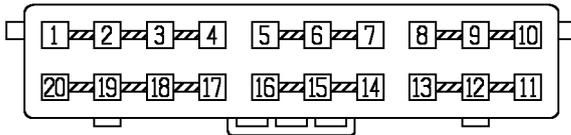
YQC10006

Colour: *GREEN*
 Gender: *Female*



Description: *Header - LHD*

Location: *Under LH side of fascia*

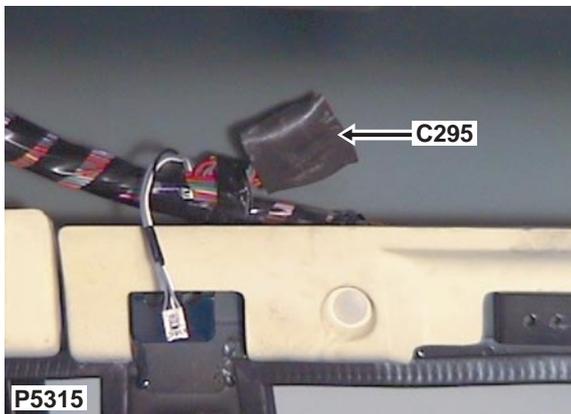


YQC10003

Colour: *ORANGE*

Gender: *Female*

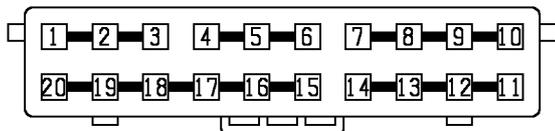
Cav	Col	Cct
1	WP	12
2	WP	12
3	WP	12
5	BY	12
6	BY	12
7	BY	12
8	W	12
9	W	12
10	W	12
11	BG	12
12	BG	12
13	BG	12
14	BW	12
15	BW	12
16	BW	12
18	NY	19
19	NY	19
20	NY	19



Description: *Header*

Location: *Top of LH 'B' post, behind headlining*

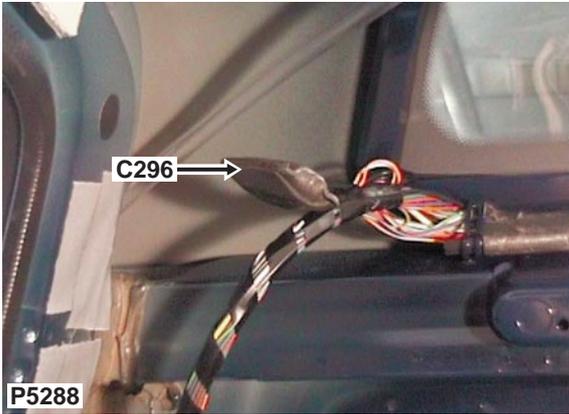
Cav	Col	Cct
1	GR	ALL
2	GR	ALL
3	GR	ALL
4	GP	ALL
5	GP	ALL
6	GP	ALL
7	RY	ALL
8	RY	ALL
10	RY	ALL
11	GN	ALL
12	GN	ALL
13	GN	ALL
14	GN	ALL
15	RB	ALL
16	RB	ALL
17	RB	ALL
18	RB	27
19	RB	ALL
20	RB	ALL



YQC10007

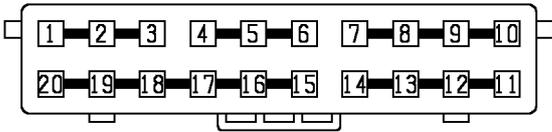
Colour: *BLACK*

Gender: *Female*



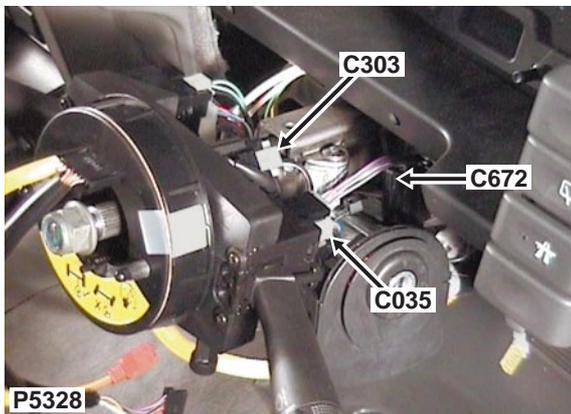
Description: *Header*
 Location: *Behind LH rear trim panel*

Cav	Col	Cct
1	LGO	9
2	LGO	9
3	LGO	9
4	Y	9
5	Y	9
6	Y	9
7	B	9
8	B	9
9	B	9
11	O	9
12	O	9
13	O	9
15	RU	9
16	RU	9
17	RU	9
18	RU	9
19	RU	9



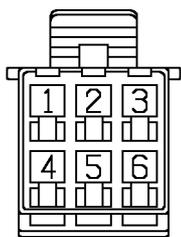
YQC10007

Colour: *BLACK*
 Gender: *Female*



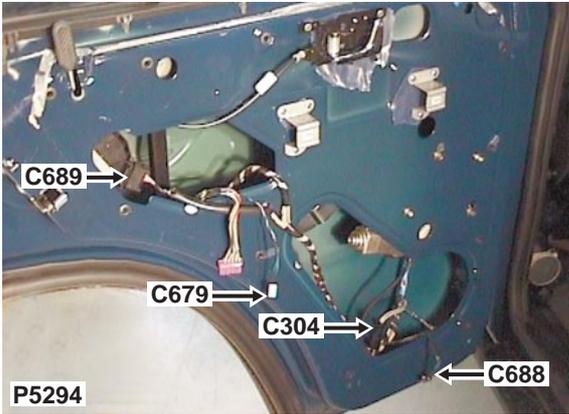
Cav	Col	Cct
4	B	ALL
6	WLG	ALL

Description: *Switch - Wash / wipe - Windscreen*
 Location: *RH side of steering column*



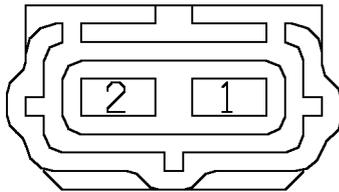
YPC10038

Colour: *NATURAL*
 Gender: *Female*



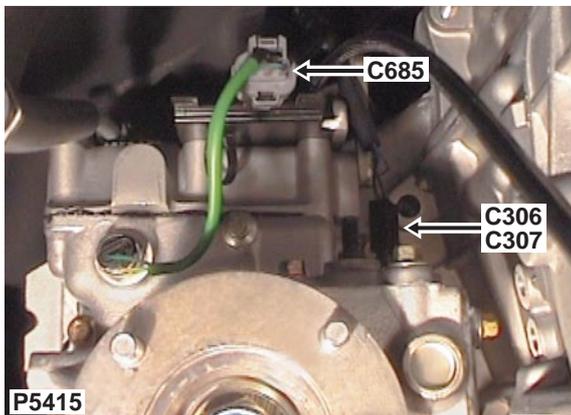
Cav	Col	Cct
1	SO	ALL
2	SR	ALL

Description: *Motor - Window - Rear - LH*
 Location: *Behind LH rear door trim panel*



YPC10070

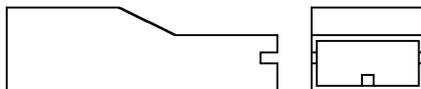
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	BU	ALL

Description: *Differential lock unit*

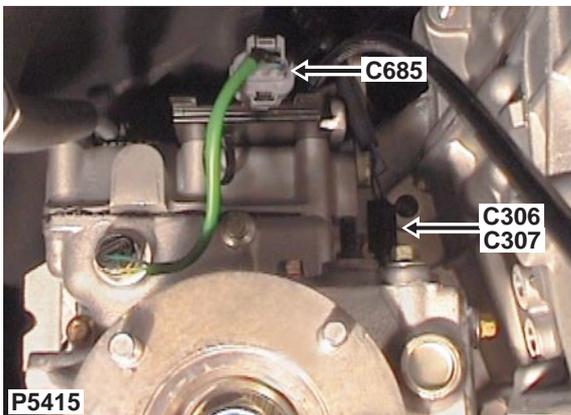
Location: *RH side of transfer box*



AAU1010

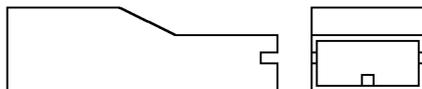
Colour: *BLACK*

Gender: *Female*



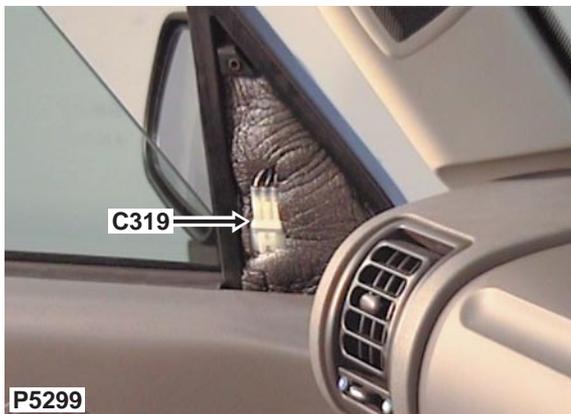
Cav	Col	Cct
1	B	ALL

Description: *Differential lock unit*
 Location: *RH side of transfer box*



AAU1010

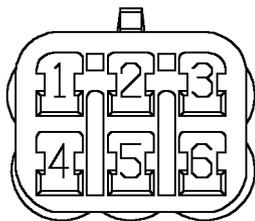
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	NP	ALL
3	BU	ALL
4	SW	ALL
5	SW	ALL
6	BK	ALL

Description: *Mirror - Door*

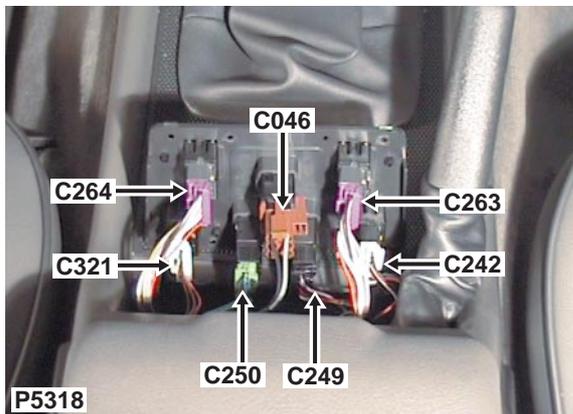
Location: *LH front door*



AFU3563

Colour: *NATURAL*

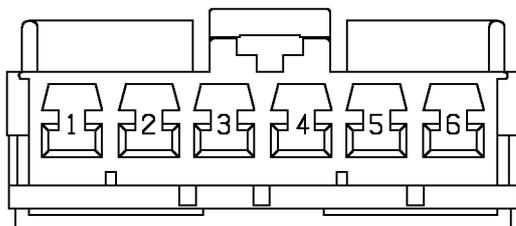
Gender: *Female*



Cav	Col	Cct
1	B	ALL
3	BR	ALL
4	BS	ALL
6	RN	ALL

Description: *Switch - Window - Front - LH*

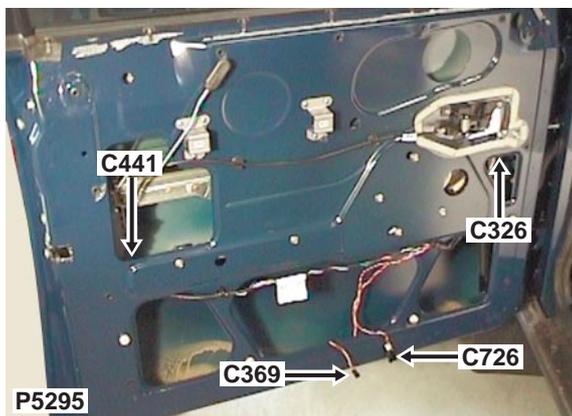
Location: *Behind centre console*



YPC113220

Colour: *WHITE*

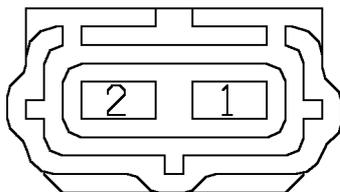
Gender: *Female*



Cav	Col	Cct
1	SU	ALL
2	SK	ALL

Description: *Motor - Window - Front - RH*

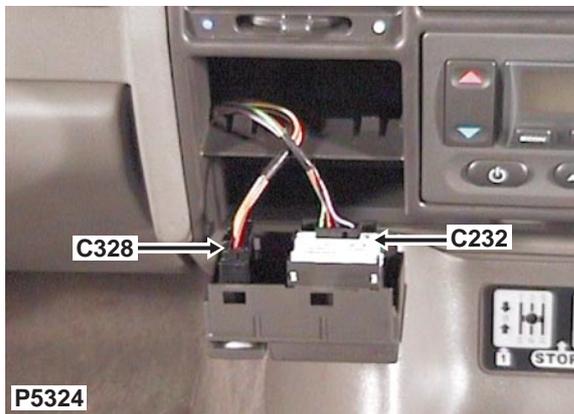
Location: *Behind LH front door trim panel*



YPC10070

Colour: *BLACK*

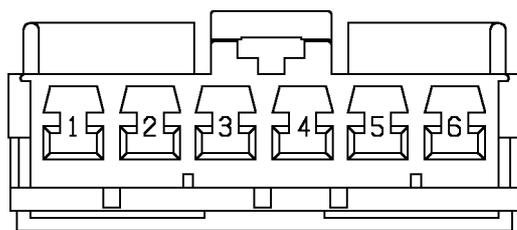
Gender: *Female*



Cav	Col	Cct
1	B	ALL
3	YK	ALL
4	KR	ALL
6	RN	ALL

Description: *Switch - Central door locking*

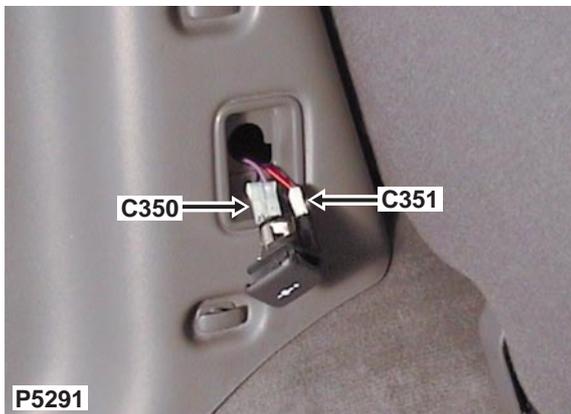
Location: *Behind clock*



YPC113230

Colour: *BLACK*

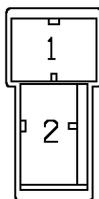
Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	PG	ALL

Description: *Socket - Accessory*

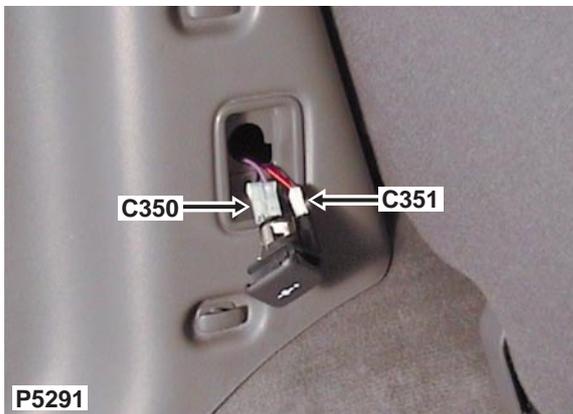
Location: *Behind LH rear trim panel*



ADU9448

Colour: *NATURAL*

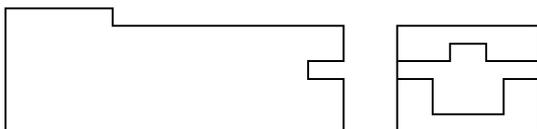
Gender: *Female*



Cav	Col	Cct
1	RB	ALL

Description: *Illumination - Accessory socket*

Location: *Behind LH rear trim panel*



YPC10395

Colour: *WHITE*

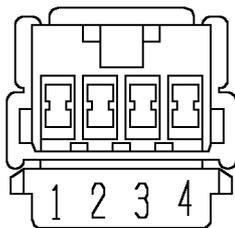
Gender: *Female*



Cav	Col	Cct
1	P	ALL
2	PU	ALL
3	B	ALL

Description: *Lamp - Interior - Front*

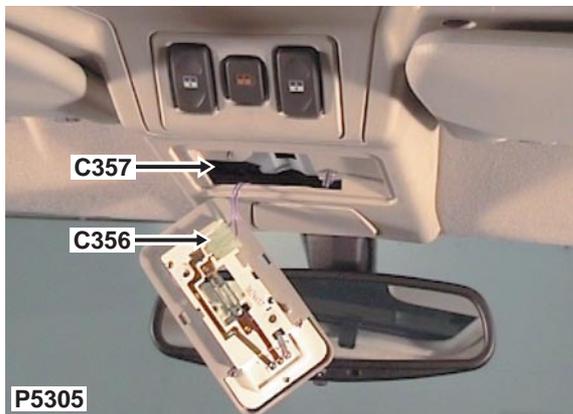
Location: *Behind interior light*



YPC10247

Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	PU	ALL
3	P	ALL

P5305

Description: *Lamp - Interior - Front*

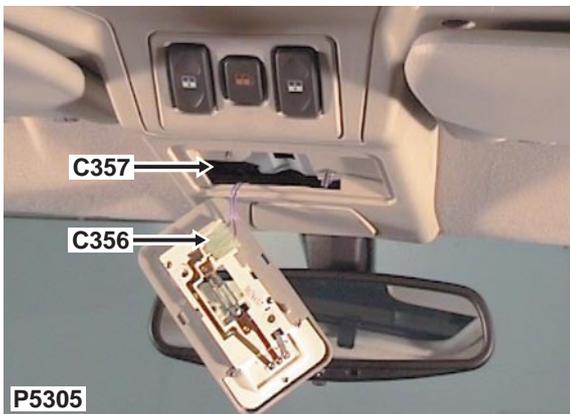
Location: *Behind interior light*



YPC10026

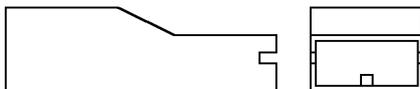
Colour: *NATURAL*

Gender: *Female*



Cav	Col	Cct
1	B	ALL

Description: *Lamp - Interior - Front*
 Location: *Behind interior light*



AAU1010

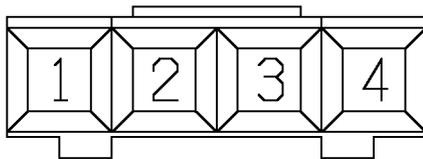
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	SP	ALL
2	B	ALL
3	WB	ALL
4	SP	ALL

Description: *Sensor - Volumetric*

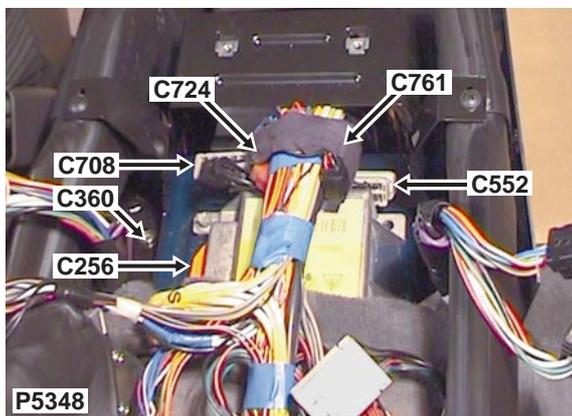
Location: *Behind ultrasonic sensor*



YPC10199

Colour: *BLACK*

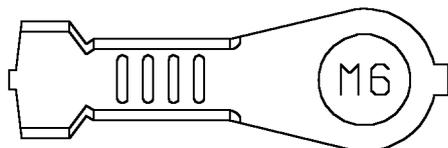
Gender: *Female*



Cav	Col	Cct
1	B	34

Description: *Earth - SRS - RHD*

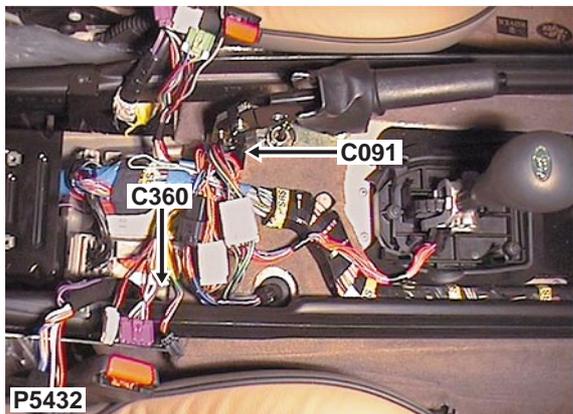
Location: *Behind centre console*



YPG10003

Colour: *TIN-PLATE*

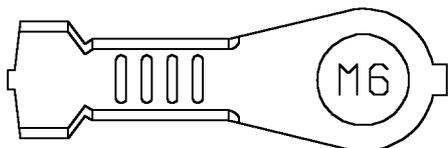
Gender:



Cav	Col	Cct
1	B	33

Description: *Earth - SRS - LHD*

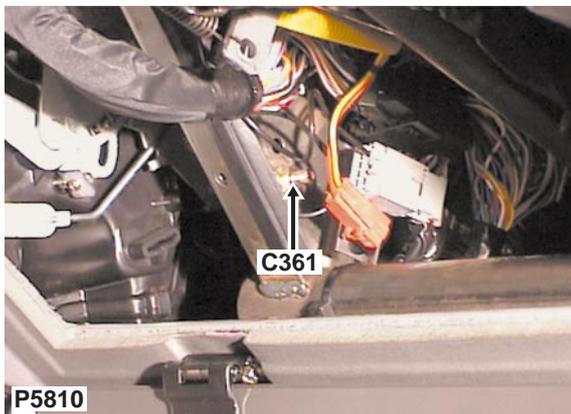
Location: *Behind centre console*



YPG10003

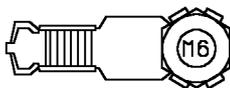
Colour: *TIN-PLATE*

Gender:



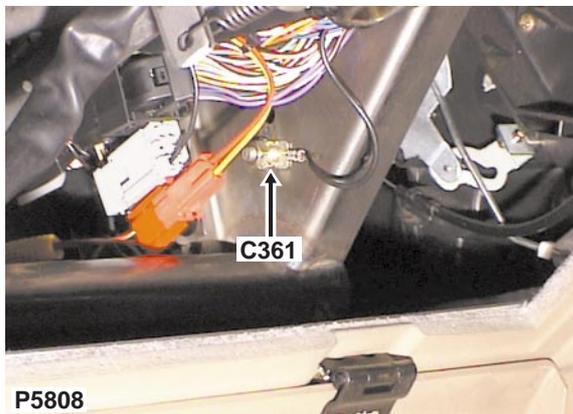
Cav	Col	Cct
1	B	ALL

Description: *Earth - Radio - RHD*
Location: *Under RH side of fascia*



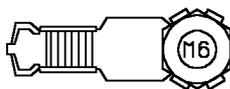
51109892

Colour: *BRASS*
Gender: *Eyelet*



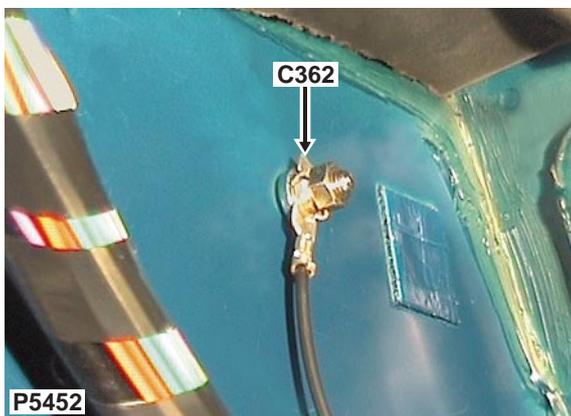
Cav	Col	Cct
1	B	ALL

Description: *Earth - Radio - LHD*
 Location: *Under LH side of fascia*



51109892

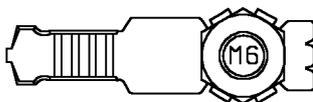
Colour: *BRASS*
 Gender: *Eyelet*



Cav	Col	Cct
1	B	ALL

Description: *Earth - ABS*

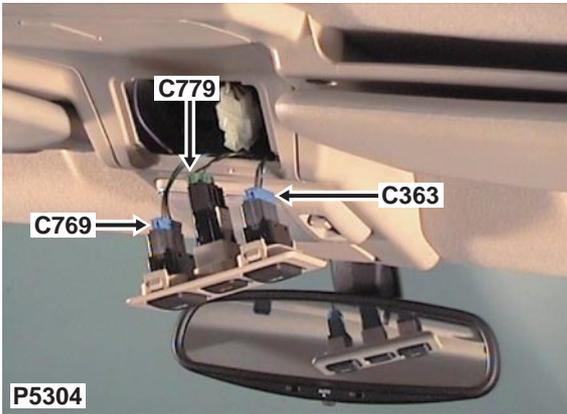
Location: *Under LH side of fascia*



YPG10049

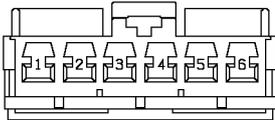
Colour: *TIN-PLATE*

Gender:



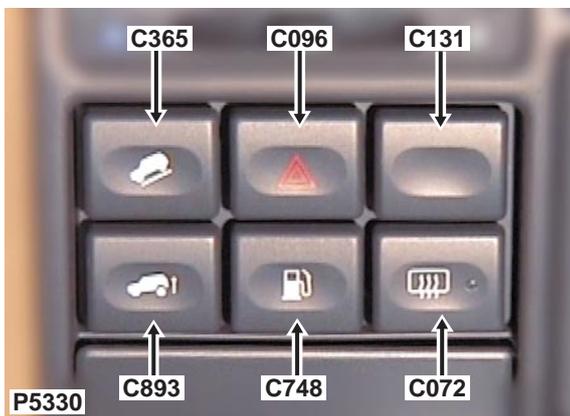
Cav	Col	Cct
1	B	ALL
3	GK	ALL
4	GR	ALL

Description: *Switch - Sunroof - Front*
 Location: *Front of headlining in the centre*



YPC118210

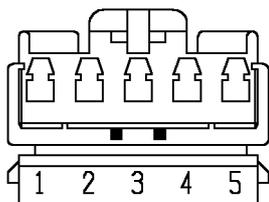
Colour: *BLUE*
 Gender: *Female*



Cav	Col	Cct
1	LG	ALL
2	B	ALL
4	PS	ALL
5	RN	ALL

Description: *Switch - Hill descent*

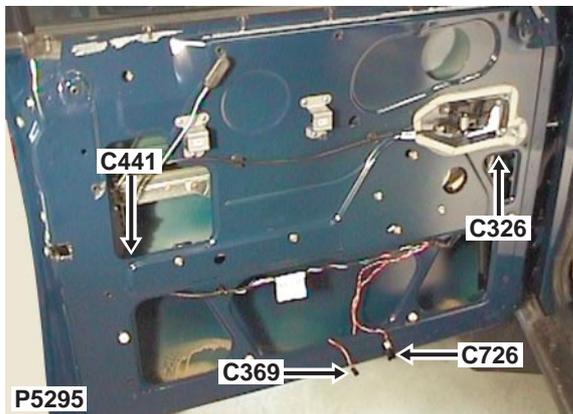
Location: *Behind RH side of fascia*



YPC10524

Colour: *WHITE*

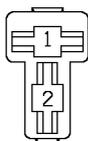
Gender: *Female*



Cav	Col	Cct
1	RB	9
2	KB	9

Description: *Speakers - Front*

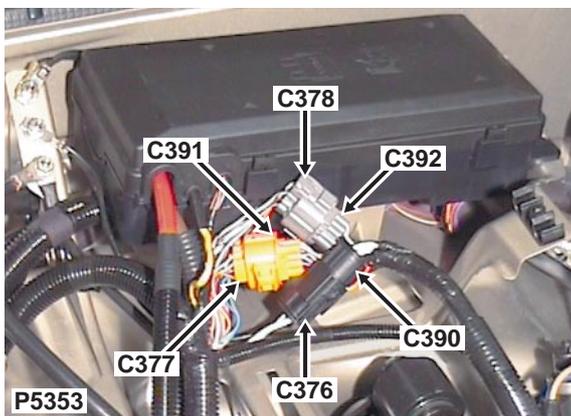
Location: *Behind LH front door trim panel*



YPC109010

Colour: *BLACK*

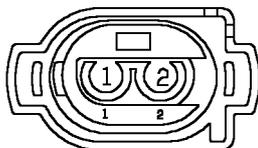
Gender: *Female*



Cav	Col	Cct
1	WB	ALL
2	WP	ALL

Description: *Main harness to chassis harness*

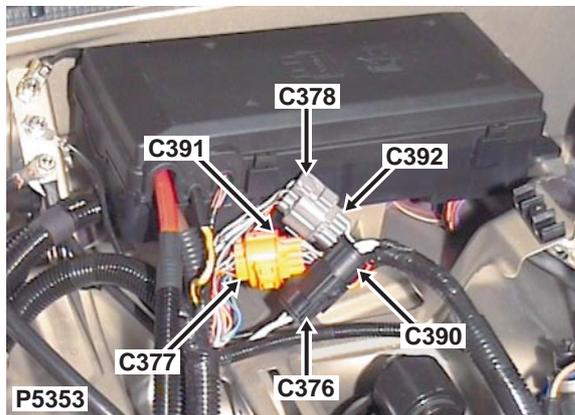
Location: *Beneath engine compartment fusebox*



YPC110340

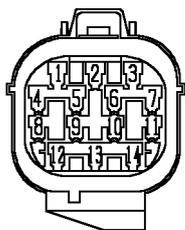
Colour: *BLACK*

Gender: *Female*



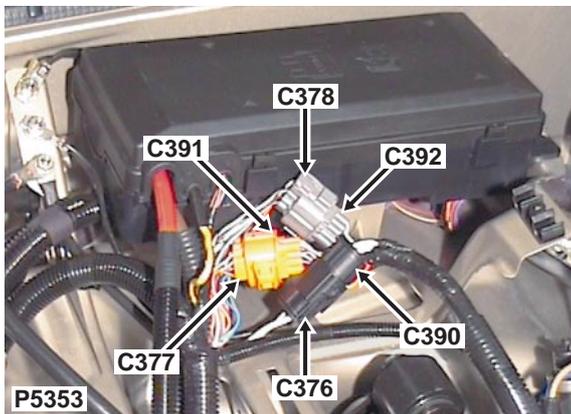
Description: *Main harness to chassis harness*
 Location: *Beneath engine compartment fusebox*

Cav	Col	Cct
1	BW	15
2	GR	11
3	SR	15
4	KY	11
5	WY	15
6	SU	15
7	BG	11
8	YB	11
9	SY	15
10	UO	15
11	UG	11
12	KW	11
13	P	11
14	OG	11



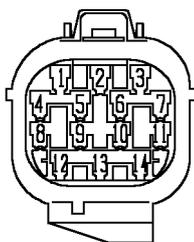
YPC108280

Colour: *ORANGE*
 Gender: *Female*



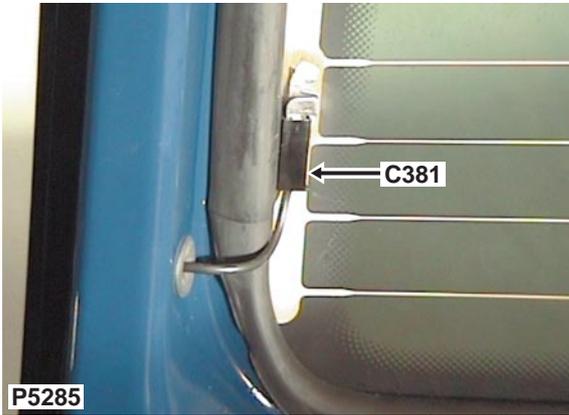
Description: *Main harness to chassis harness*
 Location: *Beneath engine compartment fusebox*

Cav	Col	Cct
1	WB	ALL
2	NB	ALL
3	W	ALL
4	N	ALL
5	R	20
6	RB	20
7	GK	20
8	SG	15
9	SO	15
10	SB	15
11	OG	12
12	KB	ALL
13	GB	ALL
14	WU	19



YPC10549

Colour: *GREY*
 Gender: *Female*



Cav	Col	Cct
1	NP	ALL

Description: *Heater element - Rear screen*

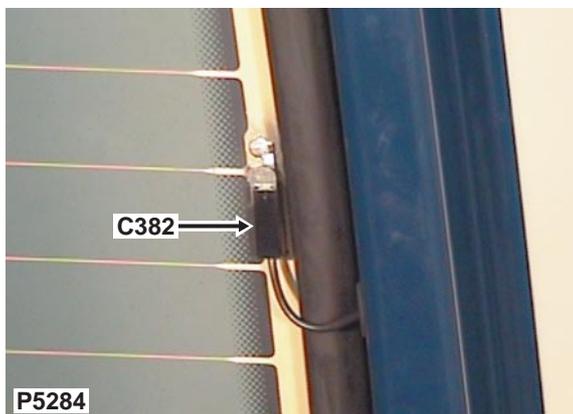
Location: *RH side of tail door*



YPC10450

Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	B	ALL

Description: *Heater element - Rear screen*

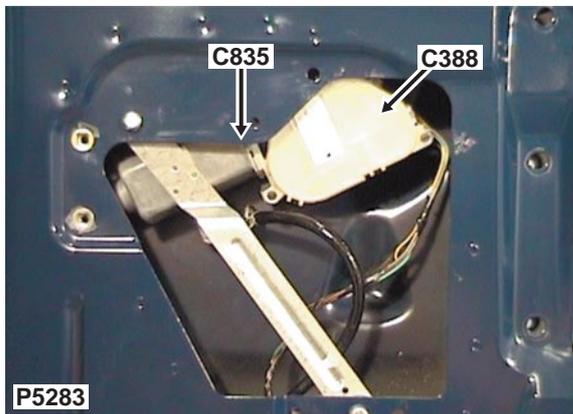
Location: *LH side of taildoor*



YPC10450

Colour: *BLACK*

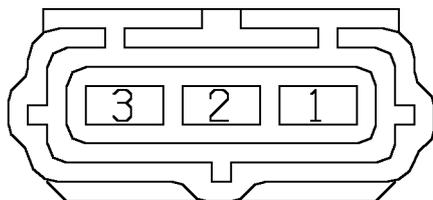
Gender: *Female*



Cav	Col	Cct
1	NY	ALL
2	GLG	ALL
3	NG	ALL

Description: *Motor - Wiper - Rear screen*

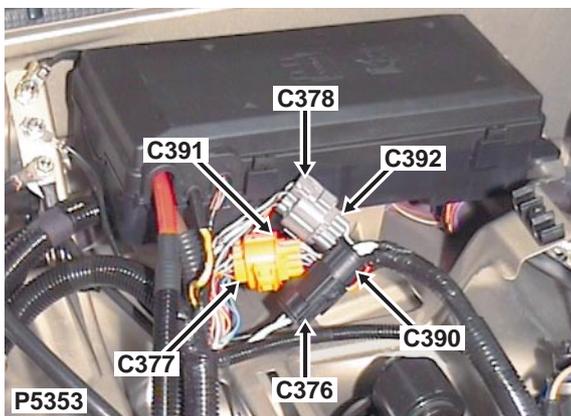
Location: *Behind rear door trim panel*



YPC10067

Colour: *BLACK*

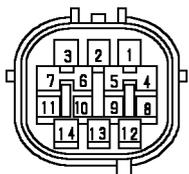
Gender: *Female*



Cav	Col	Cct
1	WB	26
2	WP	ALL

Description: *Chassis harness to main harness*

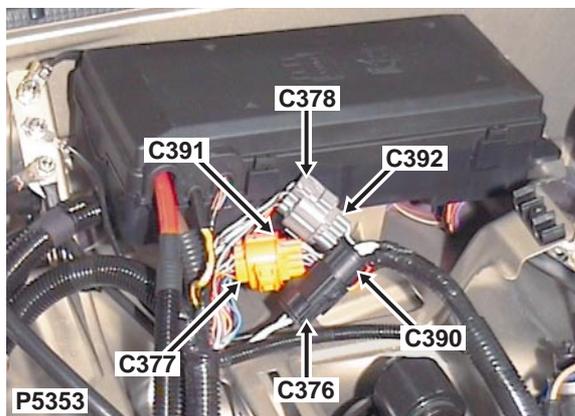
Location: *Beneath engine compartment fusebox*



51167328

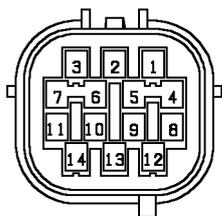
Colour: *BLACK*

Gender: *Male*



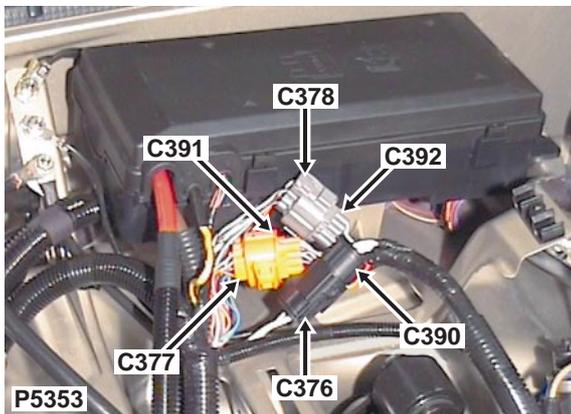
Description: *Chassis harness to main harness*
 Location: *Beneath engine compartment fusebox*

Cav	Col	Cct
1	BW	26
2	GR	11
3	SR	26
4	KY	11
5	WY	26
6	SU	26
7	BG	11
8	YB	11
9	SY	26
10	UO	26
11	UG	11
12	KW	11
13	P	11
14	OG	11



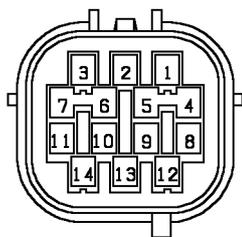
YPC10561

Colour: *ORANGE*
 Gender:



Description: *Chassis harness to main harness*
 Location: *Beneath engine compartment fusebox*

Cav	Col	Cct
1	W	ALL
2	W	ALL
3	W	ALL
4	W	ALL
5	R	ALL
6	RB	ALL
7	GK	ALL
8	SG	26
9	SO	26
10	SB	26
11	OG	ALL
12	KB	ALL
13	GB	ALL
14	WU	ALL

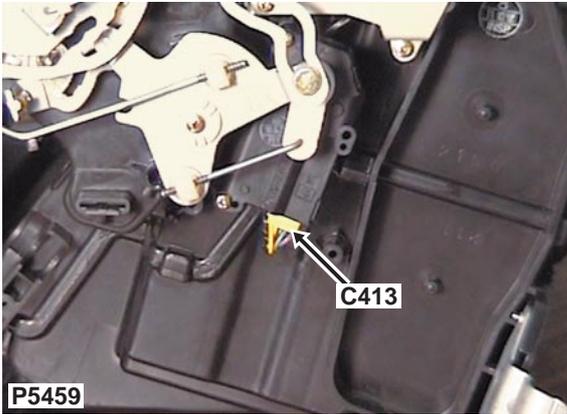


YPC10469

Colour: *GREY*
 Gender: *Male*

C0413

CONNECTOR DETAILS



Cav	Col	Cct
1	UR	ALL
2	BW	ALL
3	GR	ALL
4	UY	ALL
5	UW	ALL

Description: *Motor - Mode - Air distribution*

Location: *Behind centre of fascia*



Colour:

Gender: *Female*



Cav	Col	Cct
1	GU	ALL
2	GU	ALL
3	GR	ALL
4	SU	ALL
5	UO	ALL

Description: *Motor - Mode - Air temperature*

Location: *Behind centre of fascia*

NO CONNECTOR FACE

Colour: *GREEN*

Gender: *Female*

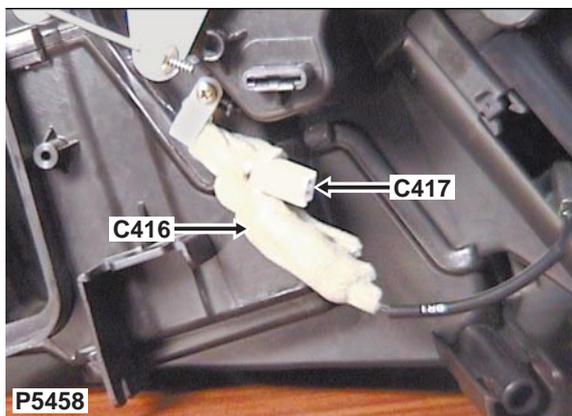


Cav	Col	Cct
1	BW	ALL
2	RB	ALL

Description: *Sensor - Temperature - Heater coolant*
Location: *Behind centre of fascia*



Colour:
Gender: *Female*



Cav	Col	Cct
1	BW	ALL
2	KB	ALL

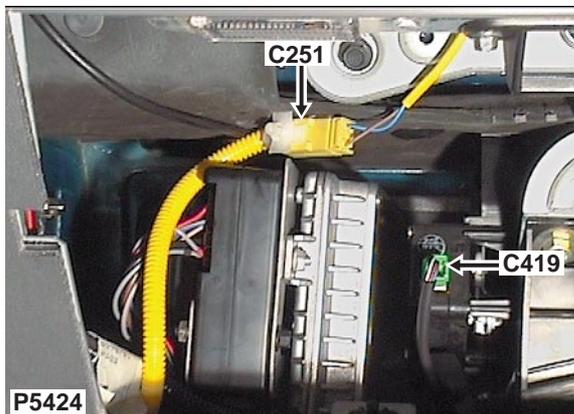
Description: *Sensor - Evaporator*

Location: *Behind centre of fascia*

NO CONNECTOR FACE

Colour:

Gender: *Female*



Cav	Col	Cct
1	LGW	ALL
2	UB	ALL
4	RG	ALL

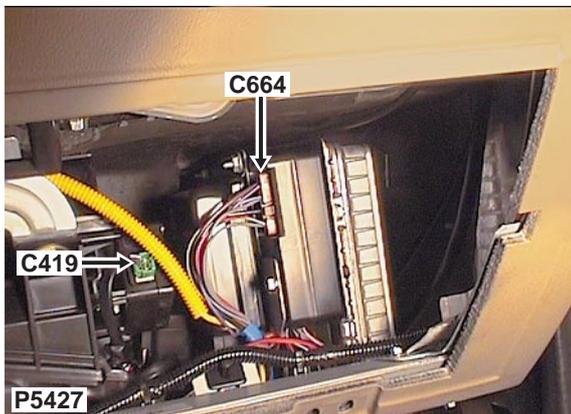
Description: *Motor - Mode - Fresh / recirculated air - RHD*

Location: *Behind glovebox*

NO CONNECTOR FACE

Colour: *YELLOW*

Gender: *Female*



Cav	Col	Cct
1	LGW	ALL
1	LGW	ALL
2	UB	ALL
2	UB	ALL
4	RG	ALL
4	RG	ALL

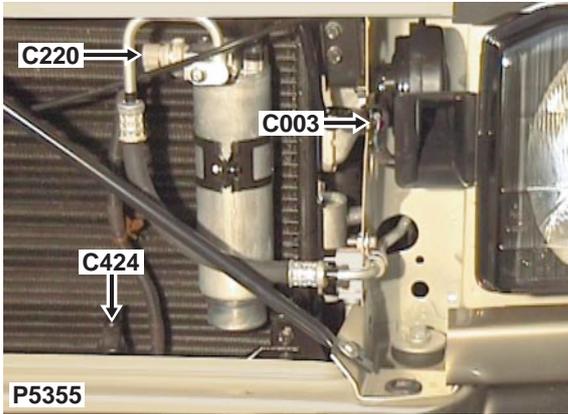
Description: *Motor - Mode - Fresh / recirculated air*

Location: *Behind glovebox*

NO CONNECTOR FACE

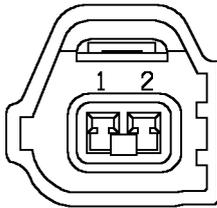
Colour: *YELLOW*

Gender: *Female*



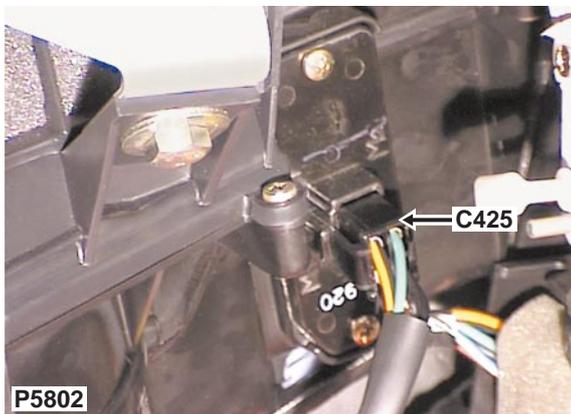
Cav	Col	Cct
1	YG	5
2	BW	5

Description: *Sensor - Ambient air temperature*
Location: *Behind the front grille*



YPC108190

Colour: *BLACK*
Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	N	ALL
3	Y	ALL
4	G	ALL

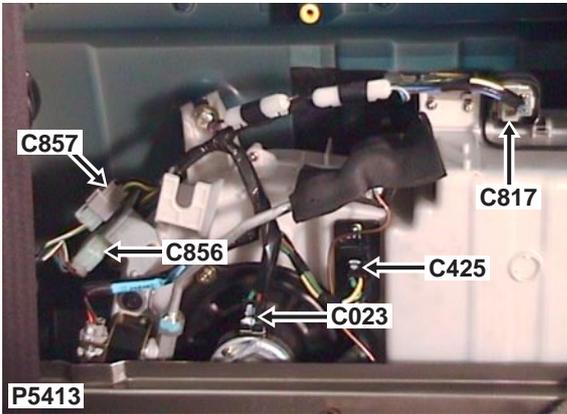
Description: *Resistor pack - LHD*

Location: *Under LH side of fascia*

NO CONNECTOR FACE

Colour: *BLACK*

Gender: *Female*



Description: *Resistor pack - RHD*

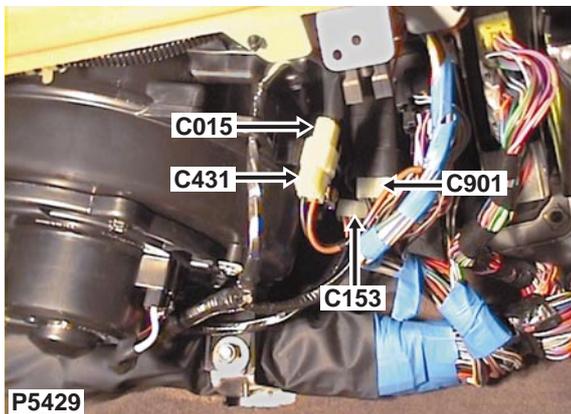
Location: *Behind LH rear trim panel*

Cav	Col	Cct
1	B	ALL
2	N	ALL
3	Y	ALL
4	G	ALL

NO CONNECTOR FACE

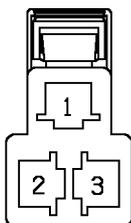
Colour: *BLACK*

Gender: *Female*



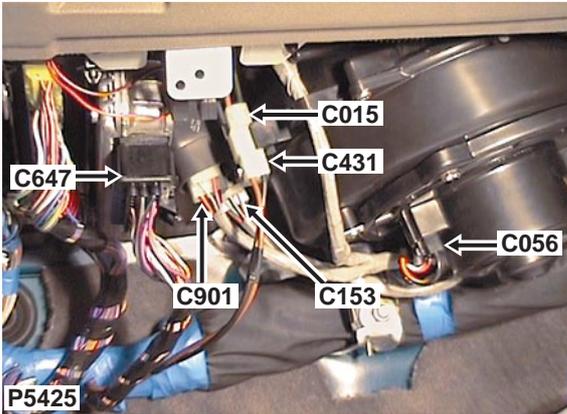
Cav	Col	Cct
2	NR	33
3	B	33

Description: *Main harness to heater harness - LHD*
 Location: *Under RH side of fascia*



AFU3554

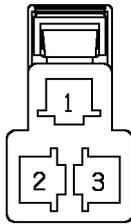
Colour: *NATURAL*
 Gender: *Female*



Cav	Col	Cct
2	NR	34
3	B	34

Description: *Main harness to heater harness - RHD*

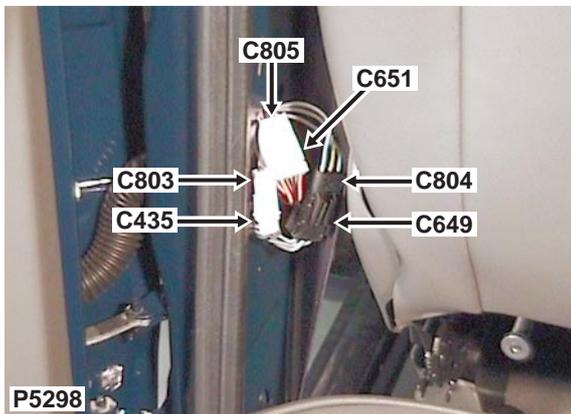
Location: *Under LH side of fascia*



AFU3554

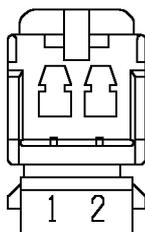
Colour: *NATURAL*

Gender: *Female*



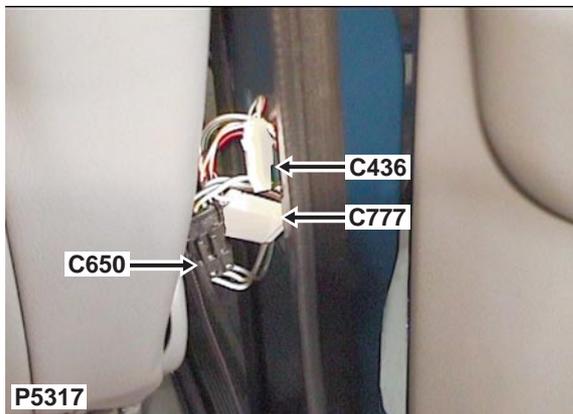
Cav	Col	Cct
1	SK	9
1	BY	10
2	SO	9
2	BO	10

Description: *Main harness to door harness*
 Location: *In LH 'B' post*



YPC10246

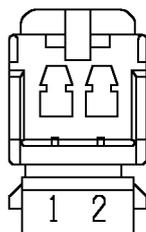
Colour: *WHITE*
 Gender: *Female*



Cav	Col	Cct
1	SR	9
1	BG	10
2	SP	9
2	BU	10

Description: *Main harness to door harness*

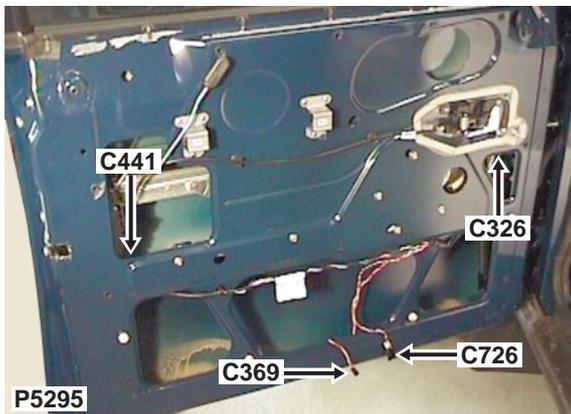
Location: *In RH 'B' post*



YPC10246

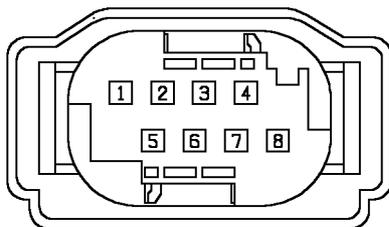
Colour: *WHITE*

Gender: *Female*



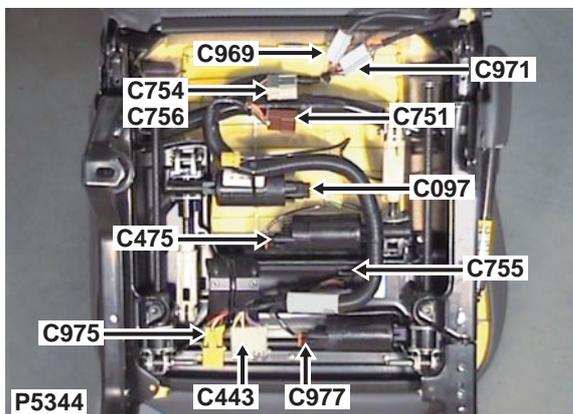
Cav	Col	Cct
1	UG	ALL
3	US	ALL
4	KR	ALL
5	B	ALL
6	PW	ALL
7	KP	ALL
8	KS	ALL

Description: *Motor - Door lock - Front - LH*
 Location: *Behind LH front door trim panel*



YPC108040

Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
3	WN	22
4	WR	22
5	P	22
6	P	22
7	PS	22
8	PS	22

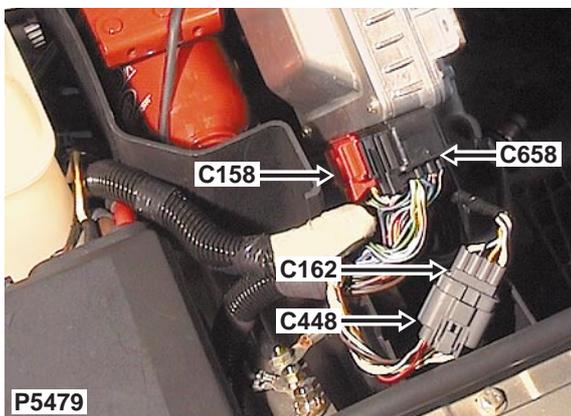
Description: Fuse - Seat motor

Location: Underside of front passenger's seat

NO CONNECTOR FACE

Colour: WHITE

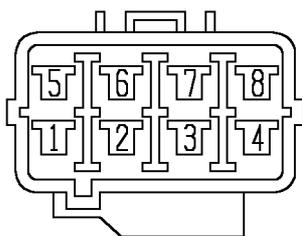
Gender:



Cav	Col	Cct
1	WN	12
2	NY	19
3	NK	12
4	W	12
5	W	13
6	Y	13
7	B	12
8	RK	12

Description: *Main harness to engine harness*

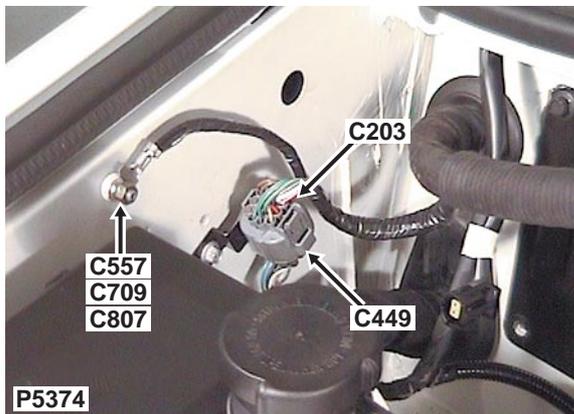
Location: *RH side of engine compartment*



YPC10466

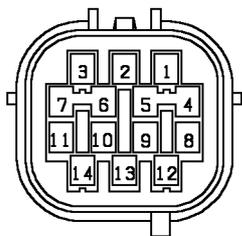
Colour: *GREY*

Gender: *Female*



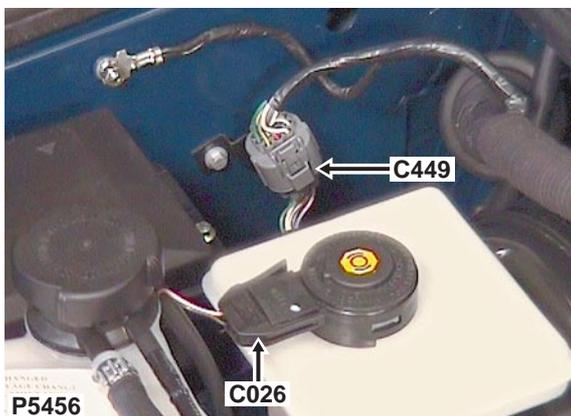
Description: *Main harness to engine harness - LHD*
 Location: *Rear RH side of engine compartment*

Cav	Col	Cct
1	SY	20
2	RB	20
3	W	1
4	GN	1
5	GY	1
6	SP	1
7	WN	1
8	GU	1
9	NY	1
10	UP	1
14	NK	1



YPC10469

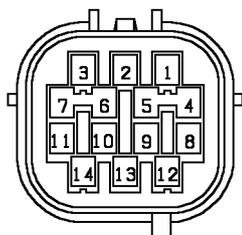
Colour: *GREY*
 Gender: *Male*



Cav	Col	Cct
3	W	1
4	GN	1
5	GY	1
6	SP	1
7	WN	1
8	GU	1
9	NY	1
10	UP	1
14	NK	1

Description: *Main harness to engine harness - RHD*

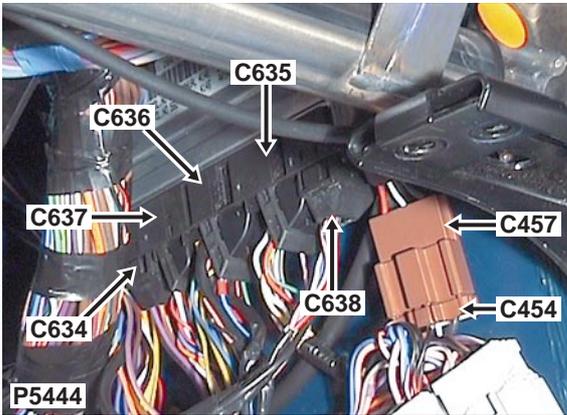
Location: *Rear RH side of engine compartment*



YPC10469

Colour: *GREY*

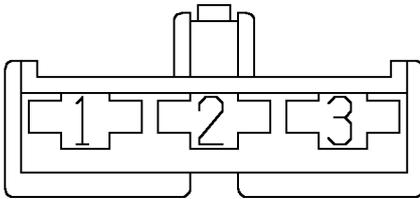
Gender: *Male*



Cav	Col	Cct
1	B	15
2	WG	15
3	NR	15

Description: *Main harness to sunroof harness*

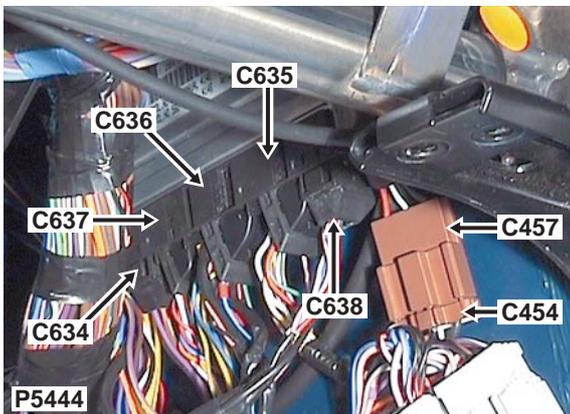
Location: *Under RH side of fascia*



YPC10579

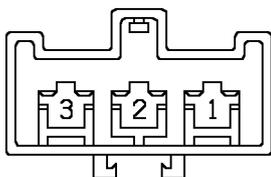
Colour: *BROWN*

Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	WG	ALL
3	NR	ALL

Description: *Sunroof harness to main harness*
 Location: *Under RH side of fascia*

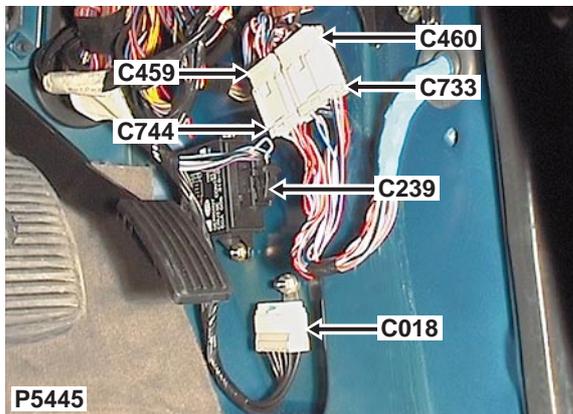


YPC10590

Colour: *BROWN*
 Gender: *Male*

C0459

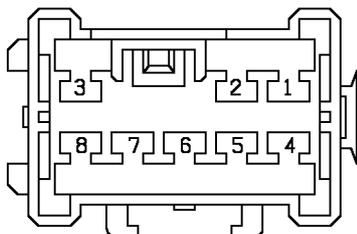
CONNECTOR DETAILS



Cav	Col	Cct
1	RB	9
2	KB	9
3	KG	9
3	BK	10
4	KR	9
4	BR	10
5	UG	34
6	SU	34
7	SK	34

Description: *Main harness to door harness - RHD*

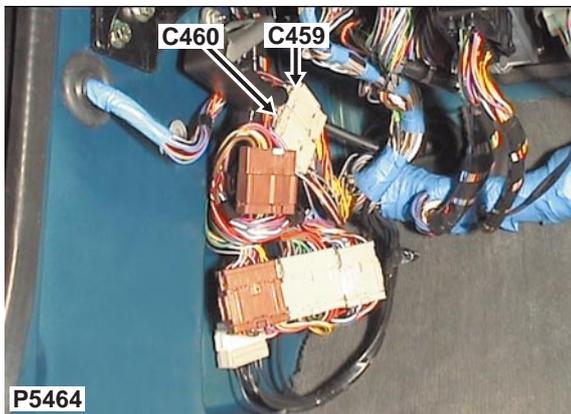
Location: *Under RH side of fascia*



YPC10591

Colour: *LIGHT GREY*

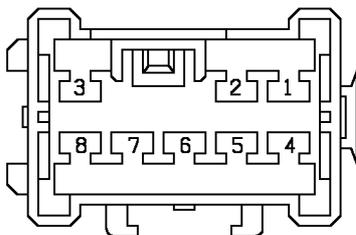
Gender: *Male*



Cav	Col	Cct
1	YB	9
2	YK	9
3	OB	9
3	BW	10
4	OK	9
4	BN	10
5	UG	33
6	SB	33
7	SR	33

Description: *Main harness to door harness - LHD*

Location: *Under LH side of fascia*



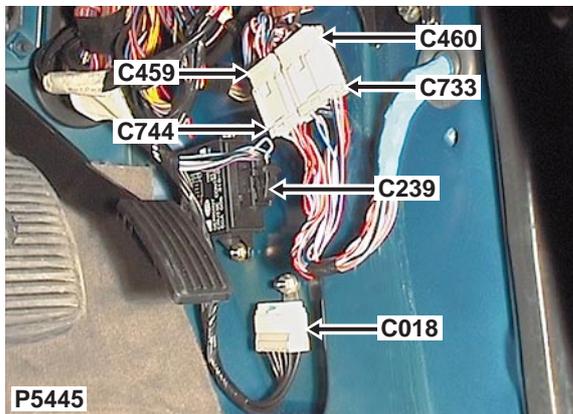
YPC10591

Colour: *LIGHT GREY*

Gender: *Male*

C0460

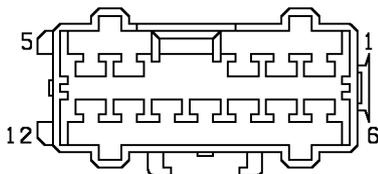
CONNECTOR DETAILS



Description: *Main harness to door harness - RHD*

Location: *Under RH side of fascia*

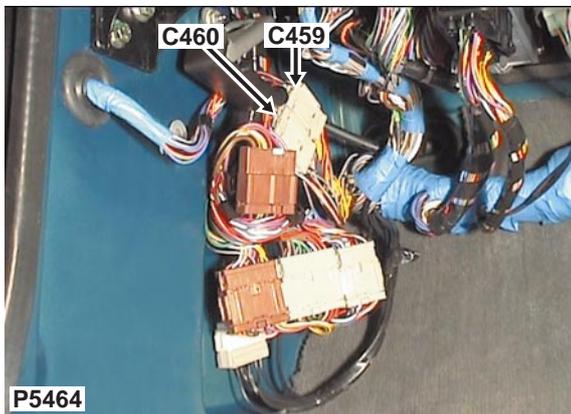
Cav	Col	Cct
1	PW	34
2	B	34
3	SW	34
4	KP	34
5	KR	34
6	NP	34
7	BN	34
8	BP	34
9	KS	34
10	US	34
11	O	23
12	OR	23



YPC10545

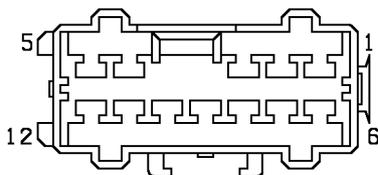
Colour: *LIGHT GREY*

Gender: *Male*



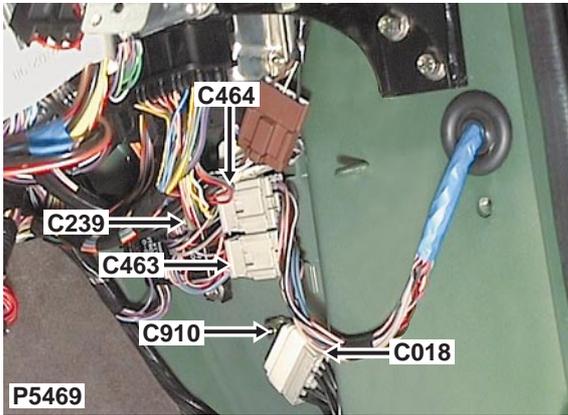
Cav	Col	Cct
1	PW	33
2	B	33
3	SW	33
4	KP	33
5	KR	33
6	NP	33
7	BK	33
8	BU	33
9	KS	33
10	US	33

Description: *Main harness to door harness - LHD*
 Location: *Under LH side of fascia*



YPC10545

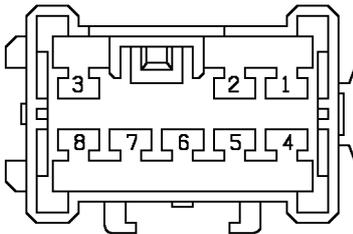
Colour: *LIGHT GREY*
 Gender: *Male*



Cav	Col	Cct
1	RB	9
2	KB	9
3	KG	9
3	BK	10
3	BK	10
4	KR	9
4	BR	10
6	SU	33
7	SK	33

Description: *Main harness to door harness - LHD*

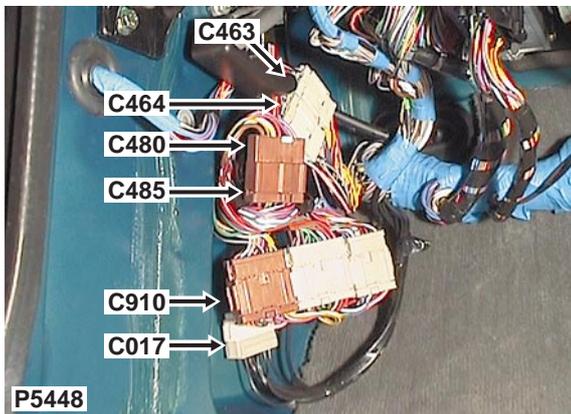
Location: *Under RH side of fascia*



YPC10591

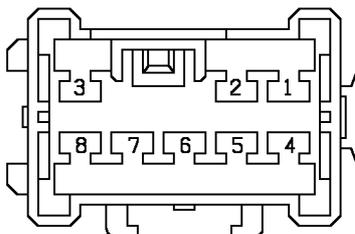
Colour: *LIGHT GREY*

Gender: *Male*



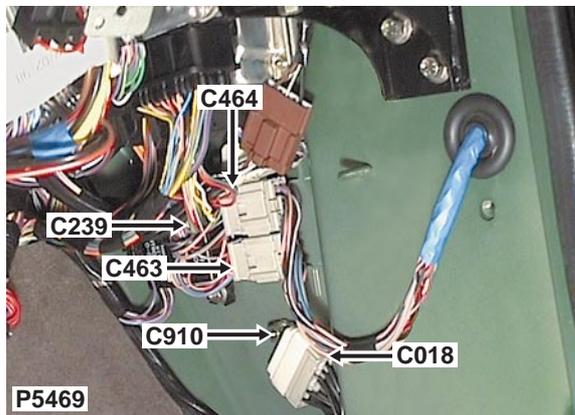
Cav	Col	Cct
1	YB	9
2	YK	9
3	OB	9
3	BW	10
4	OK	9
4	BN	10
6	SB	34
7	SR	34

Description: *Main harness to door harness - RHD*
 Location: *Under LH side of fascia*



YPC10591

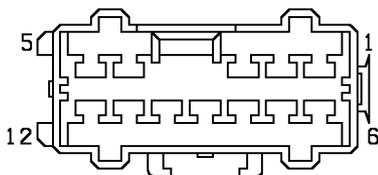
Colour: *LIGHT GREY*
 Gender: *Male*



Cav	Col	Cct
1	PLG	33
2	B	33
3	SW	33
4	KP	33
5	KR	33
6	NP	33
7	BN	33
8	BP	33
9	KS	33

Description: *Main harness to door harness - LHD*

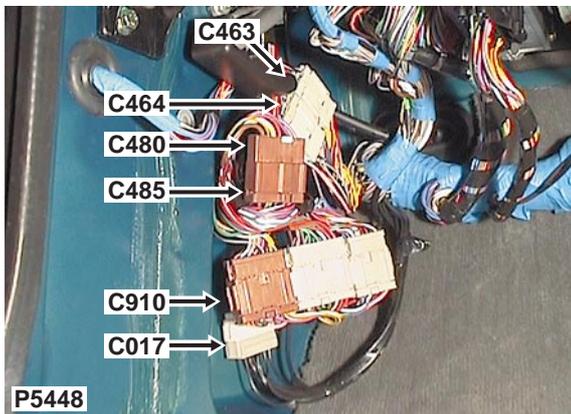
Location: *Under RH side of fascia*



YPC10545

Colour: *LIGHT GREY*

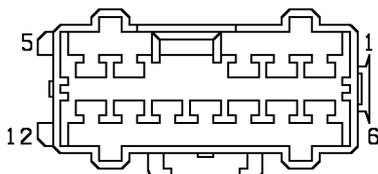
Gender: *Male*



Cav	Col	Cct
1	PLG	34
2	B	34
3	SW	34
4	KP	34
5	KR	34
6	NP	34
7	BK	34
8	BU	34
9	KS	34
11	YR	23
12	Y	23

Description: *Main harness to door harness - RHD*

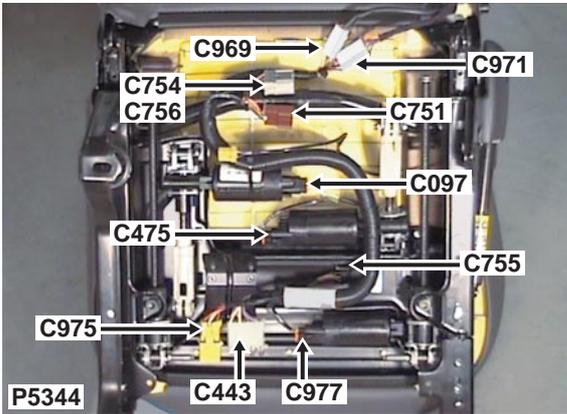
Location: *Under LH side of fascia*



YPC10545

Colour: *LIGHT GREY*

Gender: *Male*

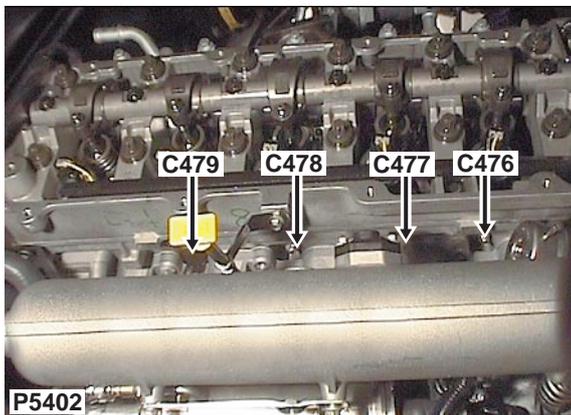


Cav	Col	Cct
1	NY	22
2	U	22

Description: *Motor - Seat - Rear up/down - LH*
 Location: *Underside of front passenger's seat*



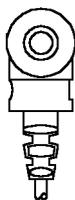
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	B	12

Description: *Glow plug*

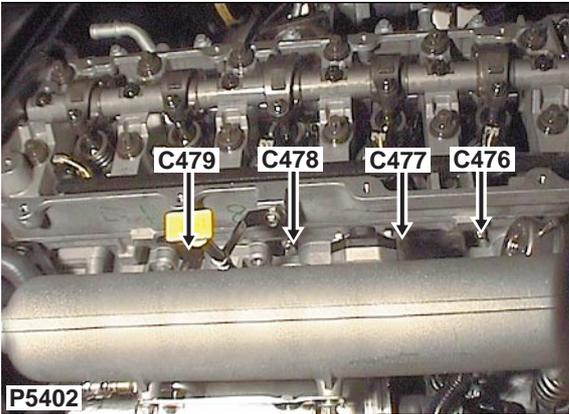
Location: *RH side of engine*



YPC107890

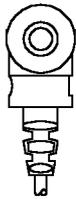
Colour: *BLACK*

Gender: *Female*



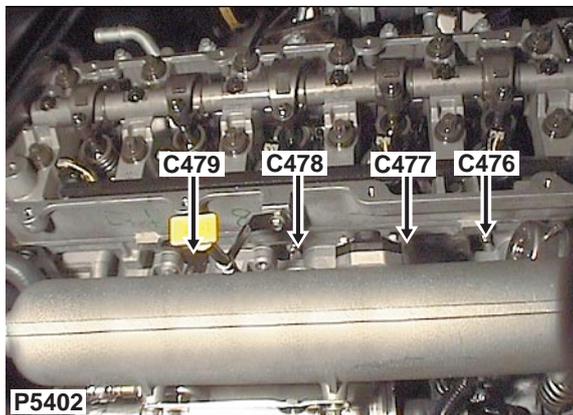
Cav	Col	Cct
1	B	12

Description: *Glow plug*
Location: *RH side of engine*



YPC107890

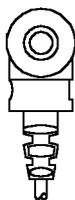
Colour: *BLACK*
Gender: *Female*



Cav	Col	Cct
1	B	12

Description: *Glow plug*

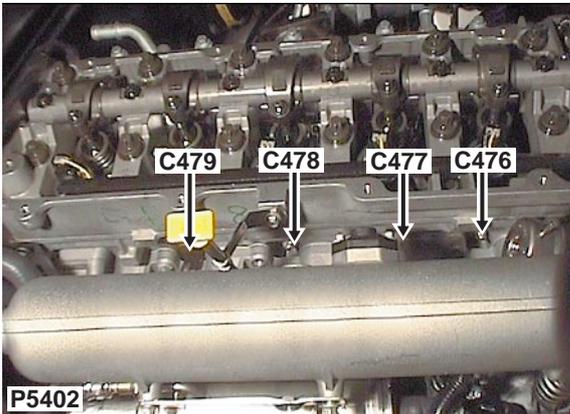
Location: *RH side of engine*



YPC107890

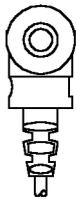
Colour: *BLACK*

Gender: *Female*



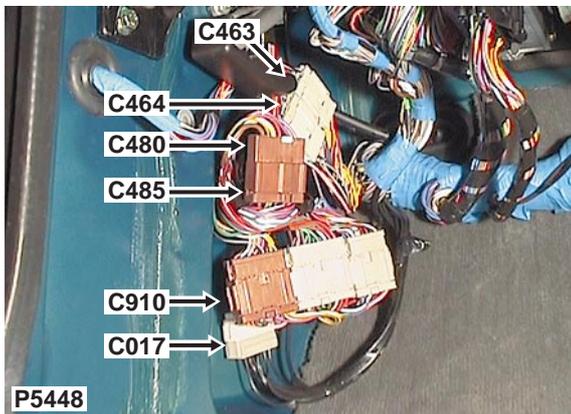
Cav	Col	Cct
1	B	12

Description: *Glow plug*
Location: *RH side of engine*



YPC107890

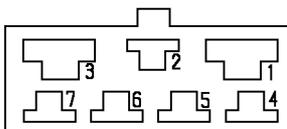
Colour: *BLACK*
Gender: *Female*



Cav	Col	Cct
1	PG	ALL
2	YG	27
3	NP	ALL
4	PN	ALL
5	RU	ALL
6	LGO	ALL
7	PS	ALL

Description: *Body harness to main harness*

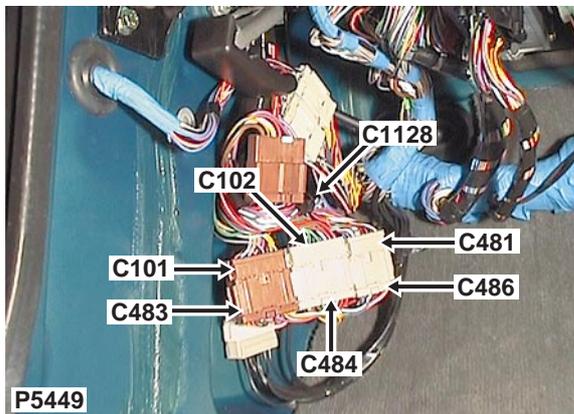
Location: *Under LH side of fascia*



51168130

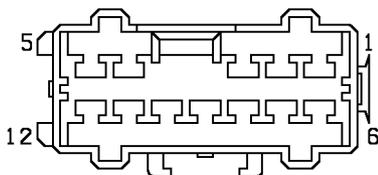
Colour: *BROWN*

Gender:



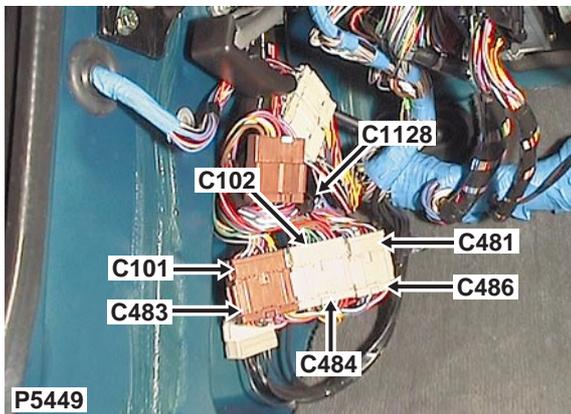
Description: *Body harness to main harness*
 Location: *Under LH side of fascia*

Cav	Col	Cct
1	KB	9
2	RB	9
3	NB	9
4	WB	9
5	RU	9
6	O	9
7	P	9
8	R	9
9	W	9
10	G	9
11	S	9
12	U	9



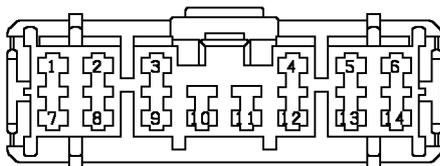
YPC10545

Colour: *LIGHT GREY*
 Gender: *Male*



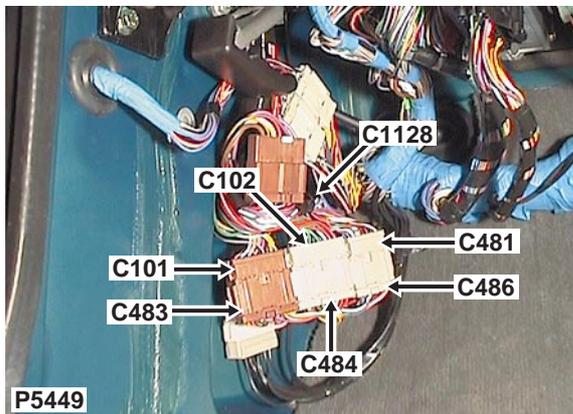
Description: *Main harness to body harness*
 Location: *Under LH side of fascia*

Cav	Col	Cct
1	YG	11
2	YR	11
3	SP	ALL
4	KS	ALL
5	WB	ALL
6	OU	11
7	Y	9
8	PG	ALL
9	PB	ALL
10	PO	ALL
11	GK	5
12	PG	5
13	BG	5
14	BN	ALL



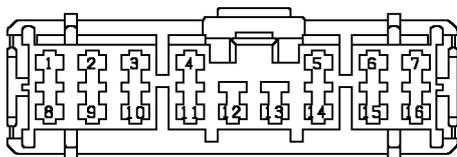
YPC10536

Colour: *BROWN*
 Gender: *Female*



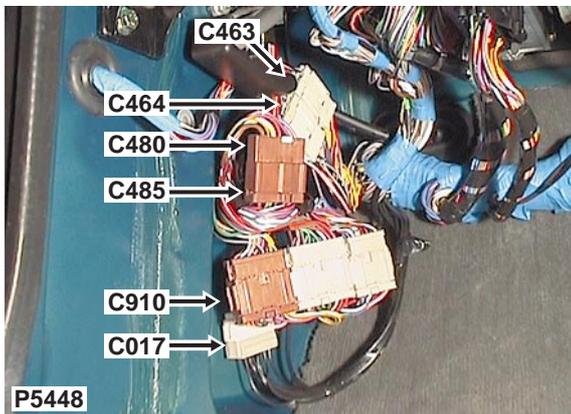
Description: *Main harness to body harness*
 Location: *Under LH side of fascia*

Cav	Col	Cct
1	RO	ALL
2	RB	ALL
3	GW	ALL
4	GR	ALL
5	GLG	ALL
6	KP	ALL
7	NG	ALL
8	RY	ALL
9	GP	ALL
10	PLG	ALL
11	GN	ALL
12	LGW	ALL
13	P	ALL
14	PR	ALL
15	KR	ALL
16	PU	ALL



YPC10496

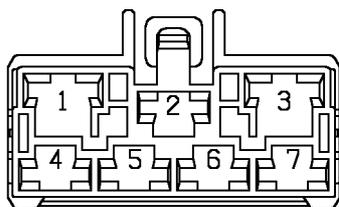
Colour: *LIGHT GREY*
 Gender: *Female*



Cav	Col	Cct
1	PG	ALL
2	YG	5
3	NP	ALL
4	PN	ALL
5	RU	ALL
6	LGO	ALL
7	PS	ALL

Description: *Main harness to body harness*

Location: *Under LH side of fascia*



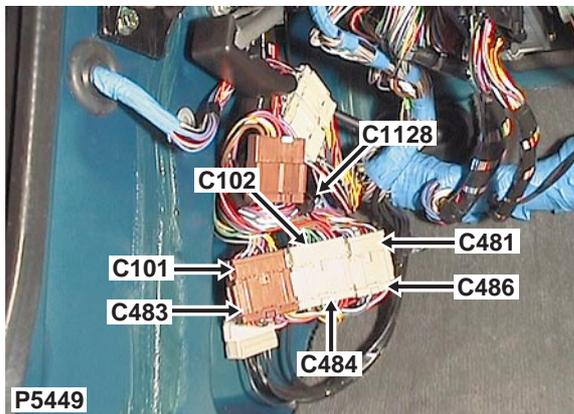
YPC10480

Colour: *BROWN*

Gender: *Female*

C0486

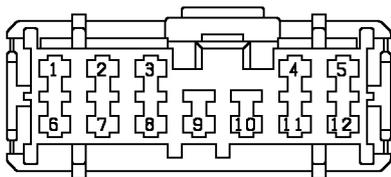
CONNECTOR DETAILS



Description: *Main harness to body harness*

Location: *Under LH side of fascia*

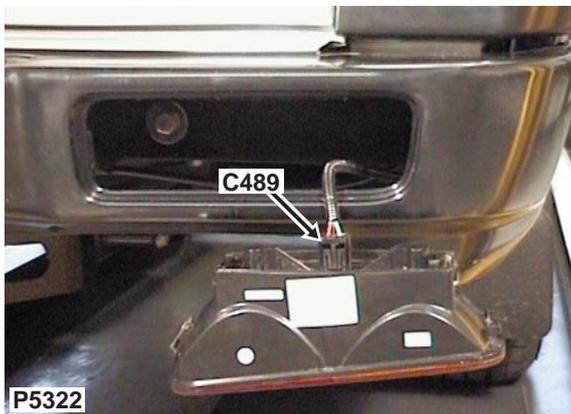
Cav	Col	Cct
1	KB	9
2	RB	9
3	NB	9
4	WB	9
5	RU	9
6	O	9
7	P	9
8	R	9
9	W	9
10	G	9
11	S	9
12	U	9



YPC10494

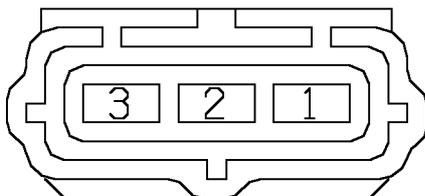
Colour: *LIGHT GREY*

Gender: *Female*



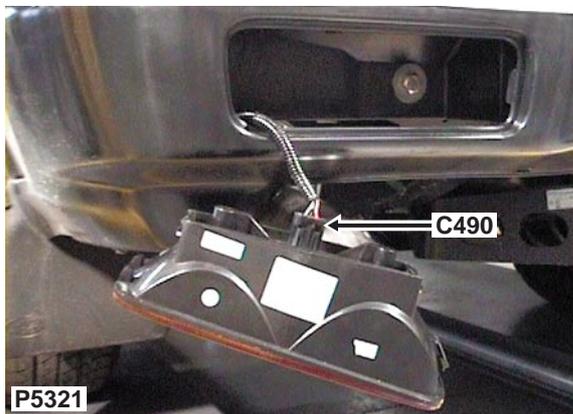
Cav	Col	Cct
1	GW	ALL
2	B	ALL
3	RY	ALL

Description: *Lamp - Fog guard - Rear - RH*
Location: *Behind RH side of rear bumper*



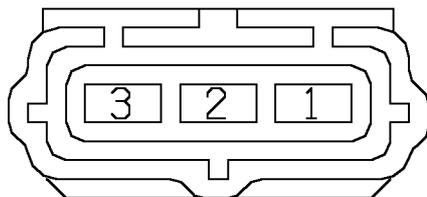
YPC10068

Colour: *BLACK*
Gender: *Female*



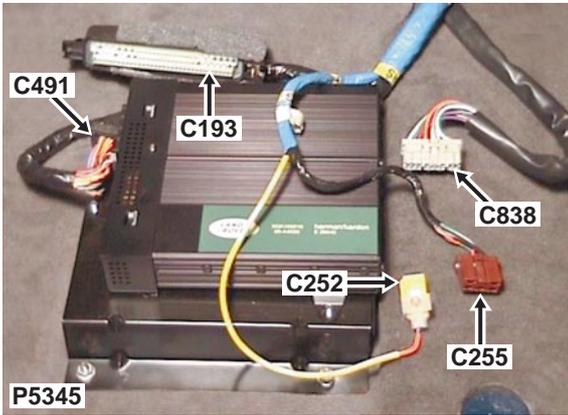
Cav	Col	Cct
1	RY	ALL
2	B	ALL
3	GR	ALL

Description: *Lamp - Fog guard - Rear - LH*
Location: *Behind LH side of rear bumper*

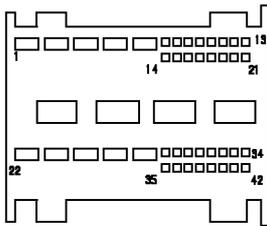


YPC10068

Colour: *BLACK*
Gender: *Female*



Description: Amplifier - Power - ICE
 Location: Beneath LH seat

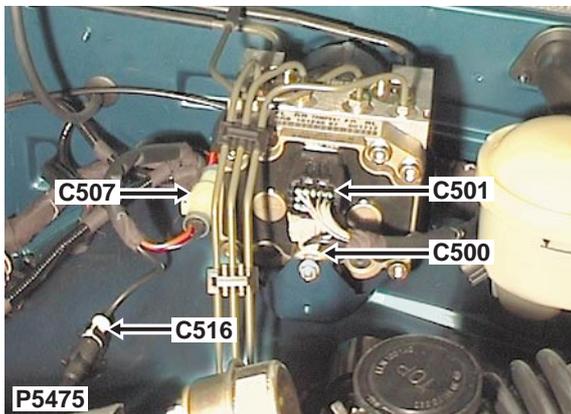


51168874

Colour: BLACK
 Gender:

Cav	Col	Cct
1	WB	9
2	NB	9
3	OK	9
3	KR	9
4	OB	9
4	KG	9
5	LGP	9
8	R	9
9	G	9
9	Y	9
10	RU	9
13	SR	9
15	SG	9
16	W	9
17	S	9
17	O	9
20	KG	9
21	SP	9
22	KR	9
22	OK	9
23	KG	9
23	OB	9
24	RB	9
25	KB	9
26	B	9
29	P	9
30	O	9
30	S	9
31	SK	9
32	SO	9
37	U	9
38	G	9
38	Y	9
39	RB	9
39	YB	9
40	KB	9
40	YK	9

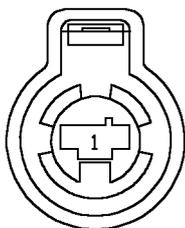
Cav	Col	Cct
41	RB	9
41	YB	9
42	YK	9
42	KB	9



Cav	Col	Cct
1	B	34

Description: *Modulator - ABS - RHD*

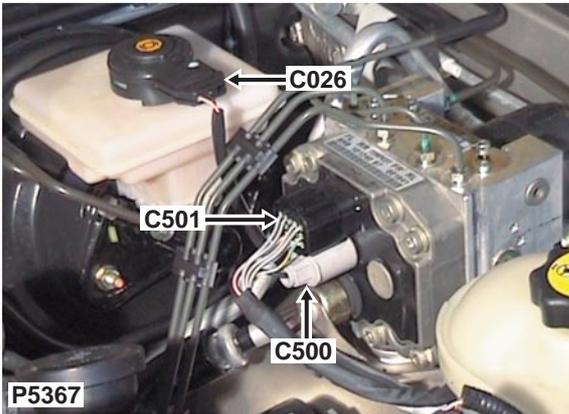
Location: *LH side of engine compartment*



YPC109840

Colour: *LIGHT GREY*

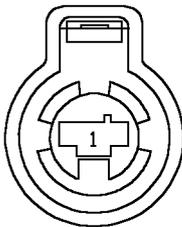
Gender: *Female*



Cav	Col	Cct
1	B	33

Description: *Modulator - ABS - LHD*

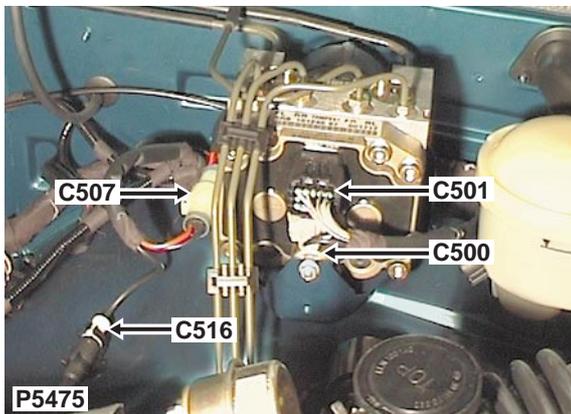
Location: *Rear LH side of engine compartment*



YPC109840

Colour: *LIGHT GREY*

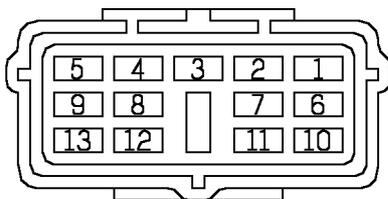
Gender: *Female*



Cav	Col	Cct
1	SW	34
2	SR	34
4	SN	34
5	SY	34
8	BS	34
9	YG	34
10	SP	34
11	SK	34
12	SU	34
13	SG	34

Description: *Modulator - ABS - RHD*

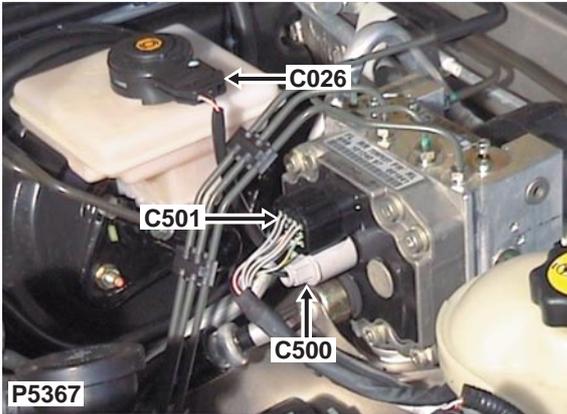
Location: *LH side of engine compartment*



YPC10062

Colour: *BLACK*

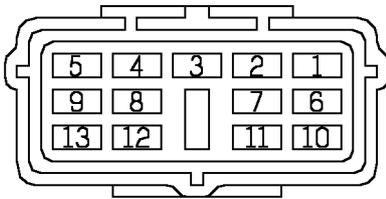
Gender: *Female*



Cav	Col	Cct
1	SW	33
2	SR	33
4	SN	33
5	SY	33
8	BS	33
9	YG	33
10	SP	33
11	SK	33
12	SU	33
13	SG	33

Description: *Modulator - ABS - LHD*

Location: *Rear LH side of engine compartment*



YPC10062

Colour: *BLACK*

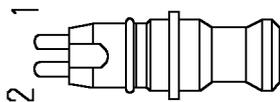
Gender: *Female*



Cav	Col	Cct
1	W	ALL
2	W	ALL

Description: *Sensor - ABS - Rear - LH*

Location: *Beneath rear of vehicle LH side*



YPC108380

Colour: *NATURAL*

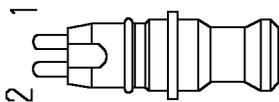
Gender: *Female*



Cav	Col	Cct
1	W	ALL
2	W	ALL

Description: *Sensor - ABS - Rear - RH*

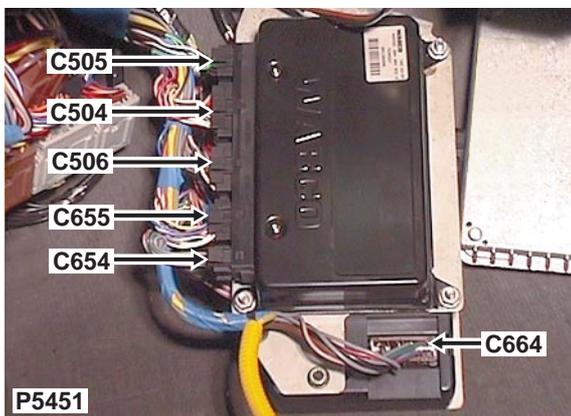
Location: *Beneath rear of vehicle RH side*



YPC108380

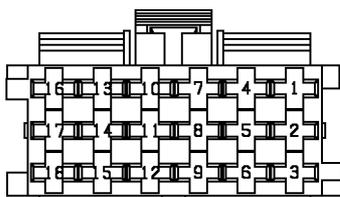
Colour: *NATURAL*

Gender: *Female*



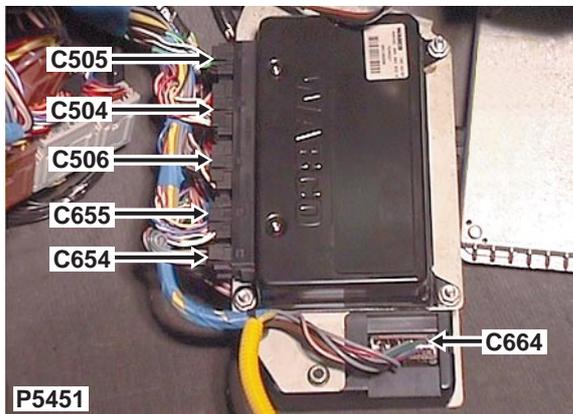
Description: *ECU - Self-levelling/ABS (SLABS) - LHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	NK	33
2	LG	33
3	KG	33
4	RG	1
5	K	33
7	GN	33
8	NR	33
9	KO	33
10	SP	1
10	SP	12
11	RK	33
12	B	33
13	WU	33
14	PS	33
15	GB	7
16	WY	33
17	WK	33
18	WR	33



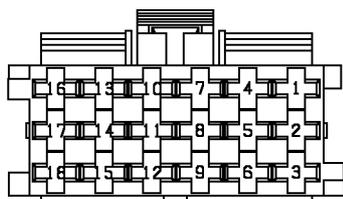
YPC110370

Colour: *BLACK*
 Gender: *Female*



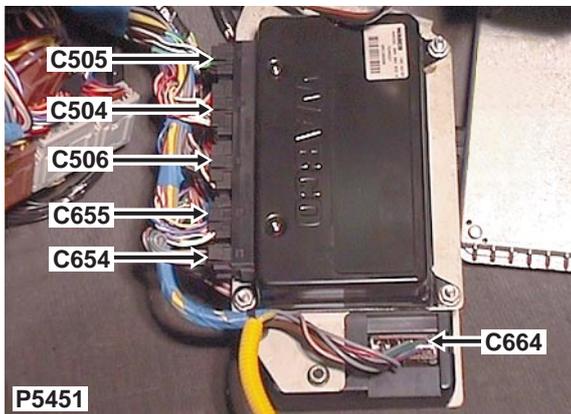
Description: *ECU - Self-levelling/ABS (SLABS) - RHD*
 Location: *Under LH side of fascia*

Cav	Col	Cct
1	NK	34
2	LG	34
3	KG	34
4	RG	1
5	K	34
7	GN	34
8	NR	34
9	KO	34
10	SP	1
10	SP	12
11	RK	34
12	B	34
13	WU	34
14	PS	34
15	GB	7
16	WY	34
17	WK	34
18	WR	34



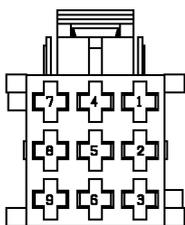
YPC110370

Colour: *BLACK*
 Gender: *Female*



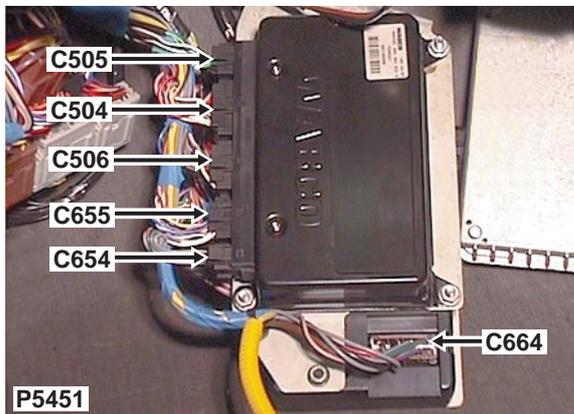
Cav	Col	Cct
1	G	33
2	G	33
3	W	33
4	G	33
5	G	33
6	N	33
7	WB	33
8	NB	33

Description: *ECU - Self-levelling/ABS (SLABS) - LHD*
 Location: *Under RH side of fascia*



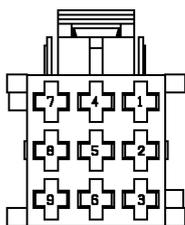
YPC108770

Colour: *BLACK*
 Gender: *Female*



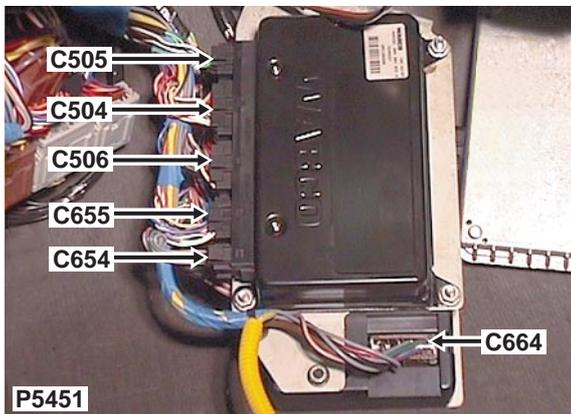
Cav	Col	Cct
1	G	34
2	G	34
3	W	34
4	G	34
5	G	34
6	N	34
7	WB	34
8	NB	34

Description: *ECU - Self-levelling/ABS (SLABS) - RHD*
 Location: *Under LH side of fascia*



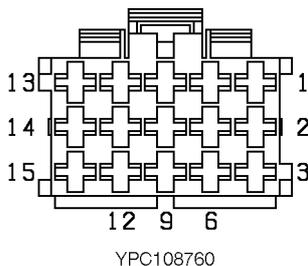
YPC108770

Colour: *BLACK*
 Gender: *Female*

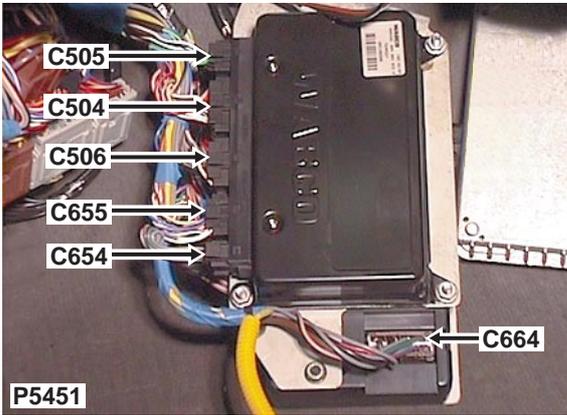


Description: *ECU - Self-levelling/ABS (SLABS) - LHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	SW	33
2	SR	33
3	BS	33
4	SG	33
5	SU	33
6	YG	33
7	SY	33
8	SN	33
9	BU	33
10	SP	33
11	SK	33
12	BG	33
15	WO	33

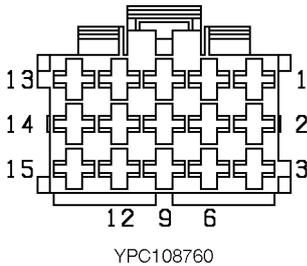


Colour: *BLACK*
 Gender: *Female*

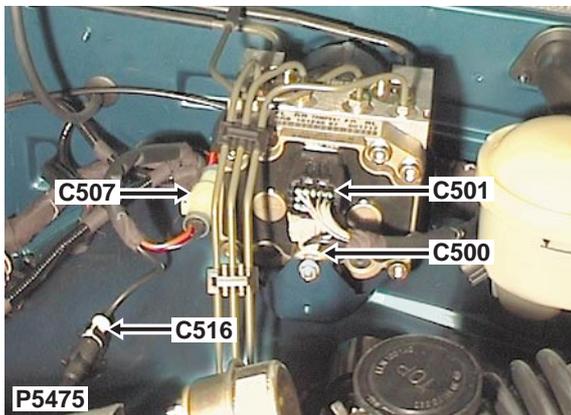


Description: *ECU - Self-levelling/ABS (SLABS) - RHD*
 Location: *Under LH side of fascia*

Cav	Col	Cct
1	SW	34
2	SR	34
3	BS	34
4	SG	34
5	SU	34
6	YG	34
7	SY	34
8	SN	34
9	BU	34
10	SP	34
11	SK	34
12	BG	34
15	WO	34



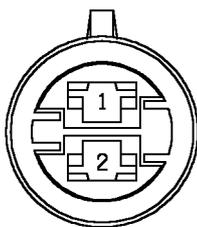
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	NR	34
2	B	34

Description: *Pump - Return - ABS - RHD*

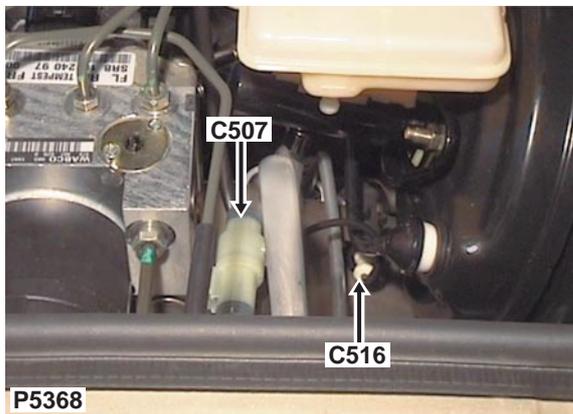
Location: *LH side of engine compartment*



AFU3727

Colour: *NATURAL*

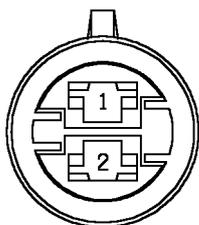
Gender: *Female*



Cav	Col	Cct
1	NR	33
2	B	33

Description: *Pump - Return - ABS - LHD*

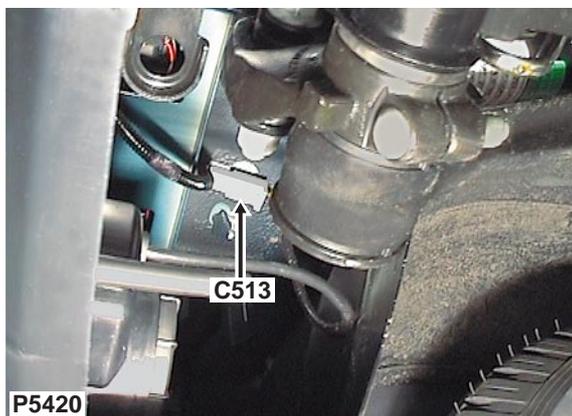
Location: *Rear LH side of engine compartment*



AFU3727

Colour: *NATURAL*

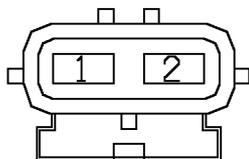
Gender: *Female*



Cav	Col	Cct
1	UP	ALL
2	B	ALL

Description: *Lamp - Fog - Front - RH*

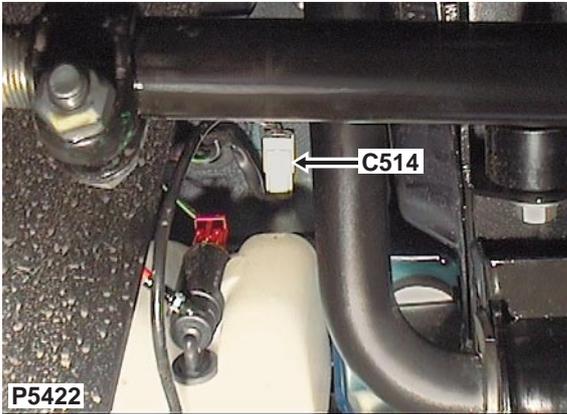
Location: *Behind RH side of front bumper*



YPC10188

Colour: *WHITE*

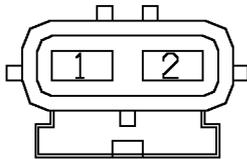
Gender: *Male*



Cav	Col	Cct
1	UP	ALL
2	B	ALL

Description: *Lamp - Fog - Front - LH*

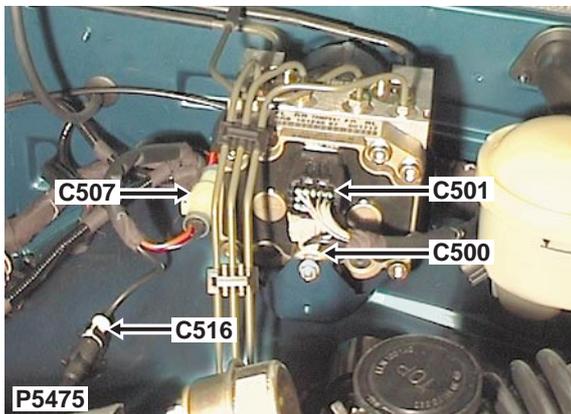
Location: *Behind LH side of front bumper*



YPC10188

Colour: *WHITE*

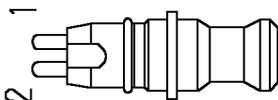
Gender: *Male*



Cav	Col	Cct
1	G	34
2	G	34

Description: *Sensor - ABS - Front - LH - RHD*

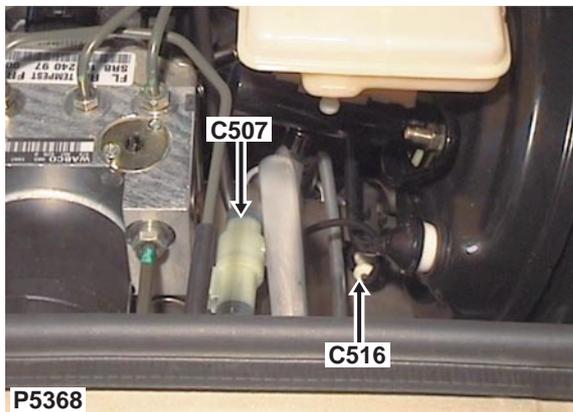
Location: *LH side of engine compartment*



YPC108370

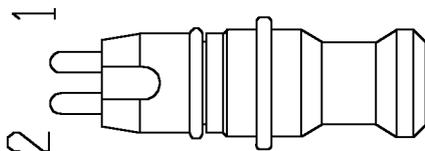
Colour: *NATURAL*

Gender: *Female*



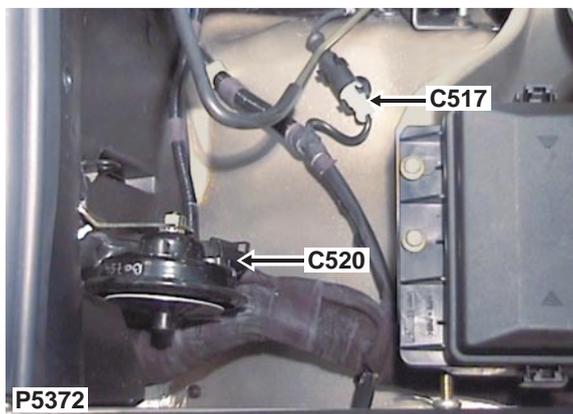
Cav	Col	Cct
1	G	33
2	G	33

Description: *Sensor - ABS - Front - LH - LHD*
 Location: *Rear LH side of engine compartment*



YPC10622

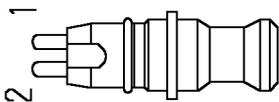
Colour: *NATURAL*
 Gender: *Female*



Cav	Col	Cct
1	G	33
2	G	33

Description: *Sensor - ABS - Front - RH - LHD*

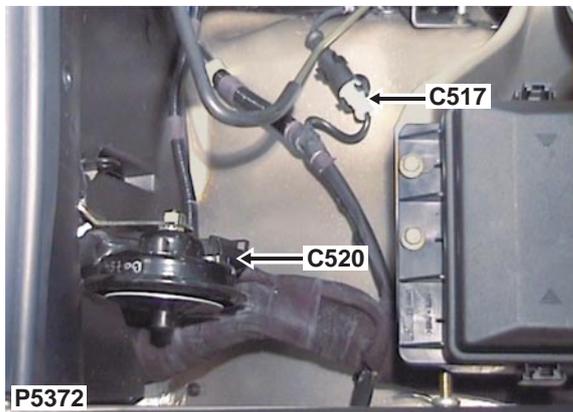
Location: *Rear RH side of engine compartment*



YPC108370

Colour: *NATURAL*

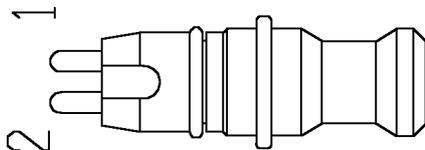
Gender: *Female*



Cav	Col	Cct
1	G	34
2	G	34

Description: *Sensor - ABS - Front - RH - RHD*

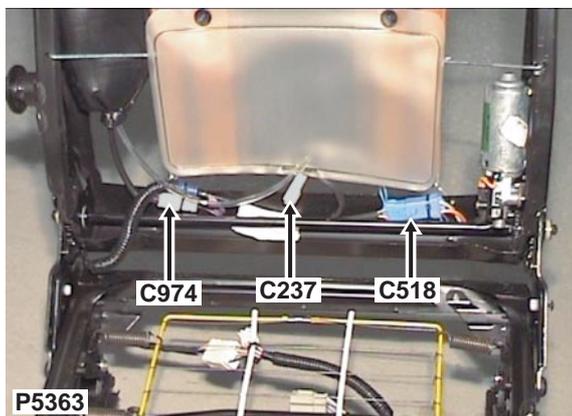
Location: *Lower RH rear of engine compartment*



YPC10622

Colour: *NATURAL*

Gender: *Female*



Cav	Col	Cct
1	O	2
2	S	2

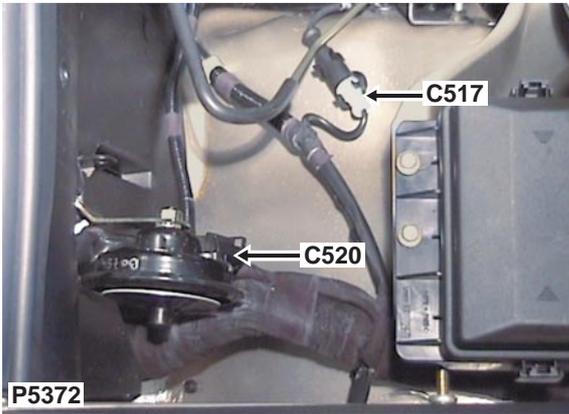
Description: *Motor - Seat - Back recline*

Location: *Passenger seat - below*

NO CONNECTOR FACE

Colour: *BLUE*

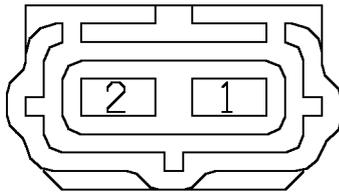
Gender: *Female*



Cav	Col	Cct
1	PB	21
1	RU	34
2	B	ALL

Description: *Unit - Sounder - Alarm*

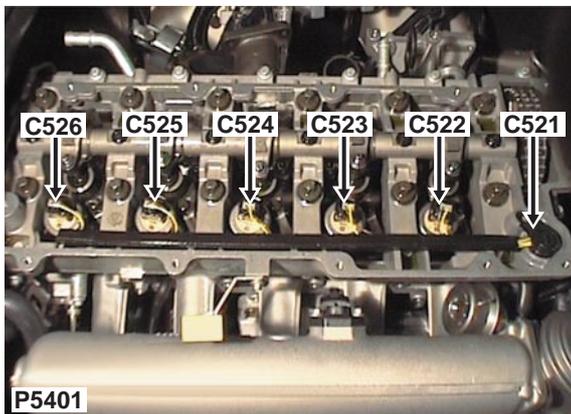
Location: *Rear RH side of engine compartment*



YPC10070

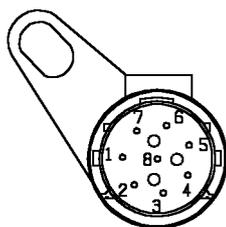
Colour: *BLACK*

Gender: *Female*



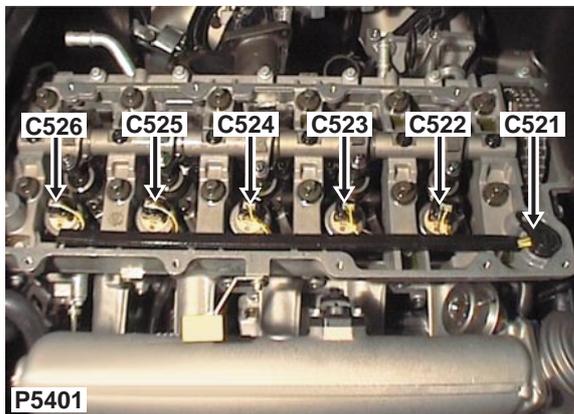
Cav	Col	Cct
1	Y	12
2	YN	12
4	YR	12
5	YP	12
6	YU	12
7	NO	12
8	NB	12

Description: *Engine harness to injector harness*
 Location: *Top of engine - RH side*



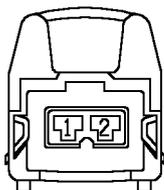
YYC103220

Colour: *BLACK*
 Gender: *Male*



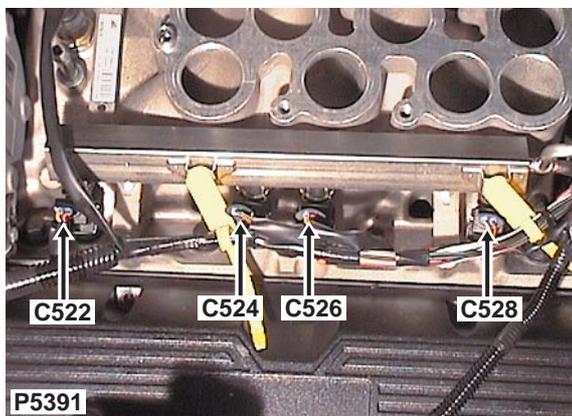
Cav	Col	Cct
1	Y	12
2	NB	12

Description: *Fuel injector - No. 1 - Td5*
 Location: *Top of engine - RH side*



YPC115190

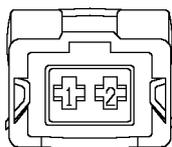
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	YU	1
2	NO	1

Description: *Fuel injector - No. 1 - V8*

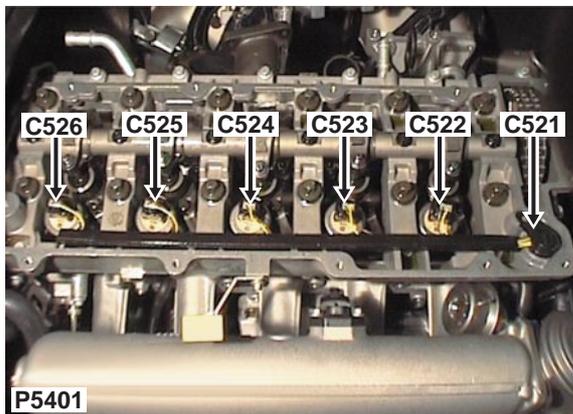
Location: *LH side of engine*



YPC107700

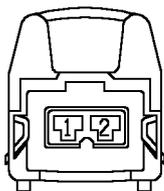
Colour: *BLACK*

Gender: *Female*



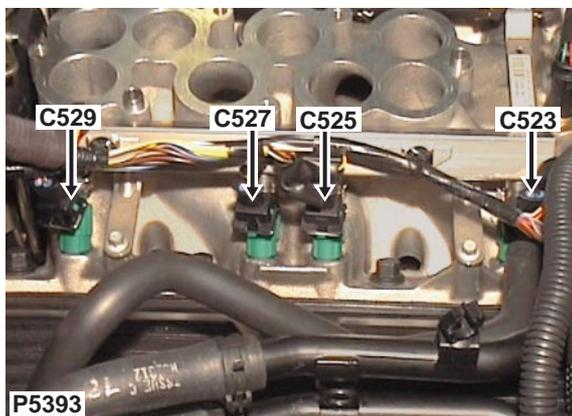
Description: *Fuel injector - No. 2 - Td5*
Location: *Top of engine - RH side*

Cav	Col	Cct
1	YN	12
2	NO	12



YPC115190

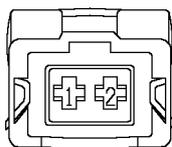
Colour: *BLACK*
Gender: *Female*



Cav	Col	Cct
1	YW	1
2	NO	1

Description: *Fuel injector - No. 2 - V8*

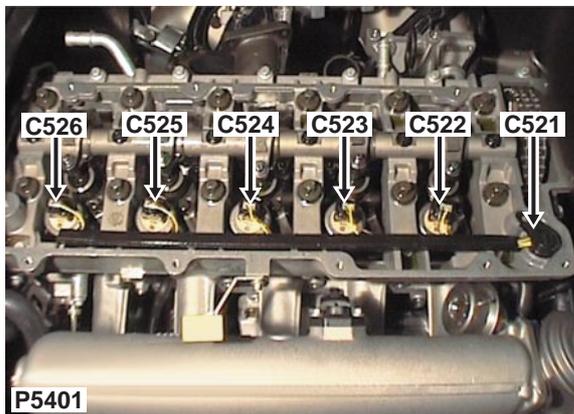
Location: *RH side of engine*



YPC107700

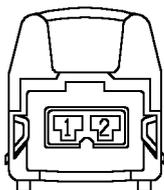
Colour: *BLACK*

Gender: *Female*



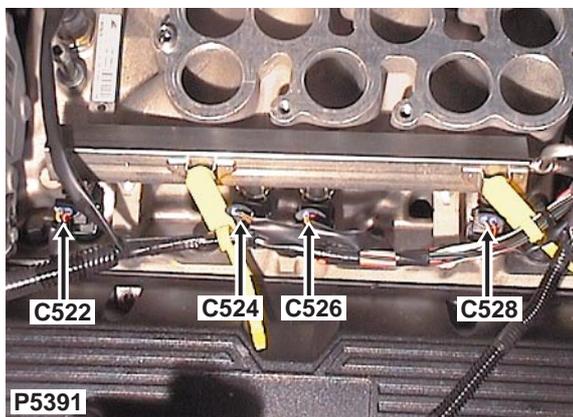
Cav	Col	Cct
1	YU	12
2	NB	12

Description: *Fuel injector - No. 3 - Td5*
 Location: *Top of engine - RH side*



YPC115190

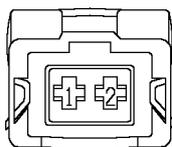
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	YB	1
2	NO	1

Description: *Fuel injector - No. 3 - V8*

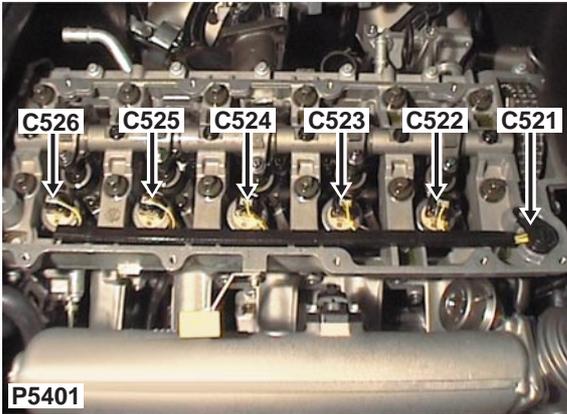
Location: *LH side of engine*



YPC107700

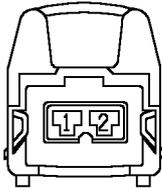
Colour: *BLACK*

Gender: *Female*



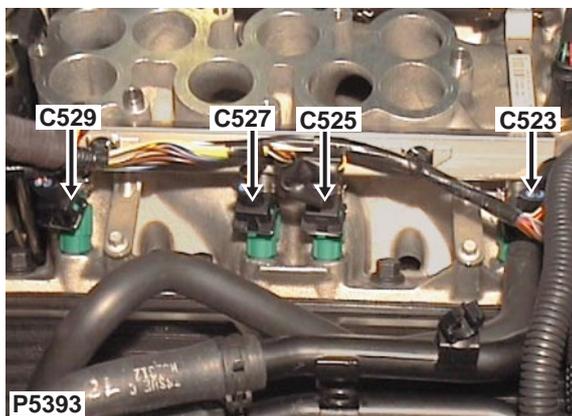
Cav	Col	Cct
1	YR	12
2	NB	12

Description: *Fuel injector - No. 4 - Td5*
 Location: *Top of engine - RH side*



YPC115190

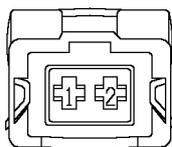
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	YN	1
2	NO	1

Description: *Fuel injector - No. 4 - V8*

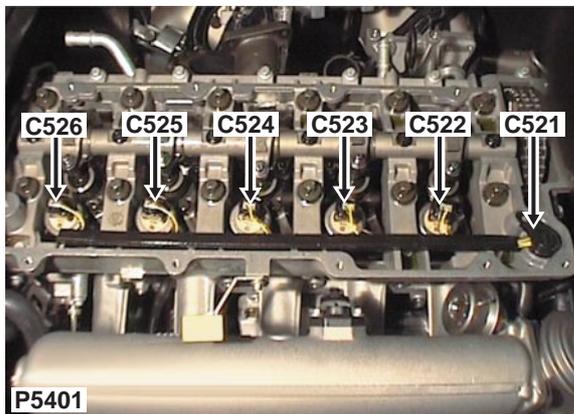
Location: *RH side of engine*



YPC107700

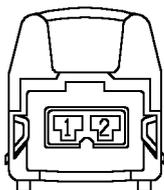
Colour: *BLACK*

Gender: *Female*



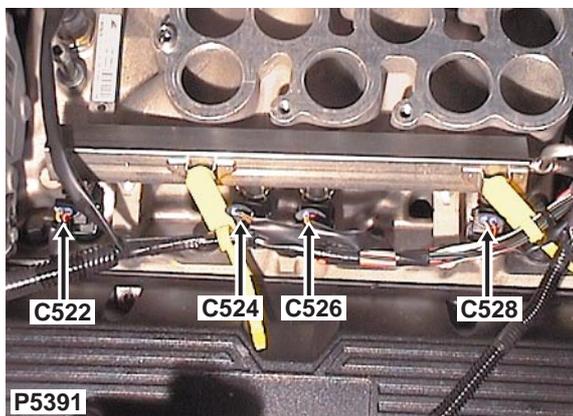
Cav	Col	Cct
1	YP	12
2	NO	12

Description: *Fuel injector - No. 5 - Td5*
 Location: *Top of engine - RH side*



YPC115190

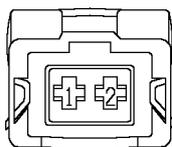
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	YG	1
2	NO	1

Description: *Fuel injector - No. 5 - V8*

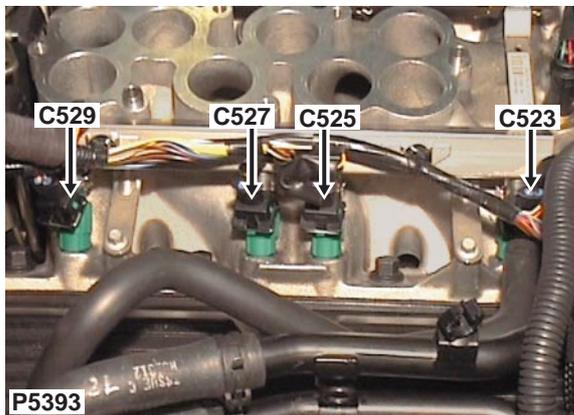
Location: *LH side of engine*



YPC107700

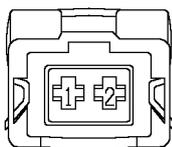
Colour: *BLACK*

Gender: *Female*



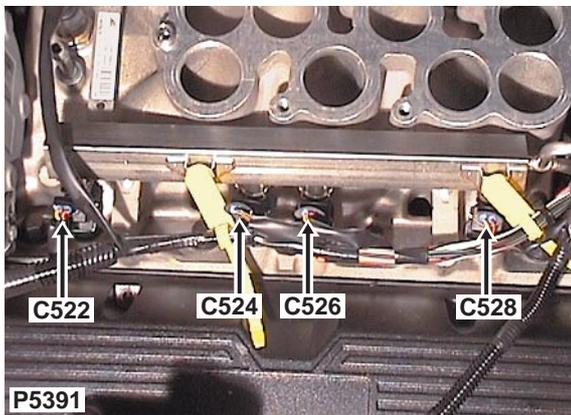
Cav	Col	Cct
1	YS	1
2	NO	1

Description: *Fuel injector - No. 6*
 Location: *RH side of engine*



YPC107790

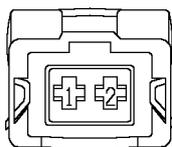
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	YR	1
2	NO	1

Description: *Fuel injector - No. 7*

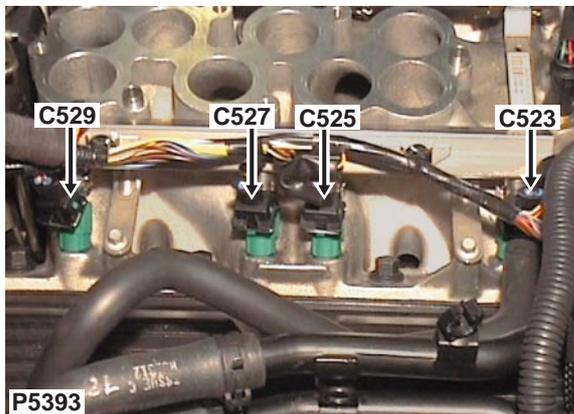
Location: *LH side of engine*



YPC107700

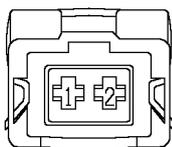
Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	YK	1
2	NO	1

Description: *Fuel injector - No. 8*
 Location: *RH side of engine*



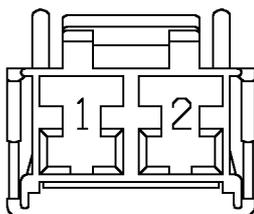
YPC107790

Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	RB	9
1	BR	10
2	KB	9
2	BK	10

Description: *Speakers - High range*
Location: *RH 'A' post*



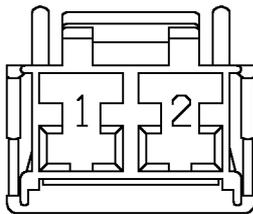
YPC10427

Colour: *LIGHT GREY*
Gender: *Female*



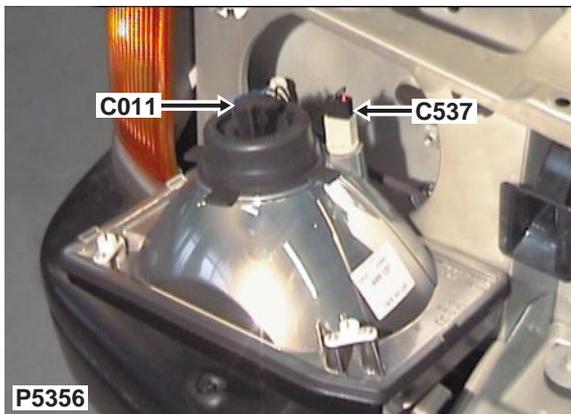
Description: *Speakers - High range*
Location: *LH 'A' post*

Cav	Col	Cct
1	YB	9
1	BN	10
2	YK	9
2	BW	10



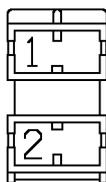
YPC10427

Colour: *LIGHT GREY*
Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	RO	ALL

Description: *Lamp - Side - Front - RH*
 Location: *Behind RH headlamp*



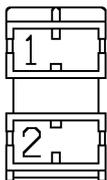
ADU8885

Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	RB	ALL

Description: *Lamp - Side - Front - LH*
 Location: *Behind LH headlamp*



ADU8885

Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	PY	ALL
2	GR	ALL
3	BW	ALL
4	YG	ALL
5	Y	ALL

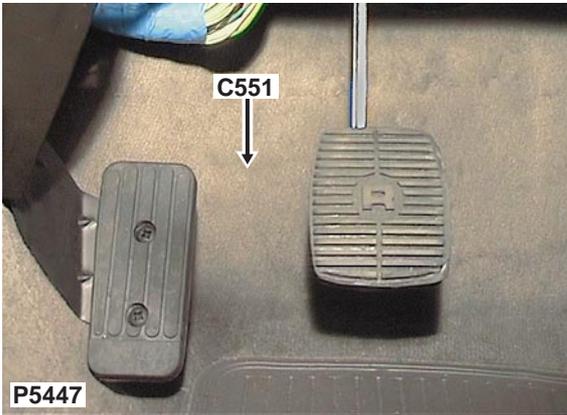
Description: *Motor - Mode - Air temperature*

Location: *Behind centre of fascia*

NO CONNECTOR FACE

Colour: *GREEN*

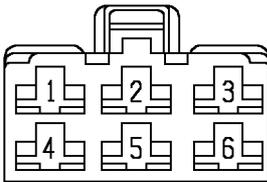
Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	B	ALL
3	B	ALL
4	B	ALL
5	B	ALL

Description: *Header - Earth*

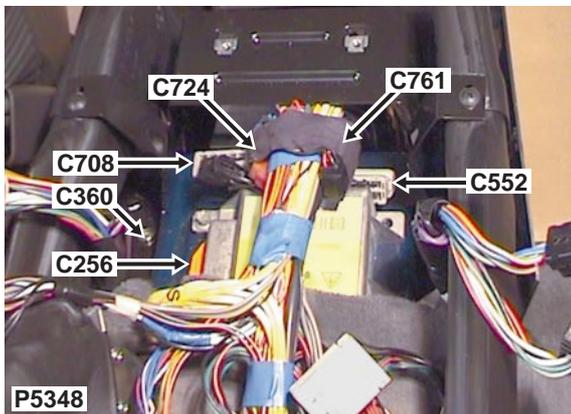
Location: *Beneath footwell carpet - RH side*



YPC10004

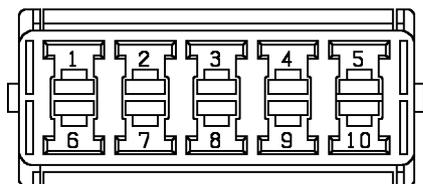
Colour: *NATURAL*

Gender: *Female*



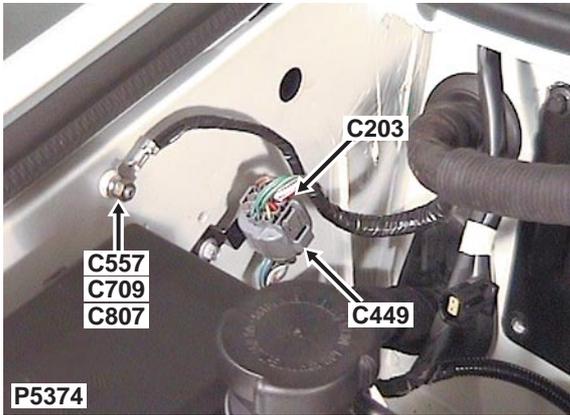
Cav	Col	Cct
1	B	ALL
2	B	ALL
3	B	34
4	B	ALL
5	B	ALL
6	B	ALL
7	B	ALL
8	B	ALL
9	B	ALL
10	B	ALL

Description: *Header - Earth*
 Location: *Behind centre console*



YPC10611

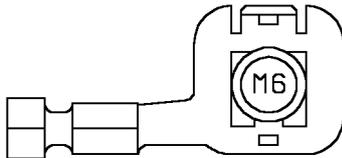
Colour: *LIGHT GREY*
 Gender: *Female*



Cav	Col	Cct
1	B	ALL

Description: *Earth*

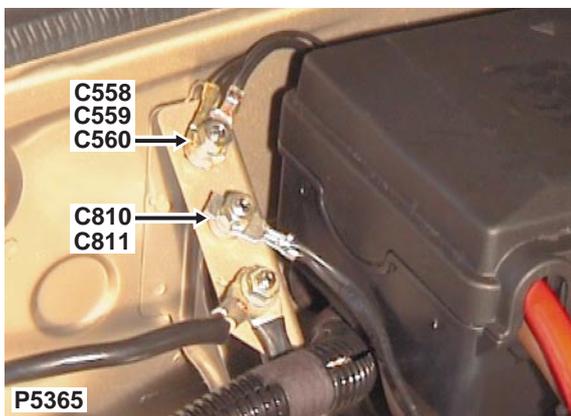
Location: *Rear RH side of engine compartment*



YPG10053

Colour: *BRASS*

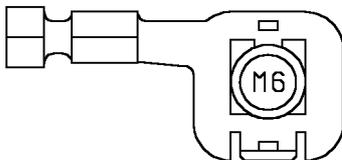
Gender:



Cav	Col	Cct
1	B	33

Description: *Earth - LHD*

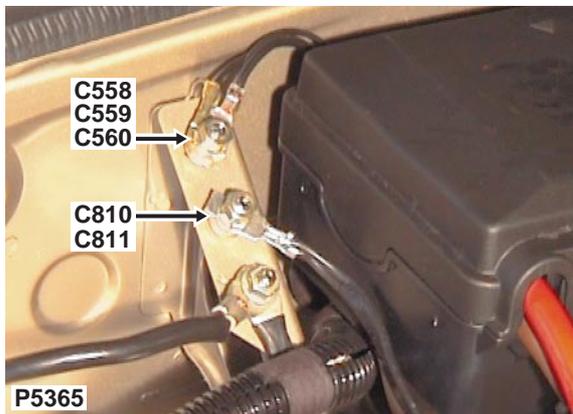
Location: *RH side of engine compartment*



YPG10052

Colour: *BRASS*

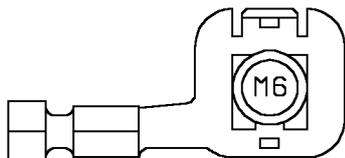
Gender:



Cav	Col	Cct
1	B	34

Description: *Earth - RHD*

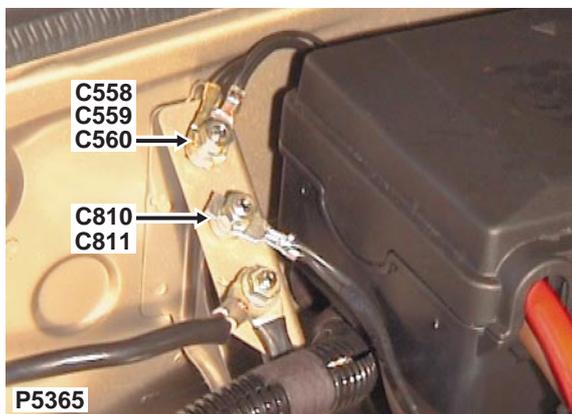
Location: *RH side of engine compartment*



YPG10053

Colour: *BRASS*

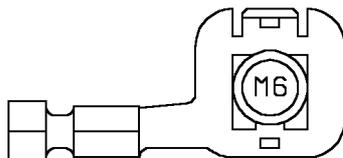
Gender:



Cav	Col	Cct
1	B	33

Description: *Earth - LHD*

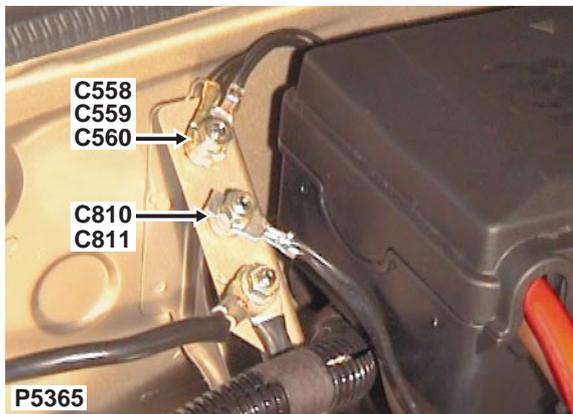
Location: *RH side of engine compartment*



YPG10053

Colour: *BRASS*

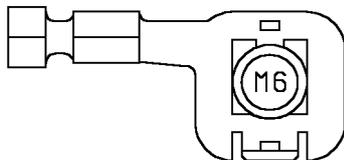
Gender:



Description: *Earth - RHD*

Location: *RH side of engine compartment*

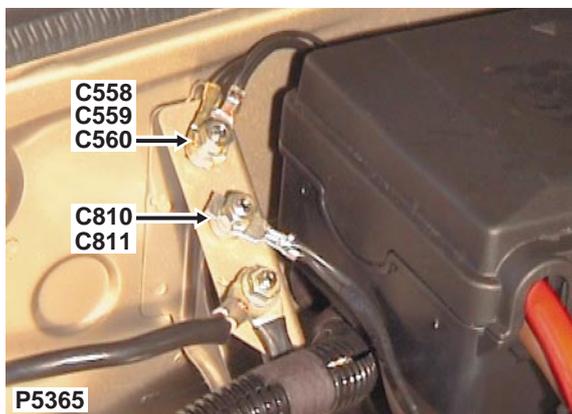
Cav	Col	Cct
1	B	34



YPG10052

Colour: *BRASS*

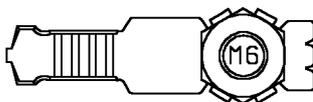
Gender:



Cav	Col	Cct
1	B	12

Description: *Earth*

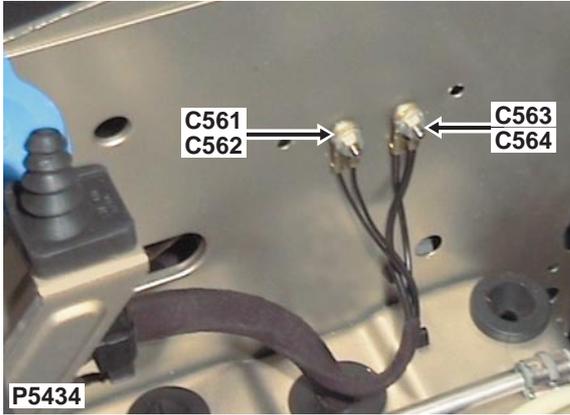
Location: *RH side of engine compartment*



YPG10049

Colour: *TIN-PLATE*

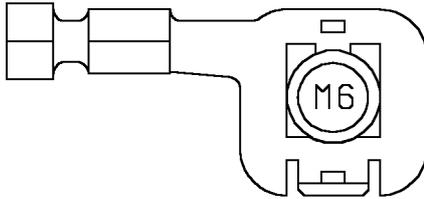
Gender:



Cav	Col	Cct
1	B	33

Description: *Earth - LHD*

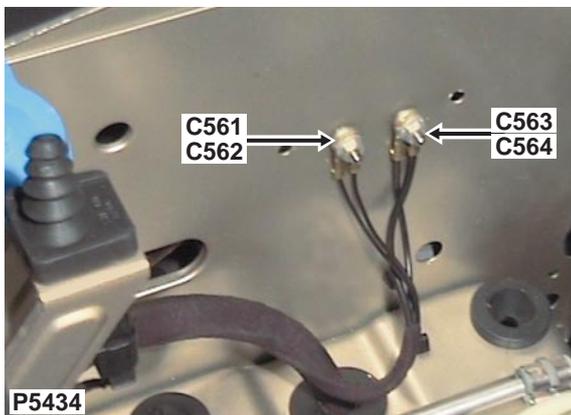
Location: *Lower LH front of engine compartment*



YPG10050

Colour: *BRASS*

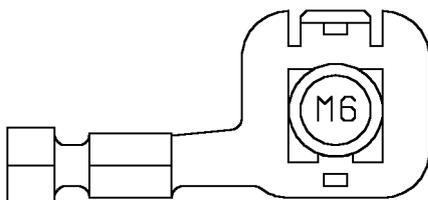
Gender:



Cav	Col	Cct
1	B	34

Description: *Earth - RHD*

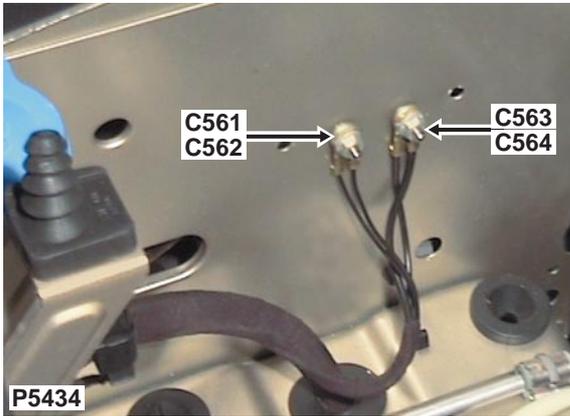
Location: *Lower LH front of engine compartment*



YPG10051

Colour: *BRASS*

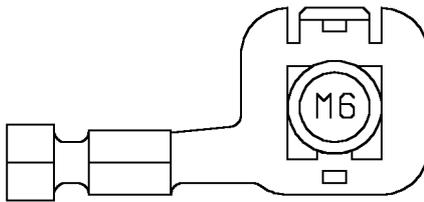
Gender:



Cav	Col	Cct
1	B	33

Description: *Earth - LHD*

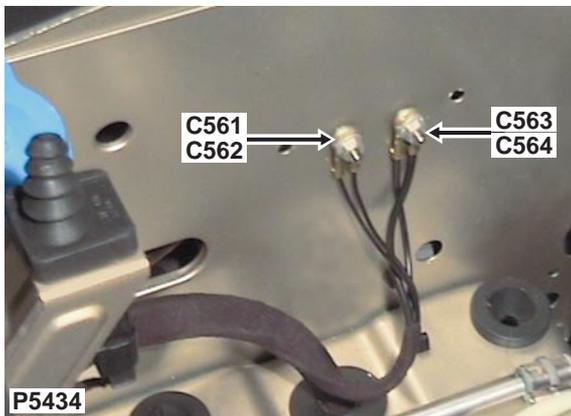
Location: *Lower LH front of engine compartment*



YPG10051

Colour: *BRASS*

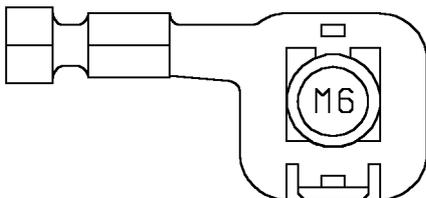
Gender:



Cav	Col	Cct
1	B	34

Description: *Earth - RHD*

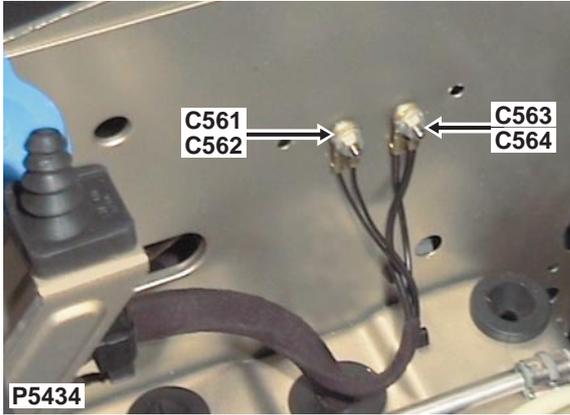
Location: *Lower LH front of engine compartment*



YPG10050

Colour: *BRASS*

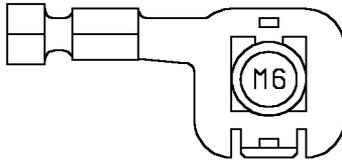
Gender:



Cav	Col	Cct
1	B	33

Description: *Earth - LHD*

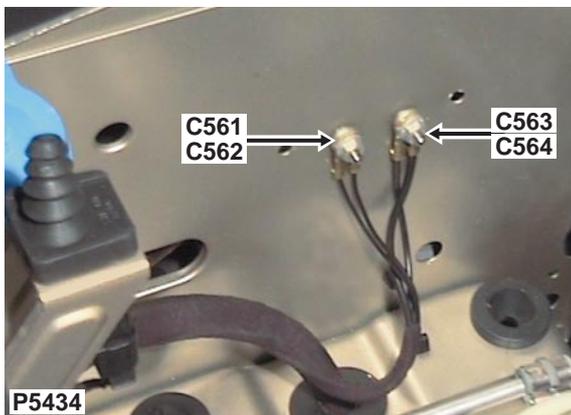
Location: *Lower LH front of engine compartment*



YPG10052

Colour: *BRASS*

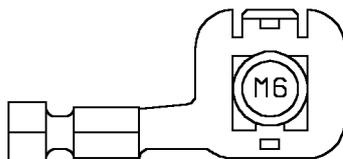
Gender:



Cav	Col	Cct
1	B	34

Description: *Earth - RHD*

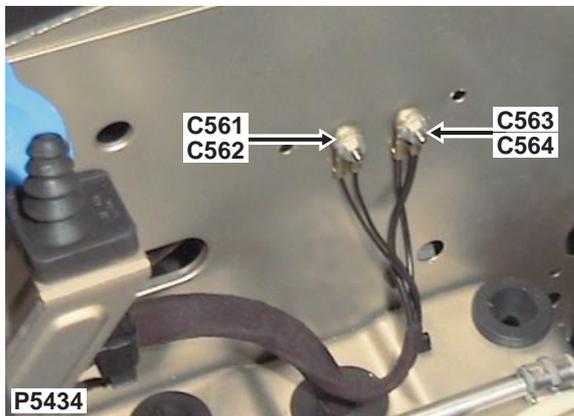
Location: *Lower LH front of engine compartment*



YPG10053

Colour: *BRASS*

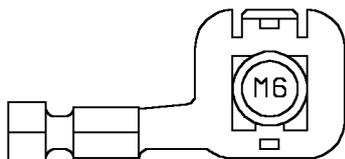
Gender:



Cav	Col	Cct
1	B	33

Description: *Earth - LHD*

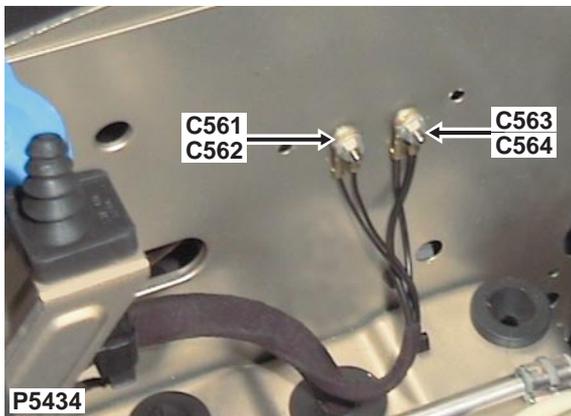
Location: *Lower LH front of engine compartment*



YPG10053

Colour: *BRASS*

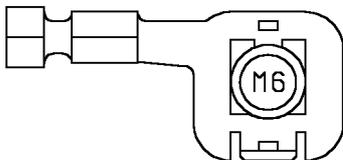
Gender:



Description: *Earth - RHD*

Location: *Lower LH front of engine compartment*

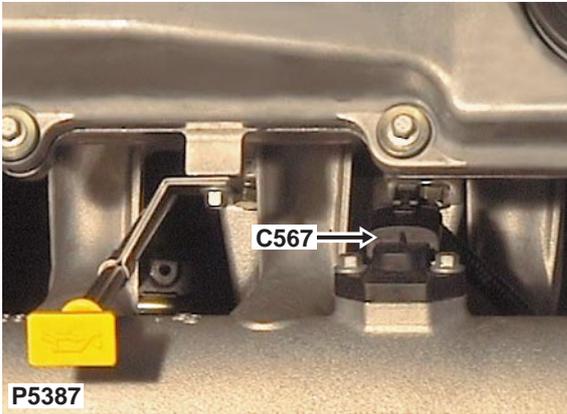
Cav	Col	Cct
1	B	34



YPG10052

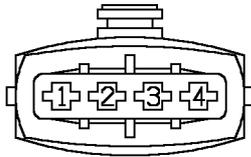
Colour: *BRASS*

Gender:



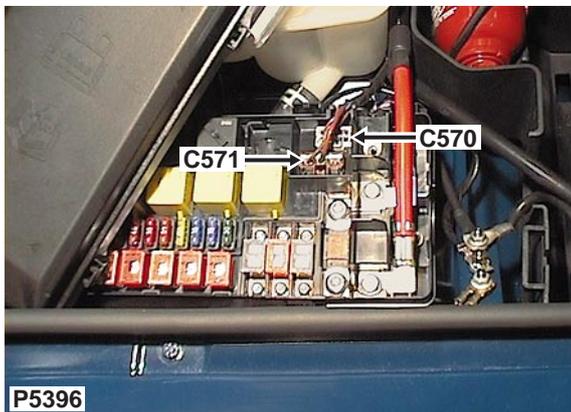
Cav	Col	Cct
1	KB	12
2	GB	12
3	KP	12
4	WY	12

Description: *Sensor - Inlet air temperature (IAT)*
 Location: *RH side of engine*



YPC110150

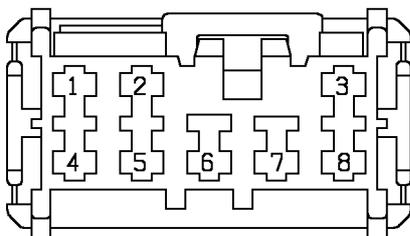
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	NK	4
1	NK	5
1	NK	6
2	GW	1
3	BO	4
3	BO	6
4	UR	1
5	NK	1
7	BG	1
8	PY	1

Description: *Fuse box - Engine compartment - V8*

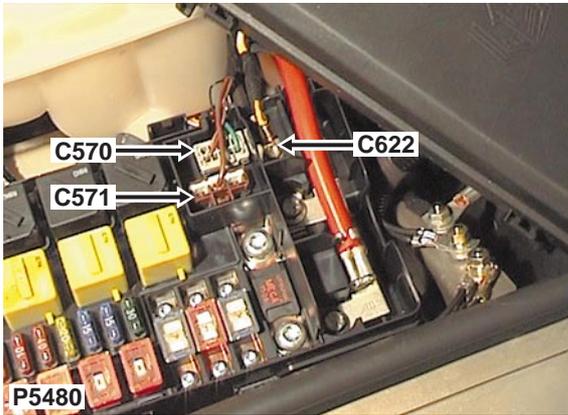
Location: *RH side of engine compartment*



YPC10492

Colour: *LIGHT GREY*

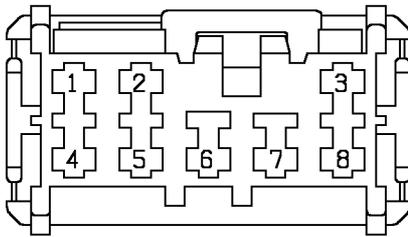
Gender: *Female*



Cav	Col	Cct
1	NK	12
3	GU	12
5	NK	12
7	BG	12

Description: Fuse box - Engine compartment - Td5

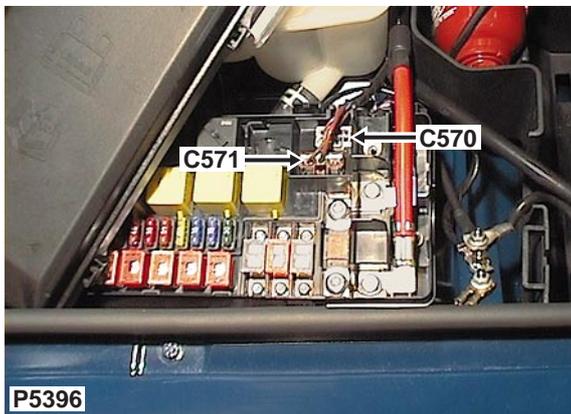
Location: RH side of engine compartment



YPC10492

Colour: LIGHT GREY

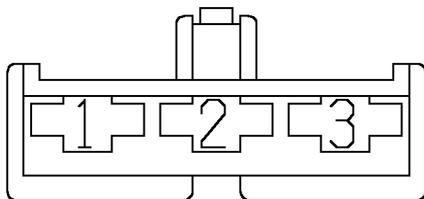
Gender: Female



Cav	Col	Cct
1	NO	1
2	NR	1

Description: *Fuse box - Engine compartment - V8*

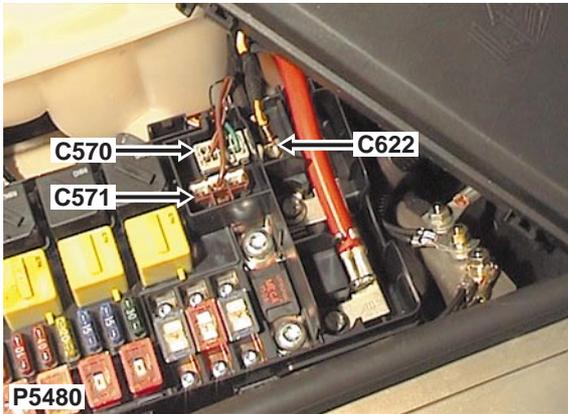
Location: *RH side of engine compartment*



YPC10579

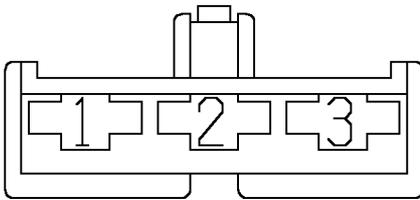
Colour: *BROWN*

Gender: *Female*



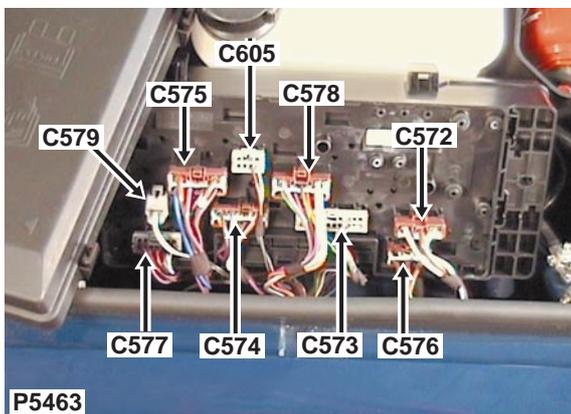
Description: *Fuse box - Engine compartment - Td5*
Location: *RH side of engine compartment*

Cav	Col	Cct
2	NR	12



YPC10579

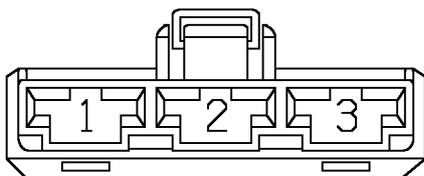
Colour: *BROWN*
Gender: *Female*



Cav	Col	Cct
1	WG	ALL
2	NR	ALL
3	NK	ALL

Description: *Fuse box - Engine compartment*

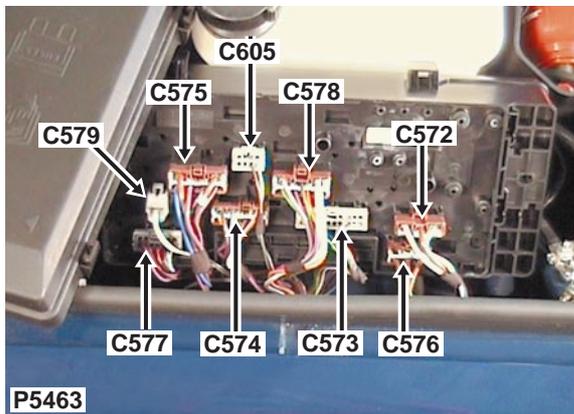
Location: *Rear RH side of engine compartment*



YPC10428

Colour: *BROWN*

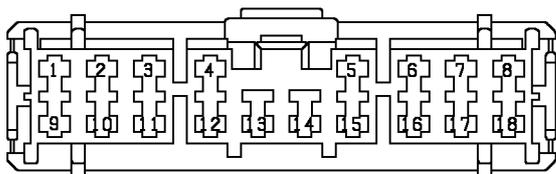
Gender: *Female*



Description: *Fuse box - Engine compartment*

Location: *Rear RH side of engine compartment*

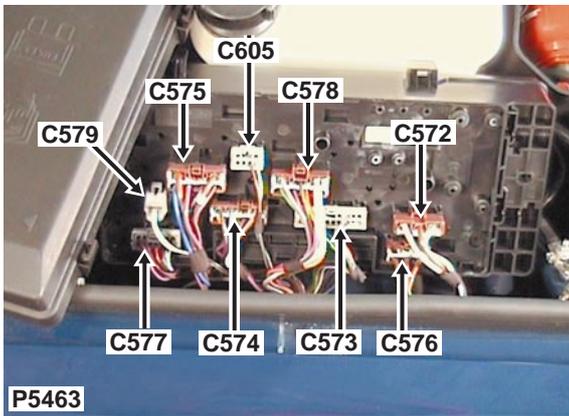
Cav	Col	Cct
2	NK	20
3	NK	ALL
5	WR	ALL
7	BO	ALL
8	KN	14
9	UP	ALL
11	GO	1
11	BP	12
12	UR	12
15	LG	ALL
16	B	ALL
17	LG	ALL
18	UY	ALL



YPC10539

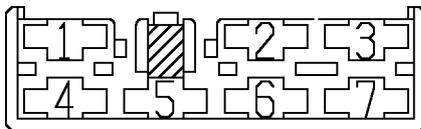
Colour: *LIGHT GREY*

Gender: *Female*



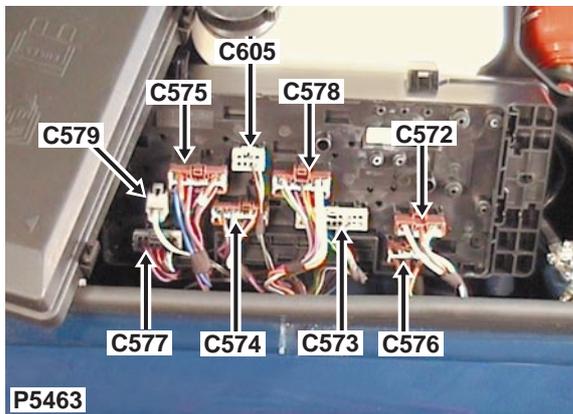
Cav	Col	Cct
1	NK	ALL
2	UP	ALL
3	NG	ALL
4	BN	5
5	PN	ALL
6	WG	ALL
7	PO	11

Description: *Fuse box - Engine compartment*
 Location: *Rear RH side of engine compartment*



YPC10473

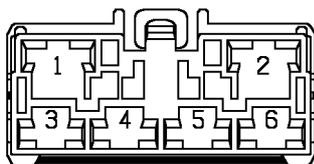
Colour: *BROWN*
 Gender: *Female*



Cav	Col	Cct
1	NW	ALL
2	NR	ALL
3	PY	7
4	PN	ALL
5	NP	ALL
6	U	ALL

Description: *Fuse box - Engine compartment*

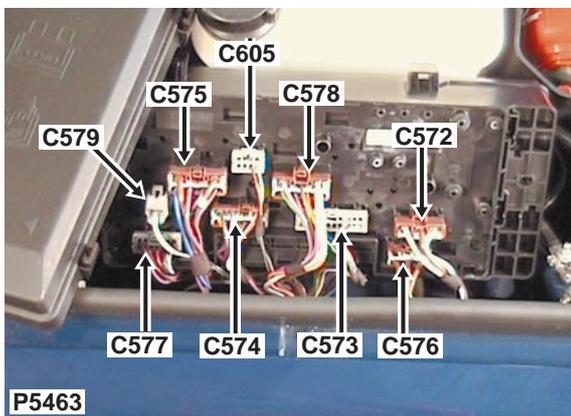
Location: *Rear RH side of engine compartment*



YPC109090

Colour: *BROWN*

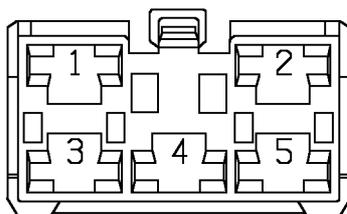
Gender: *Female*



Cav	Col	Cct
2	NO	12
3	NW	ALL
4	NP	22
5	NG	22

Description: *Fuse box - Engine compartment*

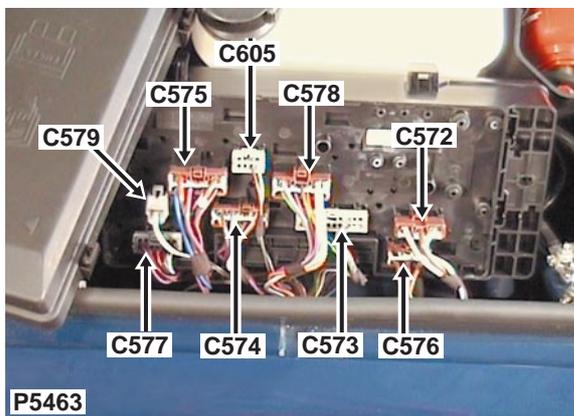
Location: *Rear RH side of engine compartment*



YPC10462

Colour: *BROWN*

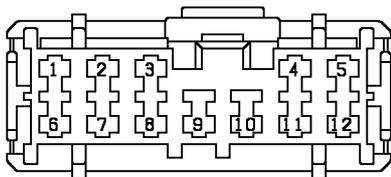
Gender: *Female*



Description: *Fuse box - Engine compartment*

Location: *Rear RH side of engine compartment*

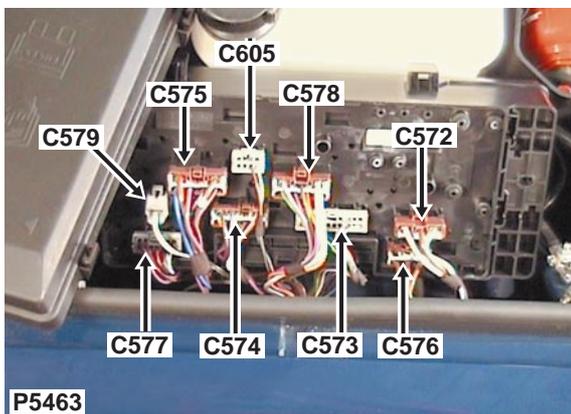
Cav	Col	Cct
1	BG	5
2	BS	ALL
3	NB	ALL
4	PN	ALL
5	PN	ALL
6	WO	ALL
7	NP	15
8	PG	ALL
9	BR	11
11	PG	ALL
12	PO	ALL



YPC10494

Colour: *LIGHT GREY*

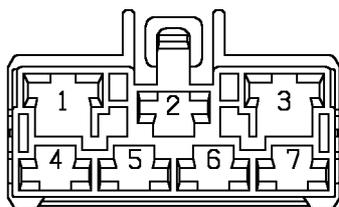
Gender: *Female*



Cav	Col	Cct
1	PK	14
2	NU	ALL
3	PS	14
4	WP	ALL
5	OS	ALL
6	PG	9
7	LGR	ALL

Description: *Fuse box - Engine compartment*

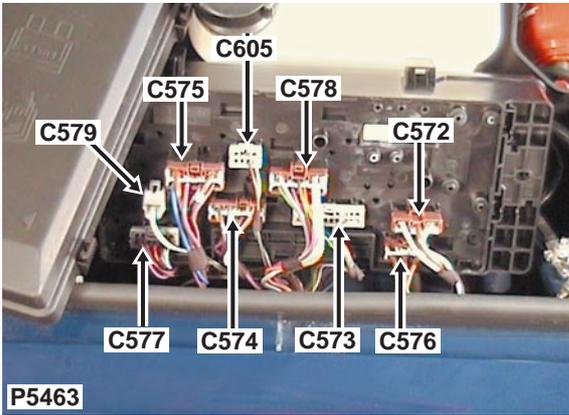
Location: *Rear RH side of engine compartment*



YPC10480

Colour: *BROWN*

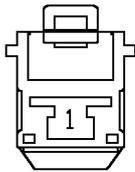
Gender: *Female*



Cav	Col	Cct
1	WB	ALL

Description: *Fuse box - Engine compartment*

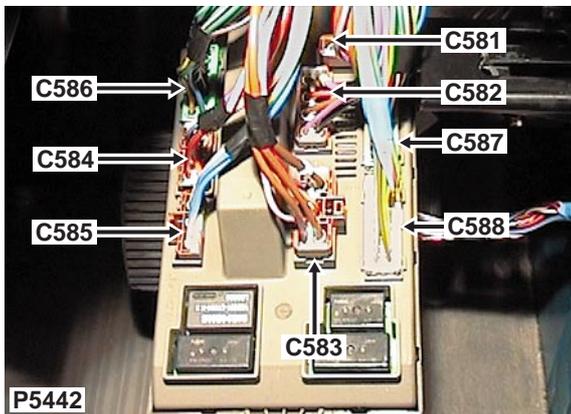
Location: *Rear RH side of engine compartment*



YPC109810

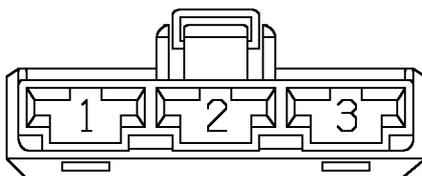
Colour: *WHITE*

Gender: *Female*



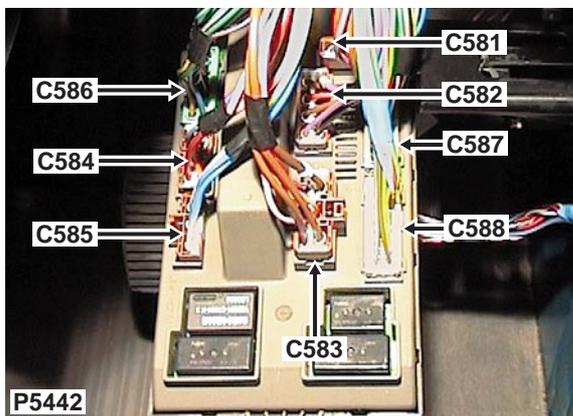
Cav	Col	Cct
1	NU	34
2	NK	34
3	WG	34

Description: *Fuse box - Passenger compartment - RHD*
 Location: *Behind RH side of fascia*



YPC10428

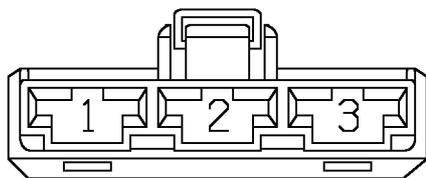
Colour: *BROWN*
 Gender: *Female*



Cav	Col	Cct
1	NU	33
2	NK	33
3	WG	33

Description: *Fuse box - Passenger compartment - LHD*

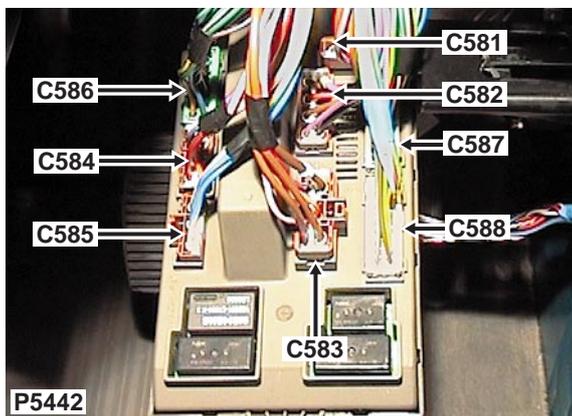
Location: *Behind LH side of fascia*



YPC10428

Colour: *BROWN*

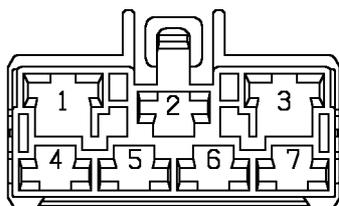
Gender: *Female*



Cav	Col	Cct
1	NR	34
2	KR	34
3	NW	34
4	NP	34
5	KR	34
6	KP	34
7	PN	34

Description: *Fuse box - Passenger compartment - RHD*

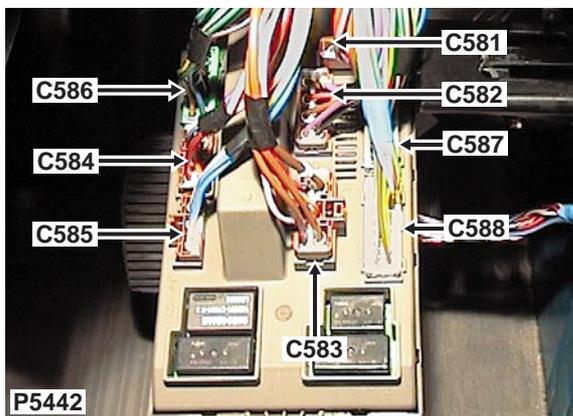
Location: *Behind RH side of fascia*



YPC10480

Colour: *BROWN*

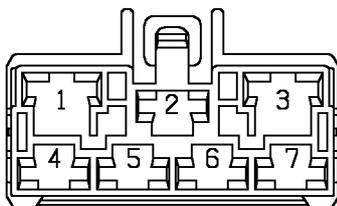
Gender: *Female*



Cav	Col	Cct
1	NR	33
2	KR	33
3	NW	33
4	NP	33
5	KR	33
6	KP	33
7	PN	33

Description: *Fuse box - Passenger compartment - LHD*

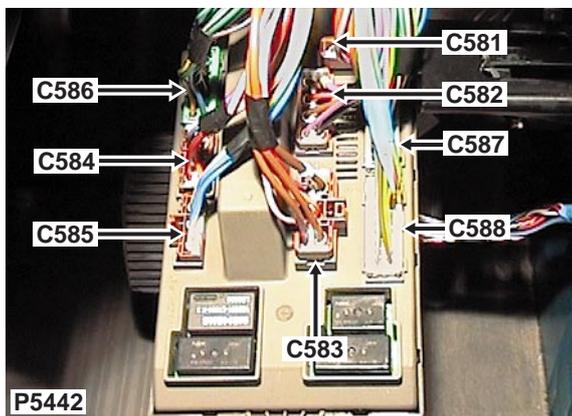
Location: *Behind LH side of fascia*



YPC10480

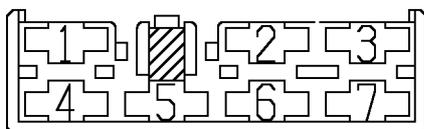
Colour: *BROWN*

Gender: *Female*



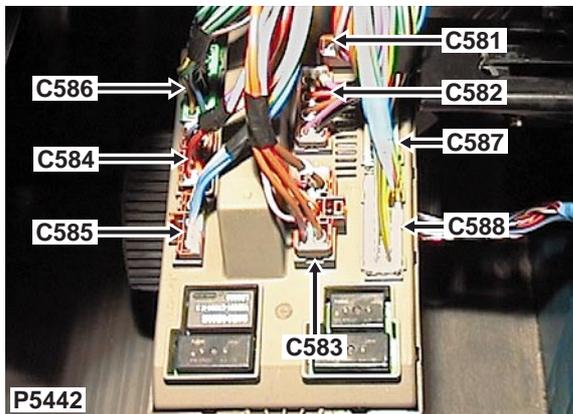
Cav	Col	Cct
1	B	34
2	NG	34
3	PG	34
4	PG	9
5	NW	34
6	R	34
7	NR	15

Description: *Fuse box - Passenger compartment - RHD*
 Location: *Behind RH side of fascia*



YPC10473

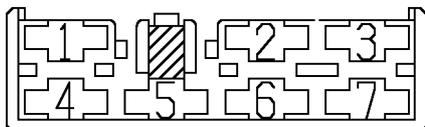
Colour: *BROWN*
 Gender: *Female*



Cav	Col	Cct
1	B	33
2	NG	33
3	PG	33
4	PG	9
5	NW	33
6	R	33
7	NR	15

Description: *Fuse box - Passenger compartment - LHD*

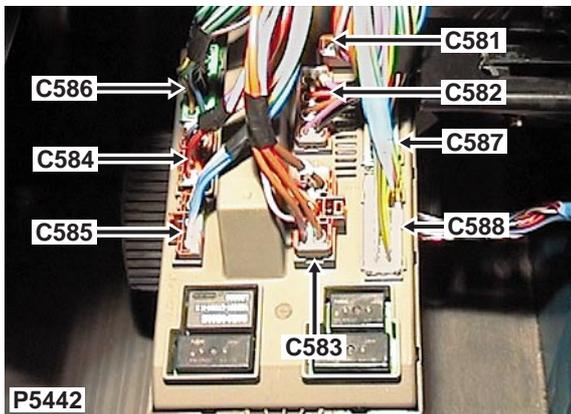
Location: *Behind LH side of fascia*



YPC10473

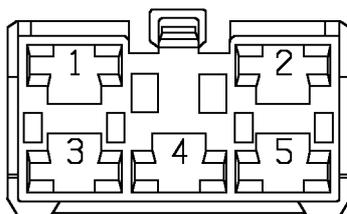
Colour: *BROWN*

Gender: *Female*



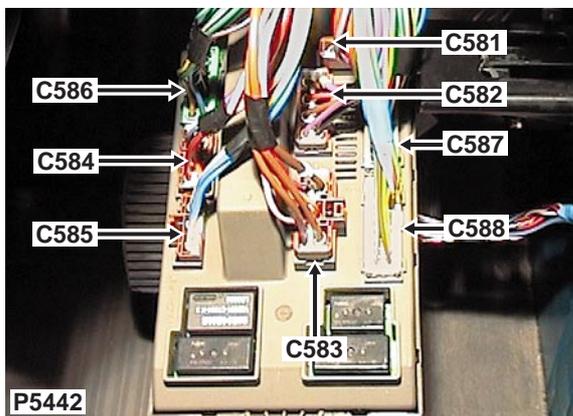
Cav	Col	Cct
1	WK	34
2	NR	34
3	WG	34
4	UR	34
5	OS	34

Description: *Fuse box - Passenger compartment - RHD*
 Location: *Behind RH side of fascia*



YPC10462

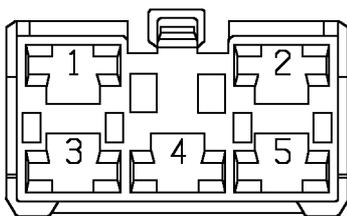
Colour: *BROWN*
 Gender: *Female*



Cav	Col	Cct
1	WK	33
2	NR	33
3	WG	33
4	UR	33
5	OS	33

Description: *Fuse box - Passenger compartment - LHD*

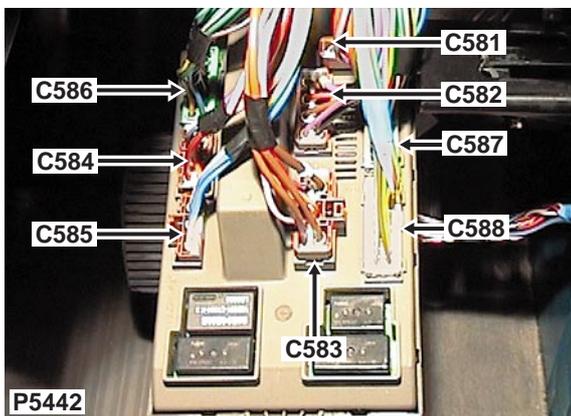
Location: *Behind LH side of fascia*



YPC10462

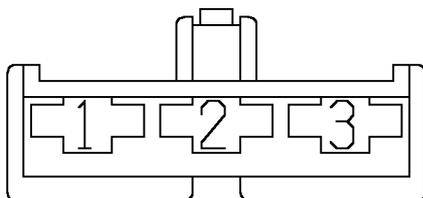
Colour: *BROWN*

Gender: *Female*



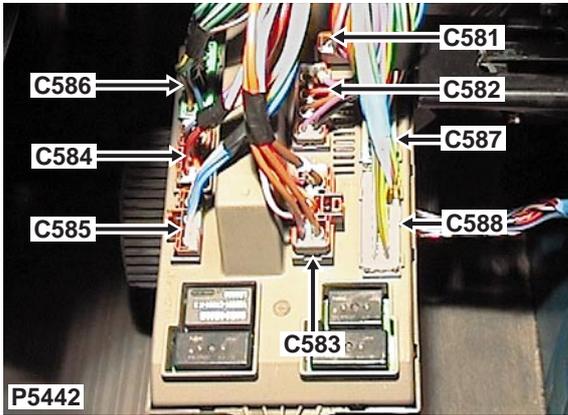
Cav	Col	Cct
1	YG	5
2	U	34
3	UW	34

Description: *Fuse box - Passenger compartment - RHD*
 Location: *Behind RH side of fascia*



YPC10579

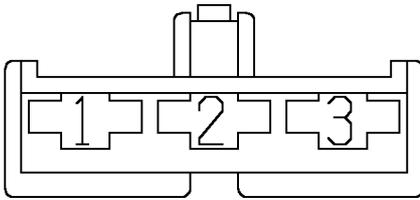
Colour: *BROWN*
 Gender: *Female*



Cav	Col	Cct
1	YG	5
2	U	33
3	UW	33

Description: *Fuse box - Passenger compartment - LHD*

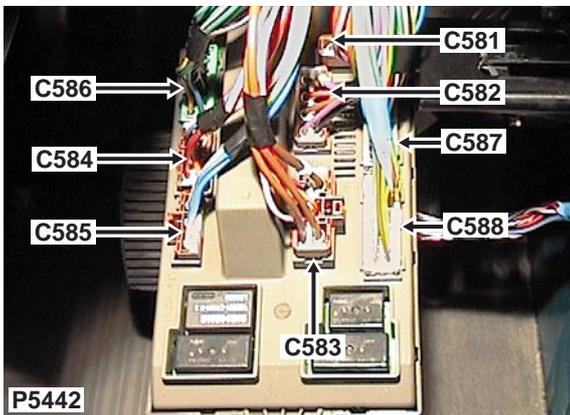
Location: *Behind LH side of fascia*



YPC10579

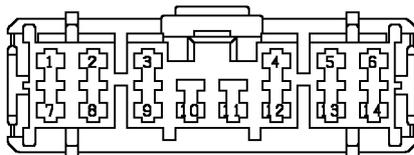
Colour: *BROWN*

Gender: *Female*



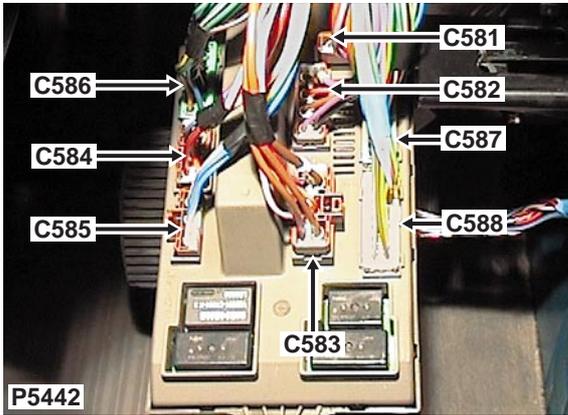
Description: Fuse box - Passenger compartment - RHD
 Location: Behind RH side of fascia

Cav	Col	Cct
1	RO	34
2	LGO	34
3	LGW	2
4	UY	34
5	GY	34
6	GO	34
7	LGP	9
8	GLG	7
9	PN	34
10	GU	34
11	WLG	34
12	NS	34
13	BG	34
14	US	34



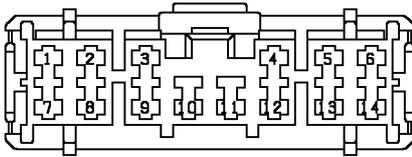
YPC10537

Colour: GREEN
 Gender: Female



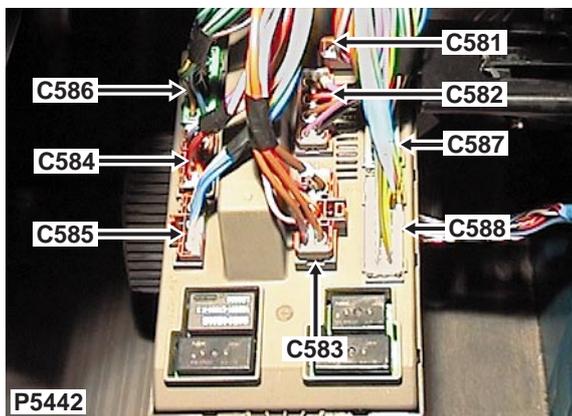
Description: Fuse box - Passenger compartment - LHD
 Location: Behind LH side of fascia

Cav	Col	Cct
1	RO	33
2	LGO	33
3	LGW	2
4	RU	20
4	RU	21
5	GY	33
6	GO	33
7	LGP	9
8	GLG	7
9	PN	33
10	GU	21
11	WLG	33
12	NS	33
13	BG	33
14	US	33



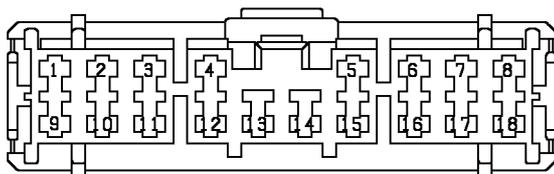
YPC10537

Colour: GREEN
 Gender: Female



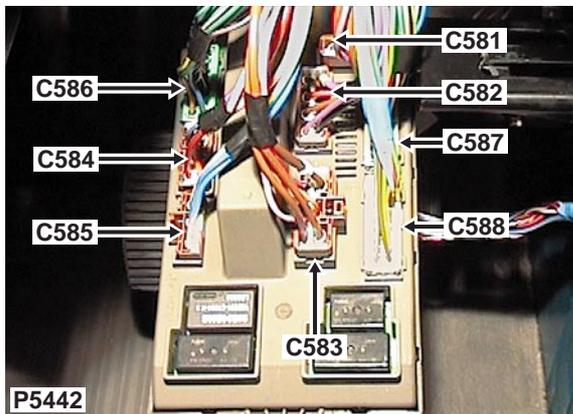
Description: Fuse box - Passenger compartment - RHD
 Location: Behind RH side of fascia

Cav	Col	Cct
1	UB	34
2	LG	34
3	RB	34
4	GY	1
5	GU	34
6	P	34
7	LGW	34
8	GK	5
9	UK	34
10	WR	34
11	KS	34
12	GR	34
13	GW	34
14	GN	1
15	GO	11
16	UY	34
17	SK	34
18	B	34

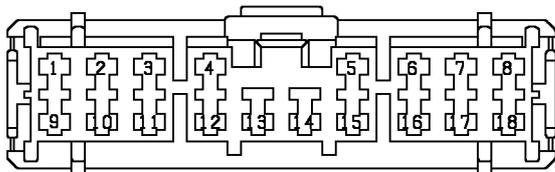


YPC10539

Colour: LIGHT GREY
 Gender: Female



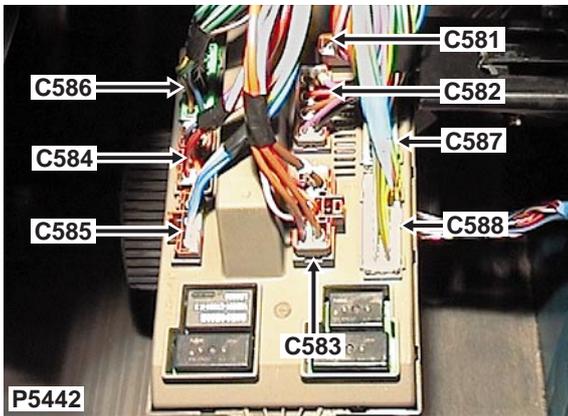
Description: *Fuse box - Passenger compartment - LHD*
 Location: *Behind LH side of fascia*



YPC10539

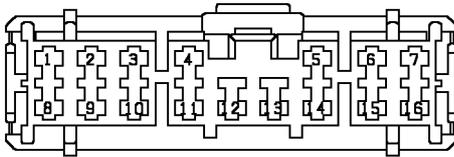
Colour: *LIGHT GREY*
 Gender: *Female*

Cav	Col	Cct
1	UB	33
2	LG	33
3	RB	33
4	GY	1
5	GU	33
6	P	33
7	LGW	33
8	GK	5
9	UK	33
10	WR	33
11	KS	33
12	GR	33
13	GW	33
14	GN	1
15	GO	11
16	RU	21
17	SK	33
18	B	33



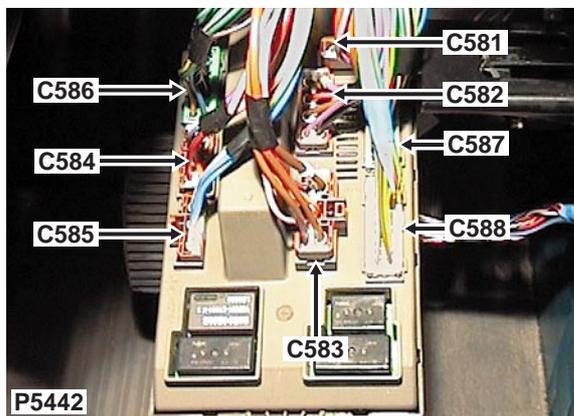
Description: *Fuse box - Passenger compartment - RHD*
 Location: *Behind RH side of fascia*

Cav	Col	Cct
1	NG	34
2	LGP	34
3	RY	34
5	WR	34
6	W	1
6	W	12
7	LG	34
8	GS	34
9	GLG	34
10	G	34
11	PB	34
12	LGP	7
13	UO	34
14	LGO	7
15	RU	34
16	GP	34

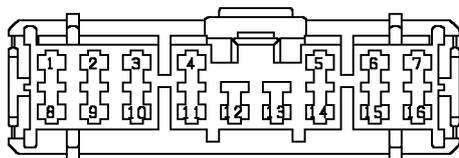


YPC113560

Colour: *YELLOW*
 Gender: *Female*



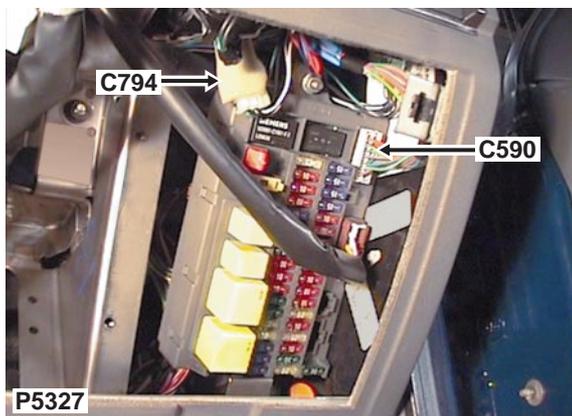
Description: Fuse box - Passenger compartment - LHD
 Location: Behind LH side of fascia



YPC113560

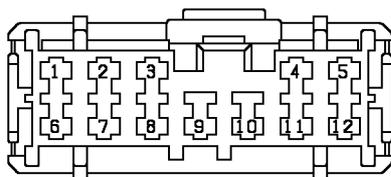
Colour: YELLOW
 Gender: Female

Cav	Col	Cct
1	NG	33
2	LGP	33
3	RY	33
4	UY	20
5	WR	33
6	W	1
6	W	12
7	LG	33
8	GS	33
9	GLG	33
10	G	33
11	PN	20
11	PB	21
12	LGP	20
13	UO	33
14	LGO	7
15	RU	20
15	PB	21
16	GP	33



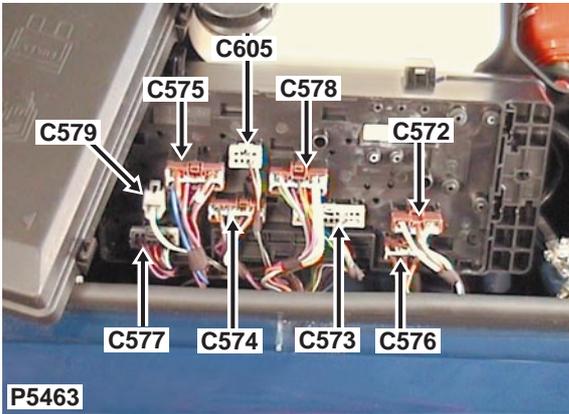
Description: *Fuse box - Passenger compartment*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	PO	ALL
2	GK	ALL
3	GLG	ALL
4	RO	ALL
5	US	ALL
6	P	ALL
7	LG	ALL
8	GLG	ALL
9	PS	ALL
10	G	ALL
11	LGP	ALL
12	RY	ALL



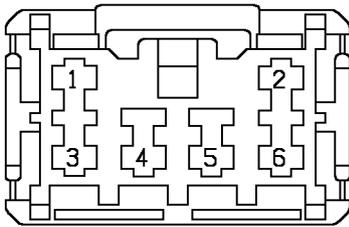
YPC10494

Colour: *LIGHT GREY*
 Gender: *Female*



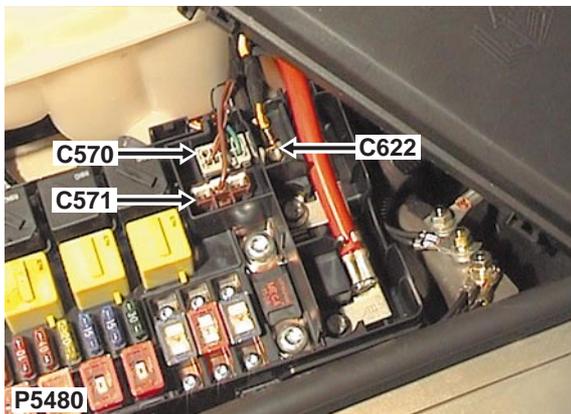
Cav	Col	Cct
3	WG	ALL
4	NS	ALL
6	PN	19

Description: *Fuse box - Engine compartment*
 Location: *Rear RH side of engine compartment*



YPC10634

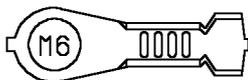
Colour: *LIGHT GREY*
 Gender: *Female*



Cav	Col	Cct
1	YB	12

Description: *Fuse box - Engine compartment*

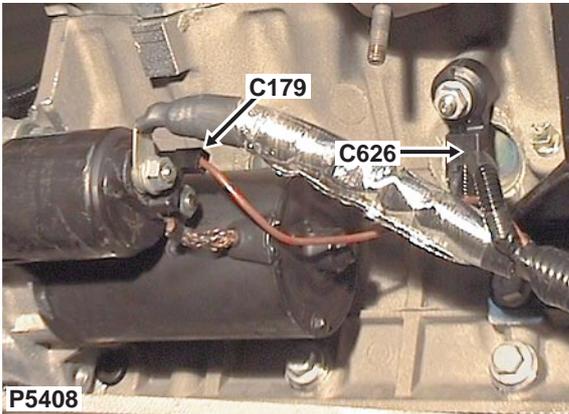
Location: *RH side of engine compartment*



51109165

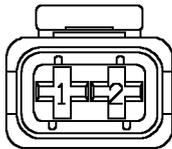
Colour: *TIN-PLATE*

Gender:



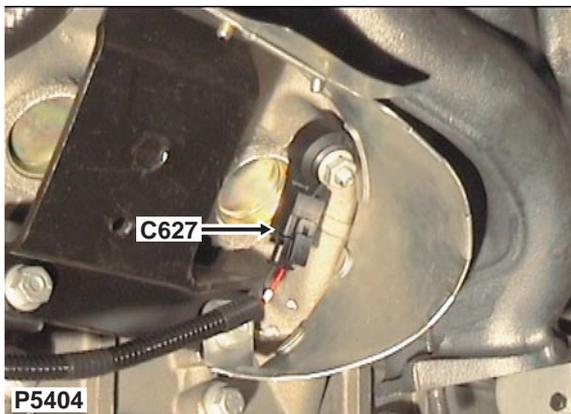
Cav	Col	Cct
1	KB	1
2	B	1

Description: *Sensor - Knock - RH bank*
 Location: *Lower rear of engine - RH side*



YPC110130

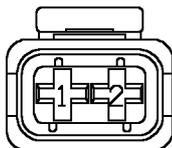
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	KW	1
2	B	1

Description: *Sensor - Knock - LH bank*

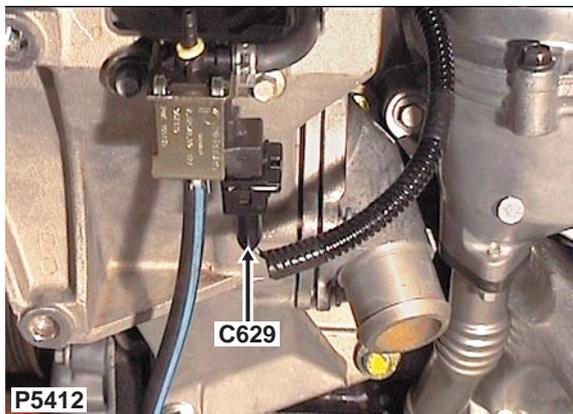
Location: *Lower rear of engine - LH side*



YPC110130

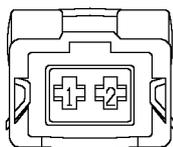
Colour: *BLACK*

Gender: *Female*



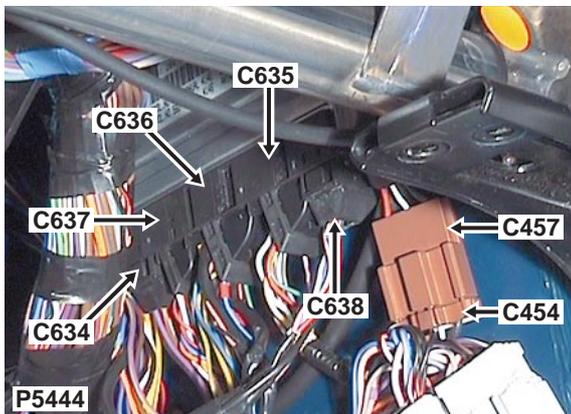
Cav	Col	Cct
1	NK	12
2	SW	12

Description: *Solenoid - Wastegate control*
Location: *Front LH side of engine*



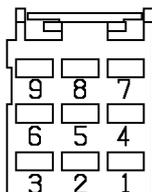
YPC107790

Colour: *BLACK*
Gender: *Female*



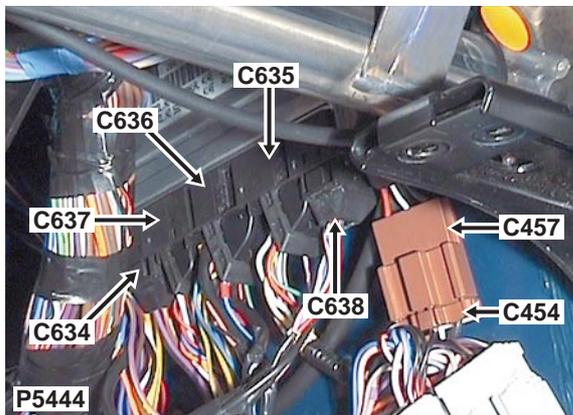
Cav	Col	Cct
1	W	1
4	B	1
5	B	1
6	B	1
7	PY	1
8	NO	1

Description: *Engine control module (ECM)*
 Location: *Under RH side of fascia*



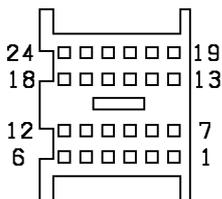
YPC108920

Colour: *BLACK*
 Gender: *Female*



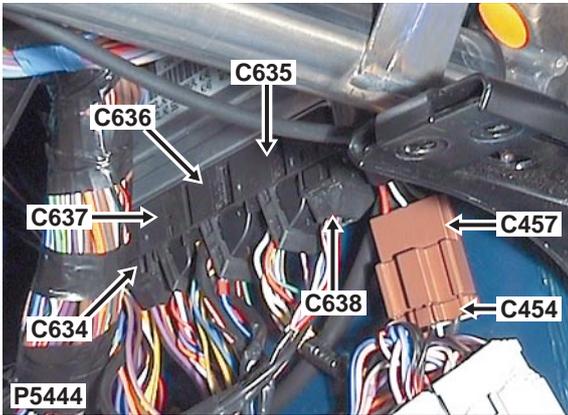
Description: *Engine control module (ECM)*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	WU	31
7	WU	31
8	RB	31
9	RB	ALL
10	RB	ALL
11	RB	31
13	WO	ALL
14	G	31
15	O	ALL
16	U	ALL
17	Y	31
18	UP	1
19	WO	ALL
22	GK	4
23	UR	1
24	BY	4



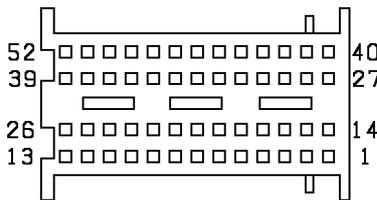
YPH100440

Colour: *BLACK*
 Gender: *Female*



Description: *Engine control module (ECM)*

Location: *Under RH side of fascia*



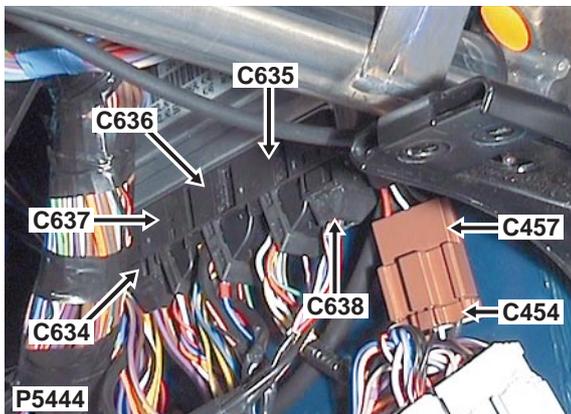
YPH100450

Colour: *BLACK*

Gender: *Female*

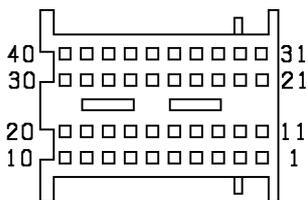
Cav	Col	Cct
1	YW	1
2	YG	1
3	NR	1
4	BU	4
6	RB	20
7	R	1
9	RB	1
10	R	1
14	YR	1
15	YS	1
16	BO	4
17	B	ALL
18	RK	1
20	SU	1
21	RB	1
22	G	1
23	UG	1
24	YLG	1
25	RB	1
27	YB	1
28	YK	1
29	SP	1
30	SY	20
31	GW	1
32	BY	1
34	SLG	1
35	W	1
36	KB	1
40	YN	1
41	YU	1
42	US	1
43	RG	1
44	GU	1
45	SCR	1
46	KB	1
48	B	1
49	KW	1

Cav	Col	Cct
52	BO	6



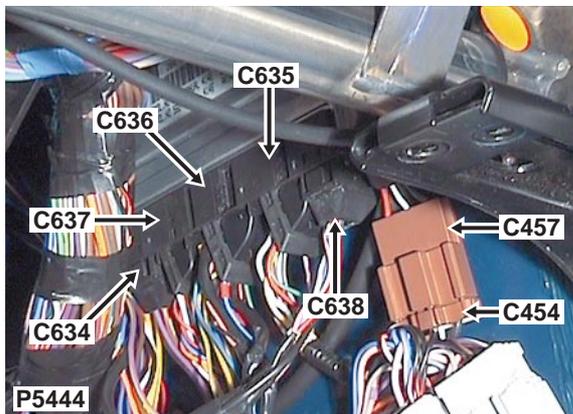
Description: *Engine control module (ECM)*
 Location: *Under RH side of fascia*

Cav	Col	Cct
6	RK	1
8	GS	1
9	R	20
14	GK	20
16	YS	ALL
17	WS	1
20	RS	1
22	KG	1
29	BS	1
32	K	1
33	LGS	1
34	RG	1
36	W	3
37	Y	3
38	PW	1



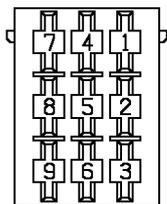
YPH100430

Colour: *BLACK*
 Gender: *Female*



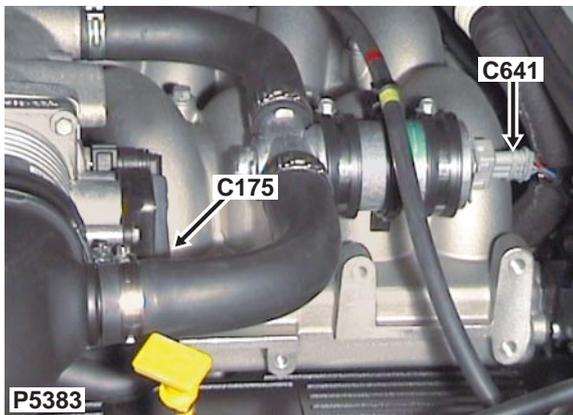
Description: *Engine control module (ECM)*
 Location: *Under RH side of fascia*

Cav	Col	Cct
2	U	1
5	B	1
6	KB	1
7	WU	1
8	R	1



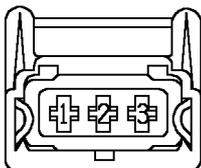
YPC112950

Colour: *GREY*
 Gender: *Female*



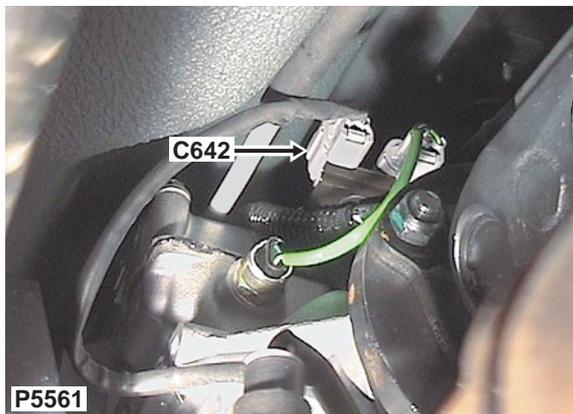
Cav	Col	Cct
1	RG	1
2	NO	1
3	US	1

Description: *Idle air control valve (IACV)*
 Location: *Rear LH side of engine*



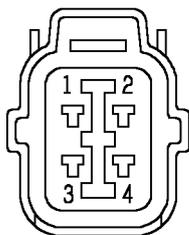
YPC108850

Colour: *GREY*
 Gender: *Female*



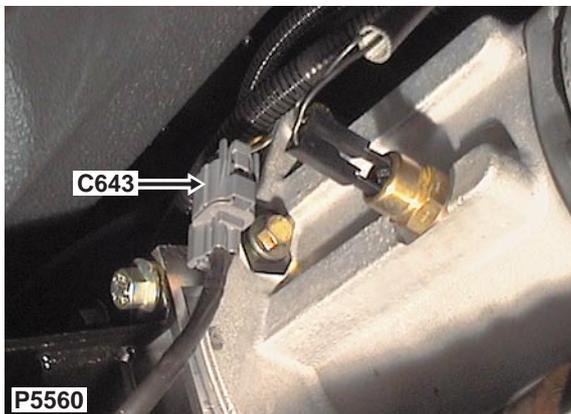
Cav	Col	Cct
1	RB	31
2	G	31
3	NK	31
4	WU	31

Description: *Sensor - Heated oxygen (HO2S) - Rear - RH*
Location: *RH side of transfer box*



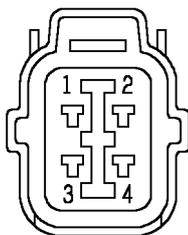
YPC10470

Colour: *GREY*
Gender: *Female*



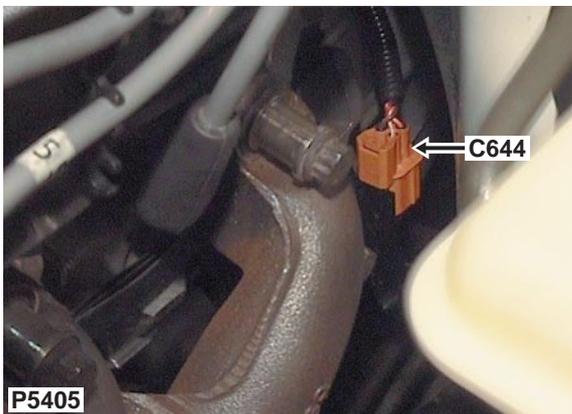
Cav	Col	Cct
1	RB	31
2	Y	31
3	NK	31
4	WU	31

Description: *Sensor - Heated oxygen (HO2S) - Rear - LH*
Location: *LH side of transfer box*



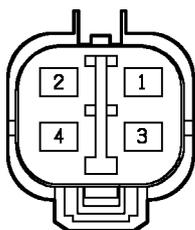
YPC10470

Colour: *GREY*
Gender: *Female*



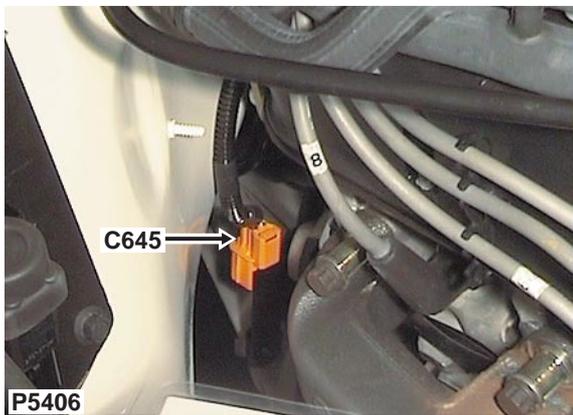
Cav	Col	Cct
1	RB	ALL
2	O	ALL
3	NK	ALL
4	WO	ALL

Description: *Sensor - Heated oxygen (HO2S) - Front - LH*
 Location: *Rear LH side of engine*



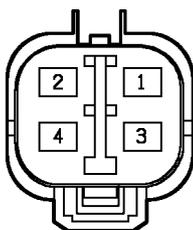
YPC113730

Colour: *ORANGE*
 Gender: *Male*



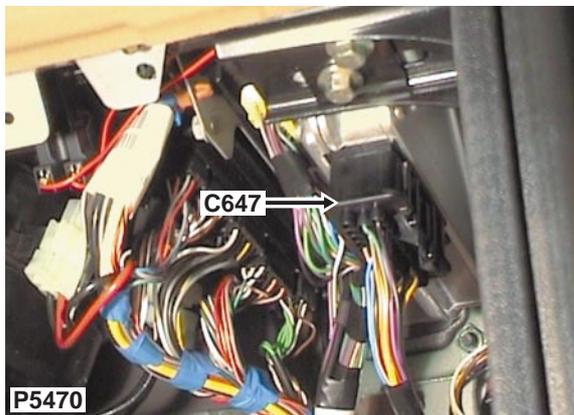
Cav	Col	Cct
1	RB	ALL
2	U	ALL
3	NK	ALL
4	WO	ALL

Description: *Sensor - Heated oxygen (HO2S) - Front - RH*
 Location: *Rear RH side of engine*

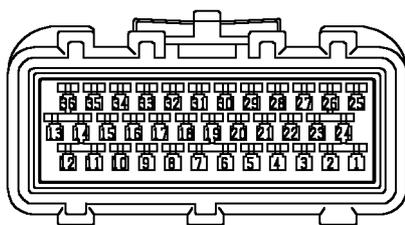


YPC113730

Colour: *ORANGE*
 Gender: *Male*



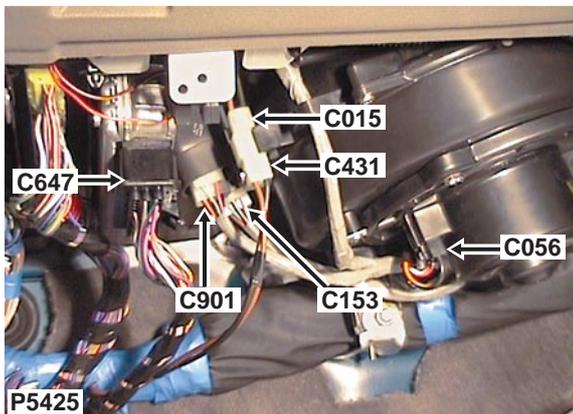
Description: *ECU - Active Cornering Enhancement (ACE) - LHD*
 Location: *Under RH side of fascia*



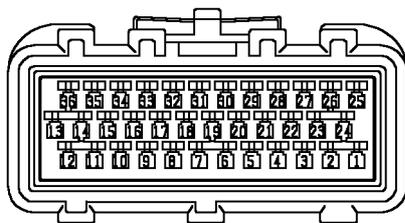
YPC106770

Colour: *BLACK*
 Gender: *Female*

Cav	Col	Cct
5	KG	11
6	BR	11
10	K	11
11	GO	11
12	YB	11
13	KY	11
14	GN	11
15	OS	11
16	KW	11
17	OU	11
18	YR	11
19	WS	11
20	B	11
21	UG	11
22	YB	11
23	OG	11
24	GR	11
25	BG	11
27	P	11
28	PO	11
32	B	11
33	YK	11
34	YG	11
36	BO	11



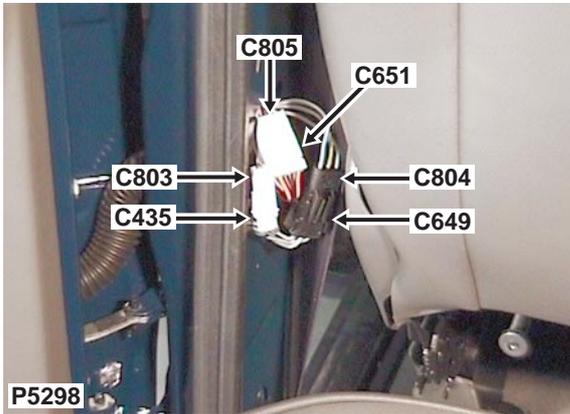
Description: *ECU - Active Cornering Enhancement (ACE) - RHD*
 Location: *Under LH side of fascia*



YPC106770

Colour: *BLACK*
 Gender: *Female*

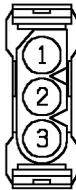
Cav	Col	Cct
5	KG	11
6	BR	11
10	K	11
11	GO	11
12	YB	11
13	KY	11
14	GN	11
15	OS	11
16	KW	11
17	OU	11
18	YR	11
19	WS	11
20	B	11
21	UG	11
22	YB	11
23	OG	11
24	GR	11
25	BG	11
27	P	11
28	PO	11
32	B	11
33	YK	11
34	YG	11
36	BO	11



Description: *Main harness to door harness*

Location: *In LH 'B' post*

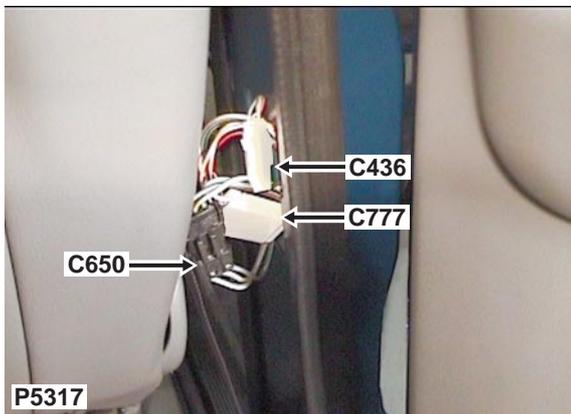
Cav	Col	Cct
1	SG	ALL
2	SY	ALL
3	SW	ALL



YPC112530

Colour: *BLACK*

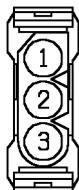
Gender: *Female*



Cav	Col	Cct
1	SG	ALL
2	SY	ALL
3	SN	ALL

Description: *Main harness to door harness*

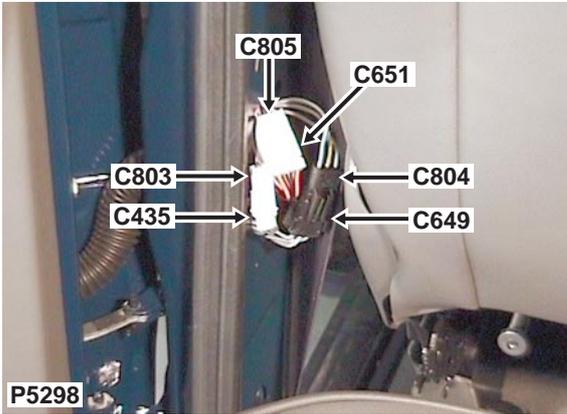
Location: *In RH 'B' post*



YPC112530

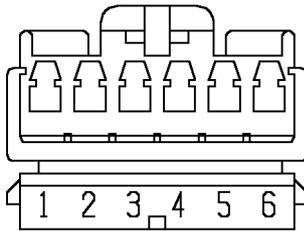
Colour: *BLACK*

Gender: *Female*



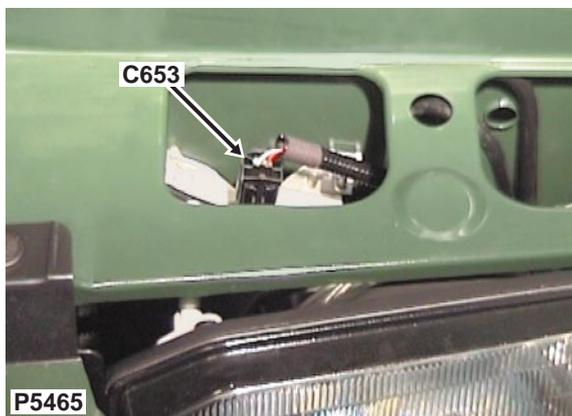
Description: *Main harness to door harness*
 Location: *In LH 'B' post*

Cav	Col	Cct
1	KP	ALL
2	KR	ALL
3	PLG	ALL
4	B	ALL
5	RB	ALL
6	KS	ALL



YPC10270

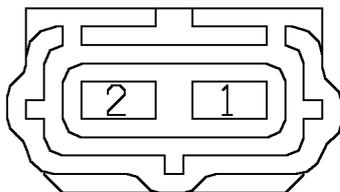
Colour: *WHITE*
 Gender: *Female*



Cav	Col	Cct
1	RU	20
2	UY	20

Description: *Resistor - In-line*

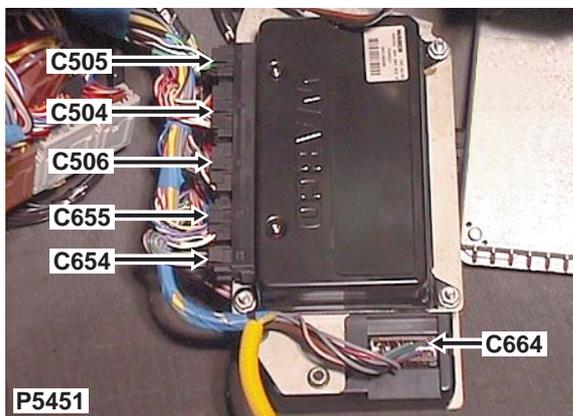
Location: *Behind LH headlamp*



YPC10070

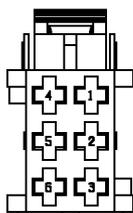
Colour: *BLACK*

Gender: *Female*



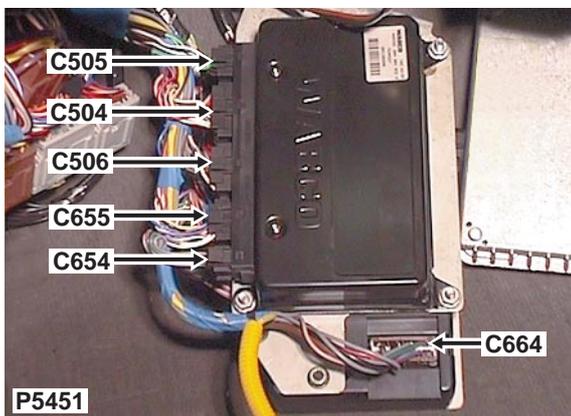
Cav	Col	Cct
1	SY	15
2	SU	15
3	SR	15
4	SG	15
5	SO	15
6	SB	15

Description: *ECU - Self-levelling/ABS (SLABS) - LHD*
 Location: *Under RH side of fascia*



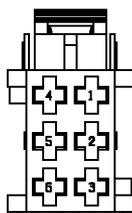
YPC110350

Colour: *BLACK*
 Gender: *Female*



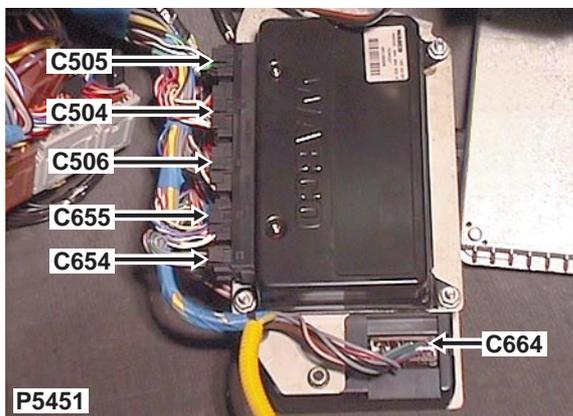
Cav	Col	Cct
1	SY	15
2	SU	15
3	SR	15
4	SG	15
5	SO	15
6	SB	15

Description: *ECU - Self-levelling/ABS (SLABS) - RHD*
 Location: *Under LH side of fascia*



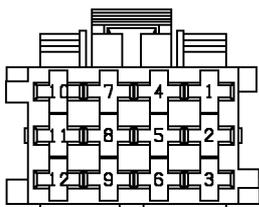
YPC110350

Colour: *BLACK*
 Gender: *Female*



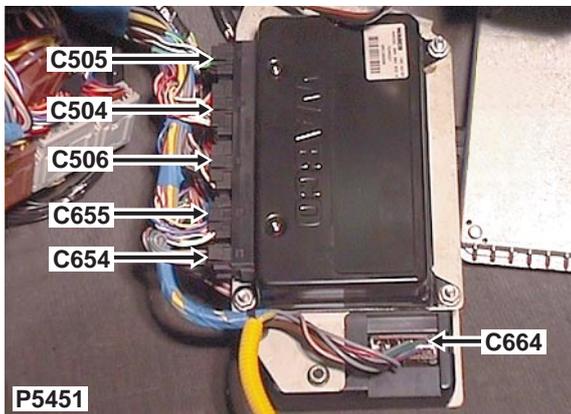
Description: *ECU - Self-levelling/ABS (SLABS) - LHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	PW	15
2	PLG	15
3	WY	15
4	UO	15
5	BW	15
6	NP	15
7	WK	33
8	WO	15
10	WS	33
11	PK	33
12	WU	15



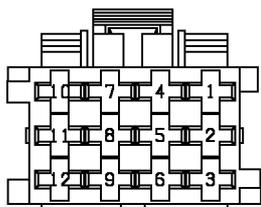
YPC110360

Colour: *BLACK*
 Gender: *Female*



Description: *ECU - Self-levelling/ABS (SLABS) - RHD*
 Location: *Under LH side of fascia*

Cav	Col	Cct
1	PW	15
2	PLG	15
3	WY	15
4	UO	15
5	BW	15
6	NP	15
7	WK	34
8	WO	15
10	WS	34
11	PK	15
12	WU	15



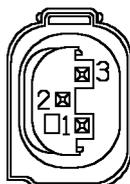
YPC110360

Colour: *BLACK*
 Gender: *Female*



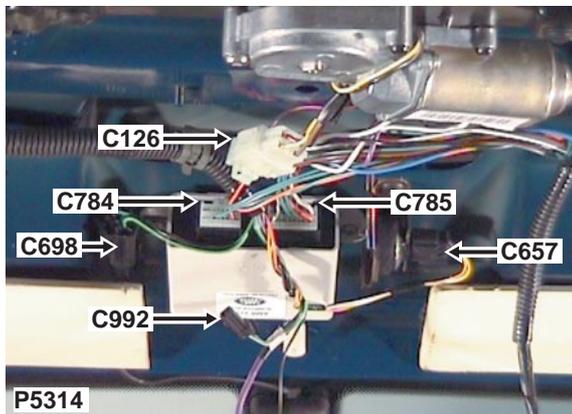
Cav	Col	Cct
1	OS	11
2	YK	11
3	YB	11

Description: *Accelerometer - Lower*
 Location: *RH Front door sill*



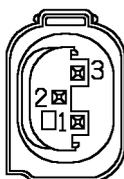
YPC110620

Colour: *NATURAL*
 Gender: *Female*



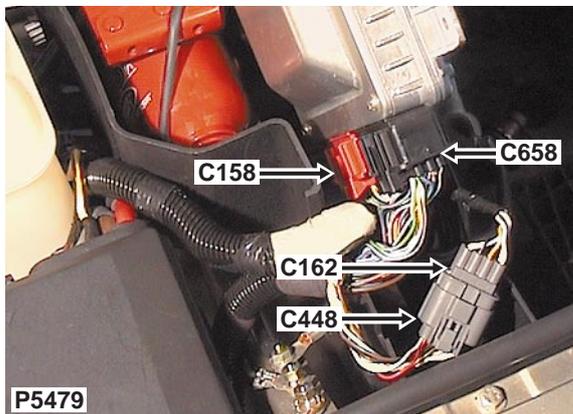
Cav	Col	Cct
1	OU	ALL
2	YG	ALL
3	YR	ALL

Description: *Accelerometer - Upper*
 Location: *Front of headlining in the centre*

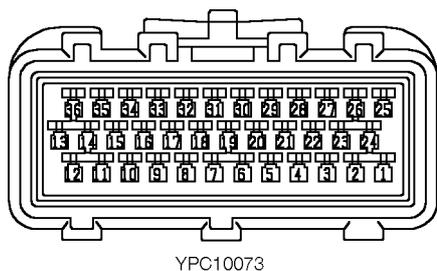


YPC110630

Colour: *LIGHT BLUE*
 Gender: *Female*

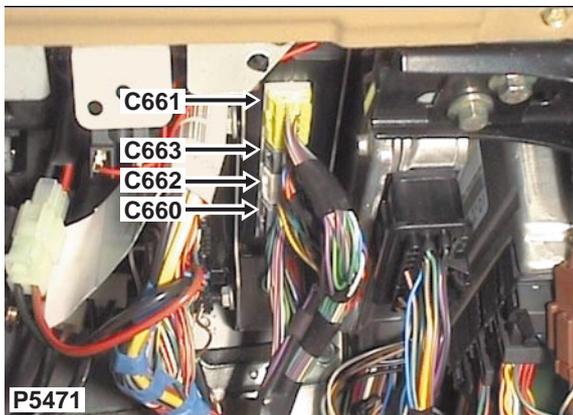


Description: *Engine control module (ECM)*
 Location: *RH side of engine compartment*

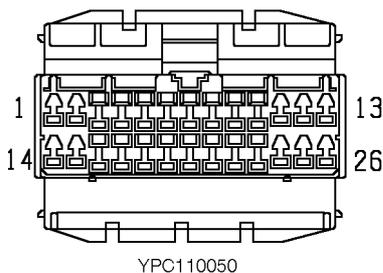


Colour: *BLACK*
 Gender: *Female*

Cav	Col	Cct
1	B	12
2	B	12
3	NO	12
4	BP	12
5	UP	12
6	RS	12
7	GU	12
9	YS	ALL
10	OG	12
11	RW	12
12	WG	12
13	KG	12
14	WP	12
15	WY	12
16	GP	12
17	UW	12
18	K	12
19	WS	12
21	UR	12
22	NO	12
23	GO	12
24	B	12
25	B	12
26	BY	12
27	NO	12
29	BS	12
30	BY	12
32	SP	12
33	W	12
34	LGS	12
35	BW	12
36	UG	12
36	WS	12

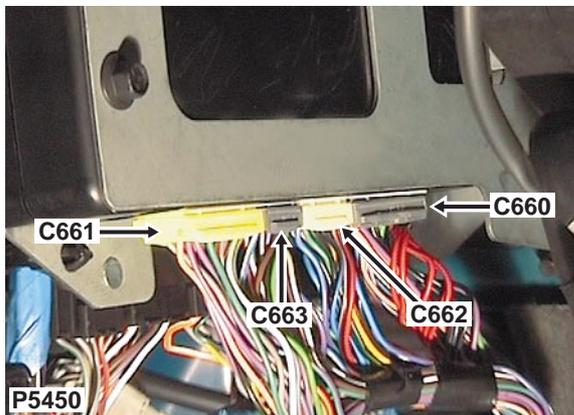


Description: *Body control unit (BCU) - LHD*
 Location: *Under RH side of fascia*



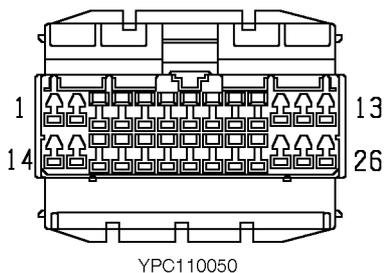
Colour: *GREY*
 Gender: *Female*

Cav	Col	Cct
1	GU	33
2	BK	33
3	LGW	33
4	PLG	33
5	UG	33
6	GW	33
7	KB	33
8	RU	7
9	RW	7
10	WK	33
11	B	33
12	WU	15
13	PN	33
14	KO	14
15	PO	33
16	KR	33
17	PW	33
18	BS	33
19	BU	33
20	LGS	33
21	LGG	33
22	RG	7
23	RS	7
24	RK	7
25	RP	7
26	RY	7



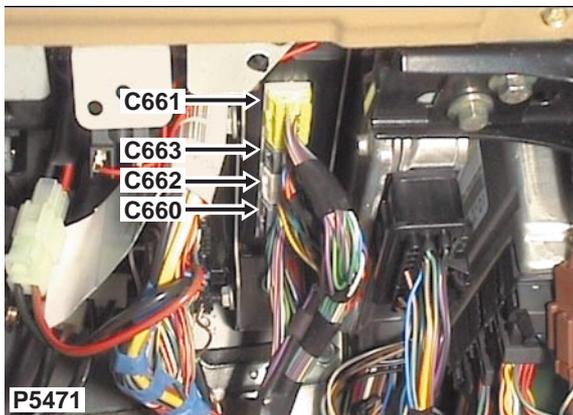
Description: *Body control unit (BCU) - RHD*

Location: *Under LH side of fascia*



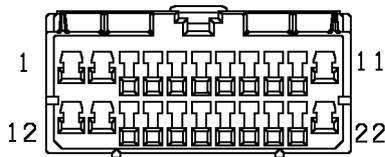
Colour: *GREY*
 Gender: *Female*

Cav	Col	Cct
1	GU	34
2	BK	34
3	LGW	34
4	PLG	34
5	UG	34
6	GW	34
7	KB	34
8	RU	7
9	RW	7
10	WK	34
11	B	34
12	WU	15
13	PN	34
14	KO	14
15	PO	34
16	KR	34
17	PW	34
18	BS	34
19	BU	34
20	LGS	34
21	LGG	34
22	RG	7
23	RS	7
24	RK	7
25	RP	7
26	RY	7



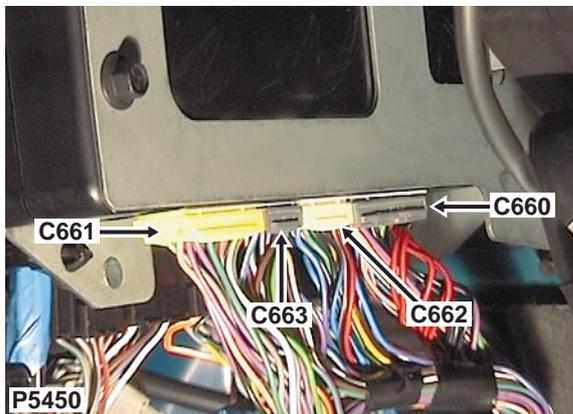
Description: *Body control unit (BCU) - LHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	SK	33
3	PO	21
4	K	33
5	PS	33
6	BN	33
7	GP	33
8	GN	33
9	WG	15
10	LGS	1
10	LGS	12
11	LGO	33
12	KN	14
13	PS	14
14	PG	21
15	NP	33
16	GS	1
18	SR	21
19	P	33
20	BS	33
21	WLG	33
22	US	33



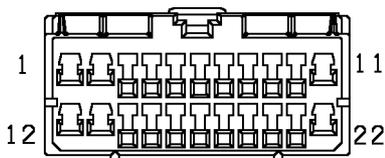
YPC108940

Colour: *YELLOW*
 Gender: *Female*



Description: *Body control unit (BCU) - RHD*

Location: *Under LH side of fascia*

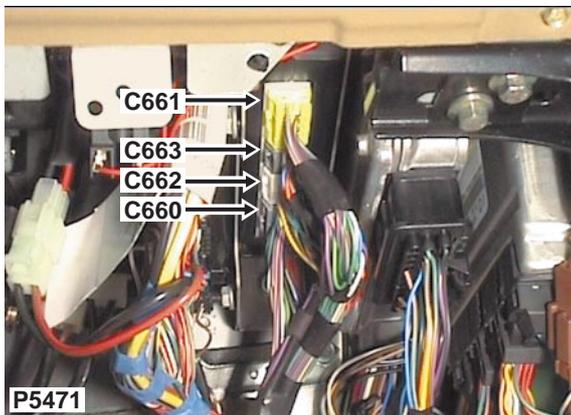


YPC108940

Colour: *YELLOW*

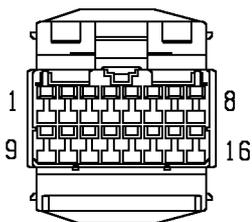
Gender: *Female*

Cav	Col	Cct
1	SK	34
3	PO	34
4	K	34
5	PS	34
6	BN	34
7	GP	34
8	GN	34
9	WG	15
10	LGS	1
10	LGS	12
11	LGO	34
12	KN	14
13	PS	14
14	PG	34
15	NP	34
16	GS	1
18	SR	34
19	P	34
20	BS	34
21	WLG	34
22	US	34



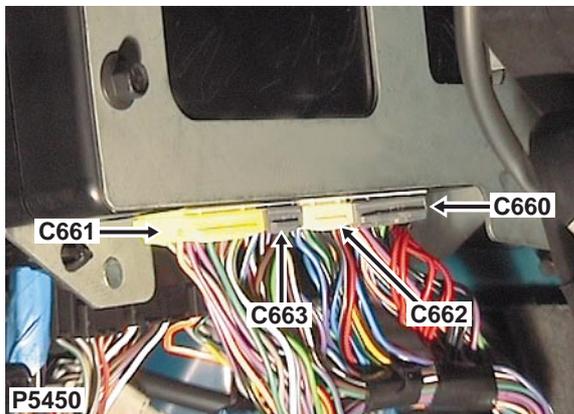
Description: *Body control unit (BCU) - LHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	BR	33
2	WP	33
3	OB	33
4	PO	20
5	BO	33
6	UG	7
7	YK	33
8	UP	33
9	UP	7
10	GB	7
11	BLG	20
12	LG	33
13	UB	7
15	BK	20
16	RW	33



YPC108950

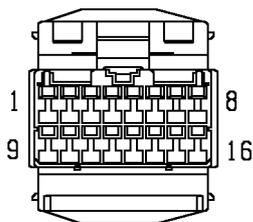
Colour: *WHITE*
 Gender: *Female*



Description: *Body control unit (BCU) - RHD*

Location: *Under LH side of fascia*

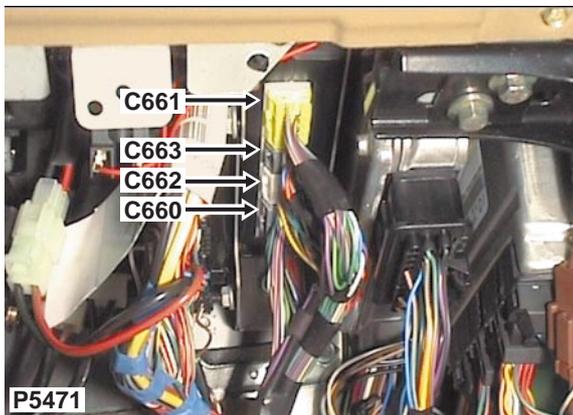
Cav	Col	Cct
1	BR	34
2	WP	34
3	OB	34
4	PO	34
5	BO	34
6	UG	7
7	YK	34
8	UP	34
9	UP	7
10	GB	7
11	BLG	7
12	LG	34
13	UB	7
15	BK	7
16	RW	34



YPC108950

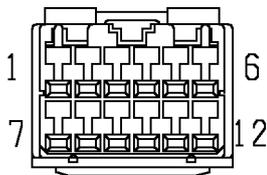
Colour: *WHITE*

Gender: *Female*



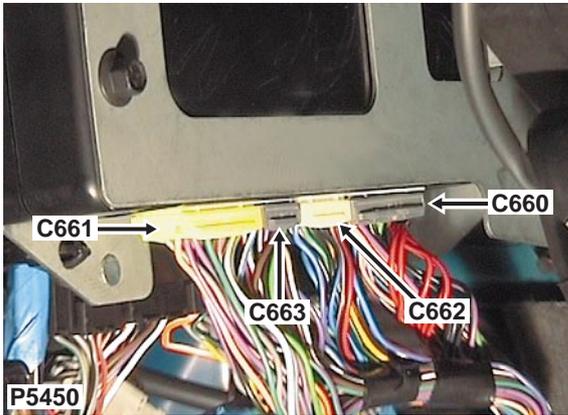
Description: *Body control unit (BCU) - LHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	WR	33
2	GR	33
3	OP	22
4	UY	33
5	NB	33
6	WB	33
7	UW	7
8	SP	33
9	PU	33
10	NP	7
11	BG	1
11	BG	12
12	LGR	33



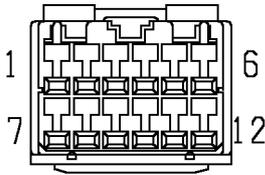
YPC109040

Colour: *DARK GREY*
 Gender: *Female*



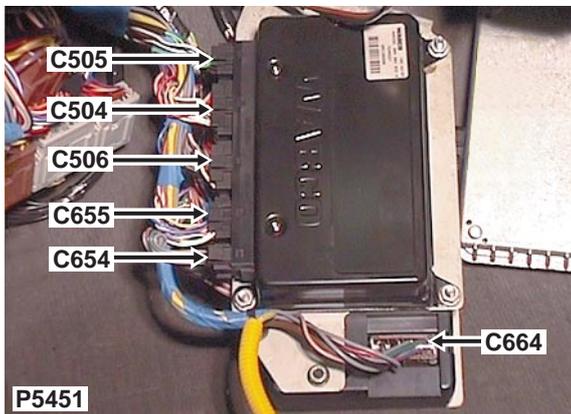
Description: *Body control unit (BCU) - RHD*
 Location: *Under LH side of fascia*

Cav	Col	Cct
1	WR	34
2	GR	34
3	OP	22
4	UY	34
5	NB	34
6	WB	34
7	UW	7
8	SP	34
9	PU	34
10	NP	7
11	BG	1
11	BG	12
12	LGR	34



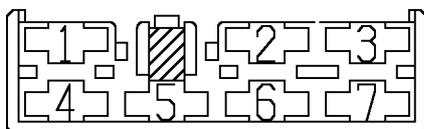
YPC109040

Colour: *DARK GREY*
 Gender: *Female*



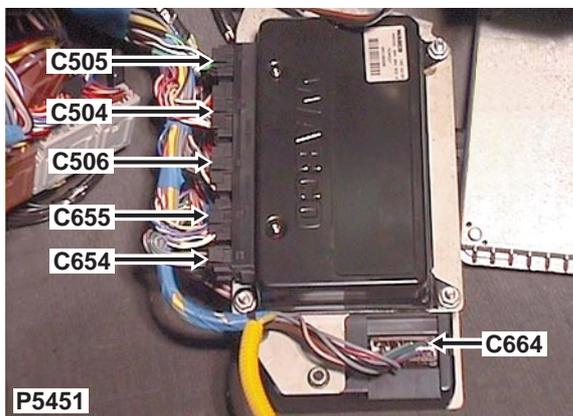
Cav	Col	Cct
1	SR	33
2	SU	33
3	RU	33
4	SB	33
5	B	33
6	SK	33
7	NG	33

Description: *Body control unit (BCU) - LHD*
 Location: *Under RH side of fascia*



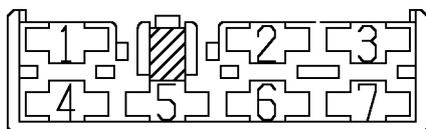
YPC10473

Colour: *BROWN*
 Gender: *Female*



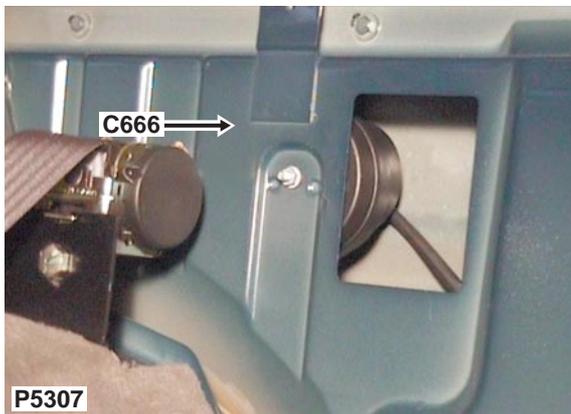
Description: *Body control unit (BCU) - RHD*
 Location: *Under LH side of fascia*

Cav	Col	Cct
1	SR	34
2	SU	34
3	RU	34
4	SB	34
5	B	34
6	SK	34
7	NG	34



YPC10473

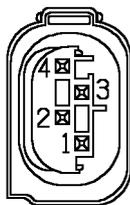
Colour: *BROWN*
 Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	PG	ALL
3	PB	ALL
4	PO	ALL

Description: *Sounder - Alarm - Battery backed up*

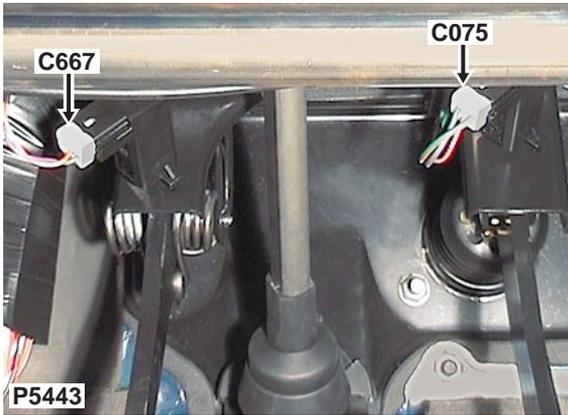
Location: *Behind RH rear trim panel*



YPC110650

Colour: *NATURAL*

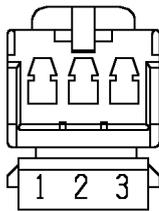
Gender: *Female*



Cav	Col	Cct
1	PG	16
2	OG	16

Description: *Switch - Clutch pedal*

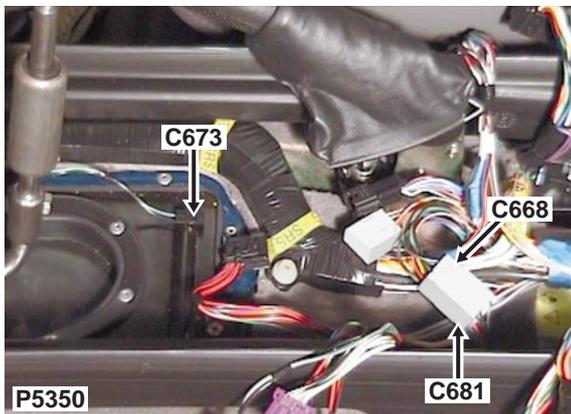
Location: *Under RH side of fascia*



YPC10227

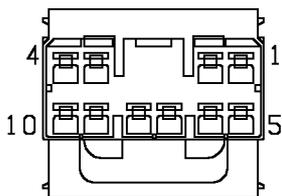
Colour: *WHITE*

Gender: *Female*



Cav	Col	Cct
1	GN	ALL
2	GY	ALL
3	NP	7
4	BLG	ALL
5	BG	ALL
6	RK	ALL
7	BU	ALL
8	B	ALL
10	BW	12

Description: *Main harness to gearbox harness*
 Location: *Behind centre console*

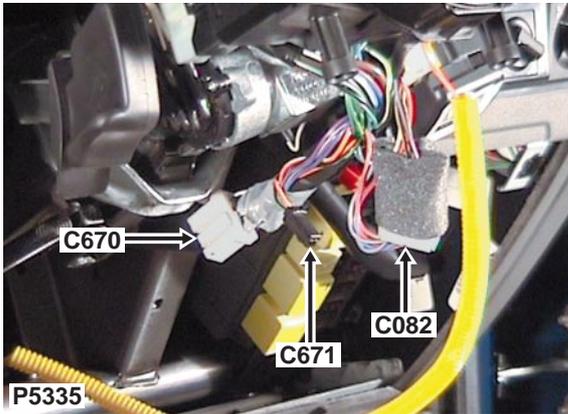


YPC10177

Colour: *WHITE*
 Gender: *Male*

C0670

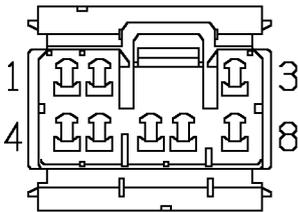
CONNECTOR DETAILS



Description: *Unit - Interlock*

Location: *Underside of steering column*

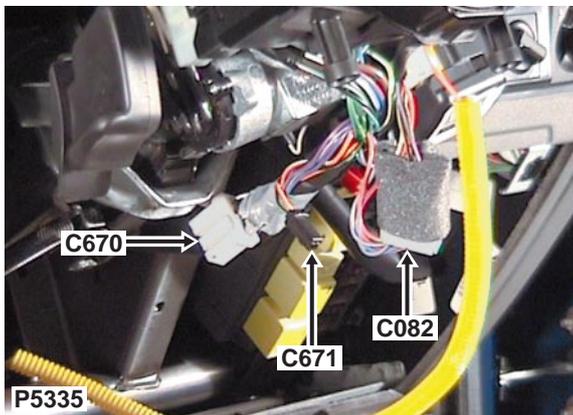
Cav	Col	Cct
3	OW	ALL
4	P	ALL
5	PB	7
5	PN	20
6	WP	ALL
7	P	ALL
8	PU	ALL



YPC10186

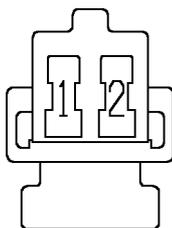
Colour: *WHITE*

Gender: *Female*



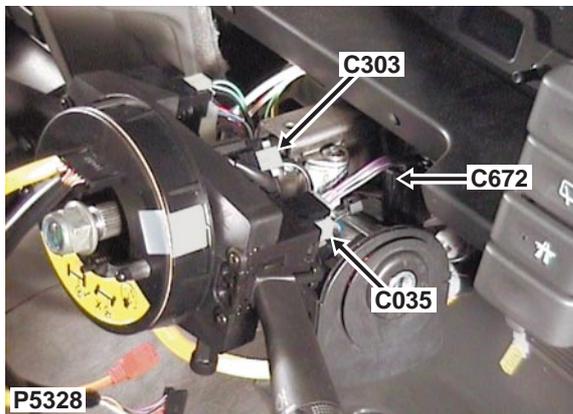
Cav	Col	Cct
1	OW	ALL
2	BLG	ALL

Description: *Solenoid - Interlock - Key*
 Location: *Underside of steering column*



YPC10225

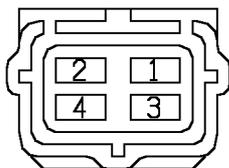
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	P	ALL
2	PU	ALL
3	P	ALL
4	WP	ALL

Description: *Sensor - Key in*

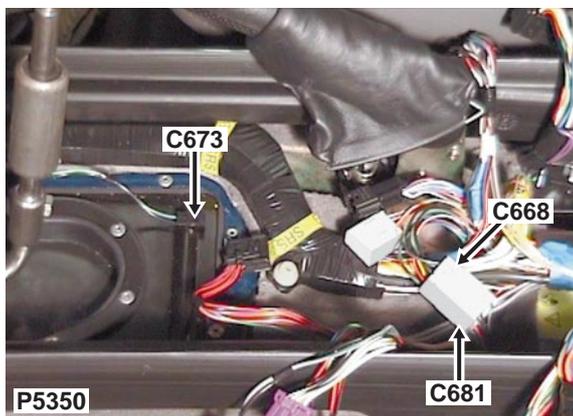
Location: *RH side of steering column*



YPC10065

Colour: *BLACK*

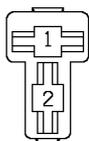
Gender: *Female*



Cav	Col	Cct
1	LGP	ALL
3	B	ALL

Description: *Solenoid - Shift - Interlock*

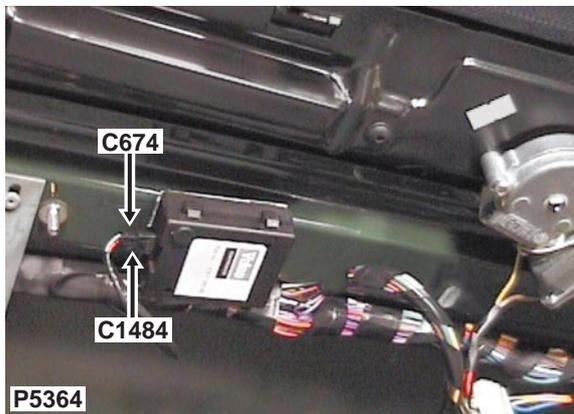
Location: *Behind centre console*



YPC109010

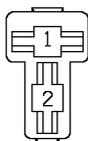
Colour: *BLACK*

Gender: *Female*



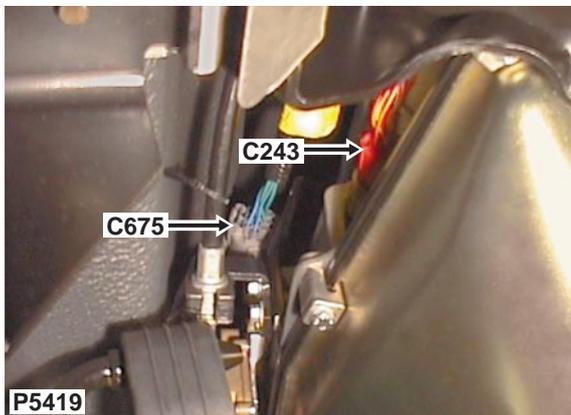
Cav	Col	Cct
1	PS	ALL
2	BN	ALL
3	B	ALL

Description: *Receiver - Radio frequency (RF)*
 Location: *Behind centre headlining*



YPC109010

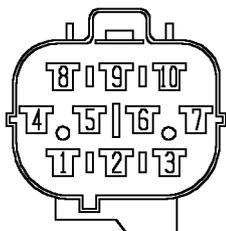
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	GN	ALL
2	GY	ALL
4	B	ALL
5	BG	ALL
6	UW	ALL
7	UG	ALL
8	NP	ALL
9	UP	ALL
10	UB	ALL

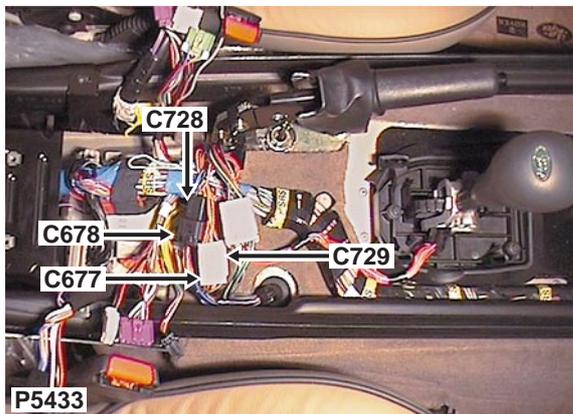
Description: *Selector - Automatic transmission*

Location: *Lower rear of engine - LH side*



YPC10633

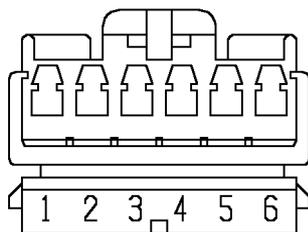
Colour: *GREY*
Gender: *Female*



Cav	Col	Cct
1	OP	ALL
2	OG	ALL
3	OLG	ALL
4	OW	ALL
6	SO	ALL

Description: Gearbox harness to main harness

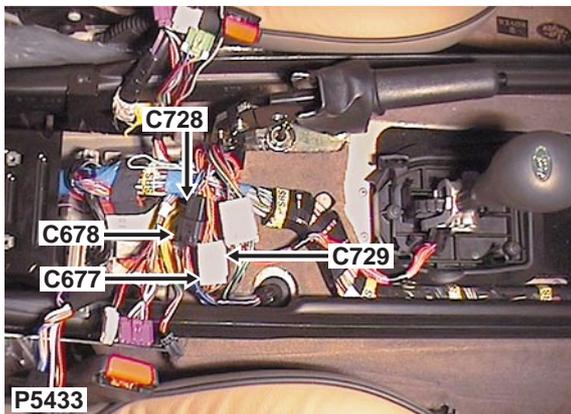
Location: Behind centre console



YPC10270

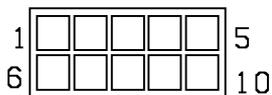
Colour: *WHITE*

Gender: *Female*



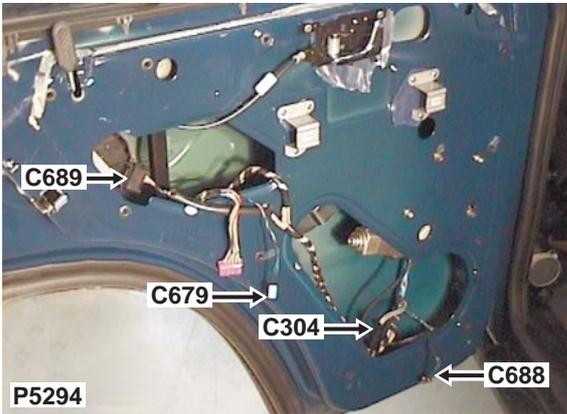
Cav	Col	Cct
1	OB	ALL
2	OK	ALL
3	SCR	ALL
4	UG	ALL
5	UW	ALL
6	UB	ALL
7	UP	ALL
8	BK	28
9	RK	ALL
10	RU	28

Description: *Gearbox harness to main harness*
 Location: *Behind centre console*



YPC111780

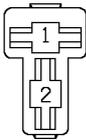
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
2	BU	ALL
3	BG	ALL

Description: *Speakers - High range*

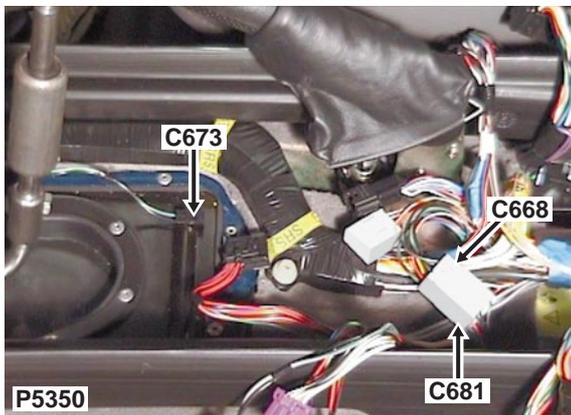
Location: *Behind LH rear door trim panel*



YPC109010

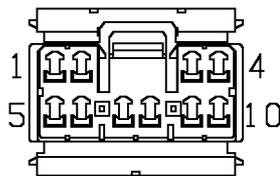
Colour: *BLACK*

Gender: *Female*



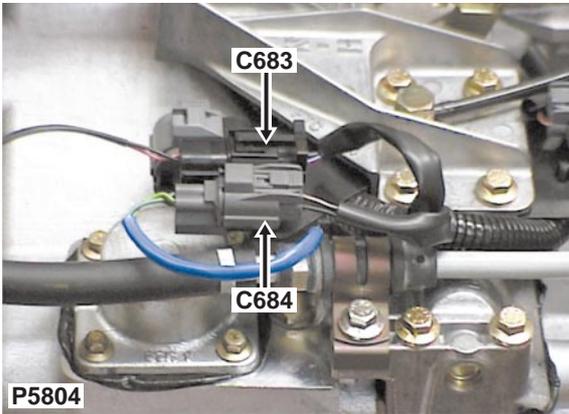
Cav	Col	Cct
1	GN	ALL
2	GY	ALL
3	NP	ALL
4	BLG	ALL
5	BG	ALL
6	RK	ALL
7	BU	ALL
8	B	ALL
10	BG	ALL

Description: *Gearbox harness to main harness*
 Location: *Behind centre console*



YPC10170

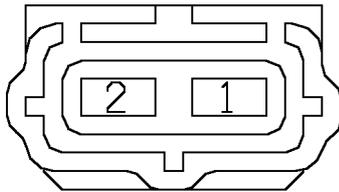
Colour: *WHITE*
 Gender: *Female*



Cav	Col	Cct
1	RU	28
2	B	28

Description: *Solenoid - Interlock - Transfer gearbox*

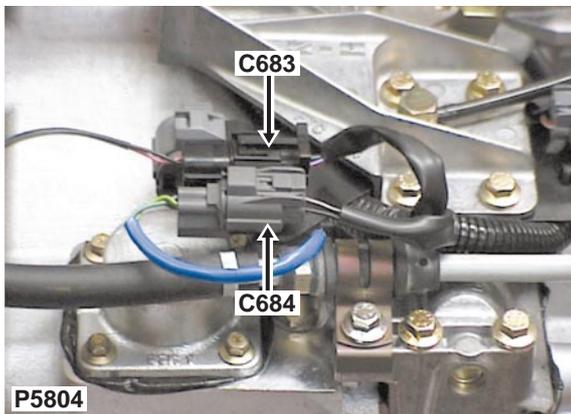
Location: *RH side of transfer box*



YPC10070

Colour: *BLACK*

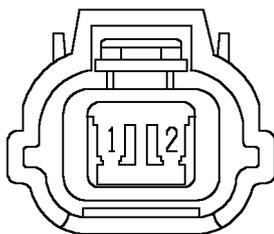
Gender: *Female*



Cav	Col	Cct
1	BK	28
2	B	28

Description: *Sensor - Neutral - Transmission*

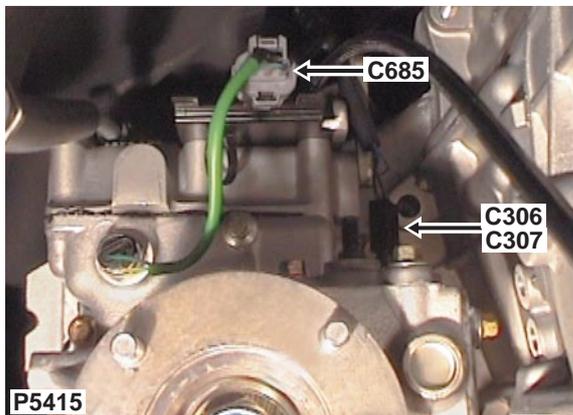
Location: *RH side of transfer box*



YPC10180

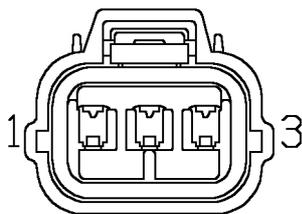
Colour: *GREY*

Gender: *Female*



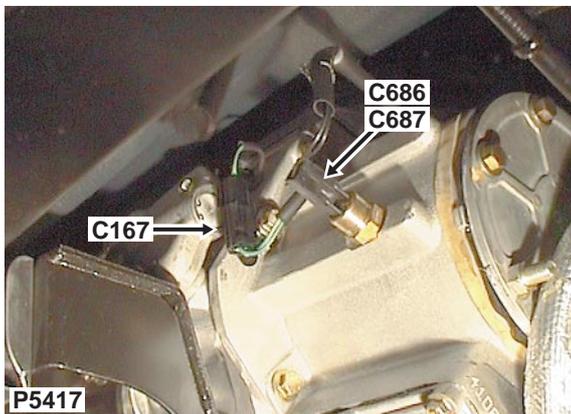
Cav	Col	Cct
1	RK	ALL
3	B	ALL

Description: *Switch - Transmission - High-Low*
 Location: *RH side of transfer box*



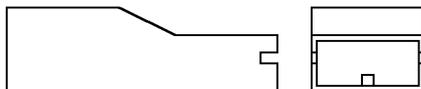
YPC10181

Colour: *LIGHT GREY*
 Gender: *Female*



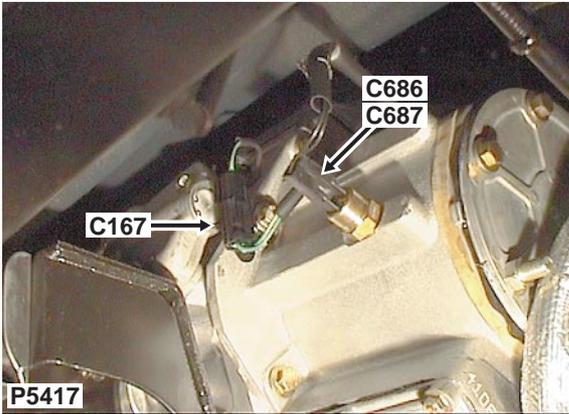
Cav	Col	Cct
1	BLG	ALL

Description: *Switch - Temperature - Transmission oil*
 Location: *LH side of transfer box*



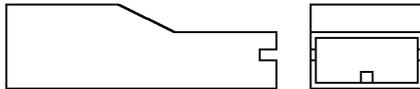
AAU1010

Colour: *BLACK*
 Gender: *Female*



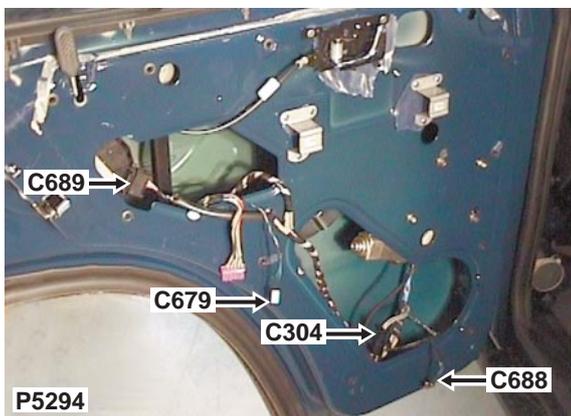
Cav	Col	Cct
1	B	ALL

Description: *Switch - Temperature - Transmission oil*
 Location: *LH side of transfer box*



AAU1010

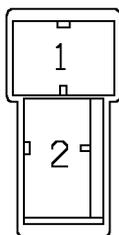
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	BG	ALL
2	BU	ALL

Description: *Speakers - Low range*

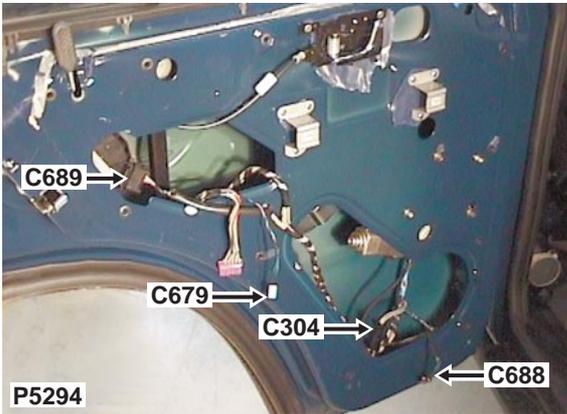
Location: *Behind LH rear door trim panel*



AFU3199

Colour: *BLACK*

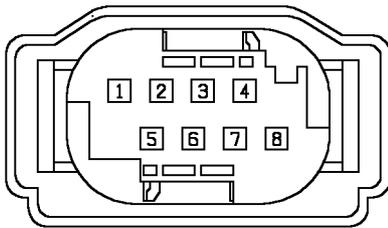
Gender: *Female*



Cav	Col	Cct
4	KR	ALL
5	B	ALL
6	PLG	ALL
7	KP	ALL
8	KS	ALL

Description: *Motor - Door lock - Rear*

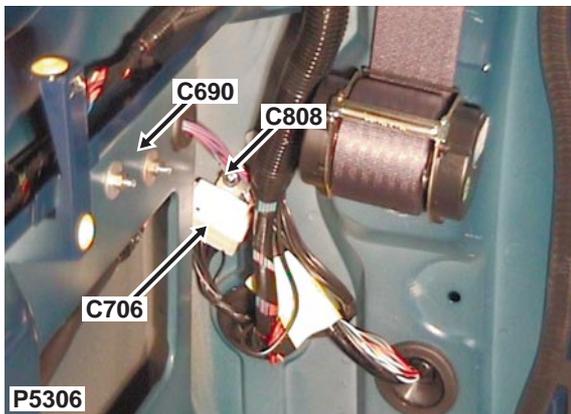
Location: *Behind LH rear door trim panel*



YPC108040

Colour: *BLACK*

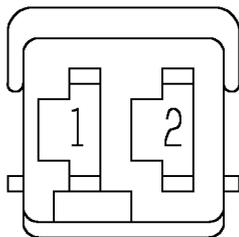
Gender: *Female*



Cav	Col	Cct
1	RU	ALL
2	PR	ALL

Description: *Solenoid - Fuel flap release*

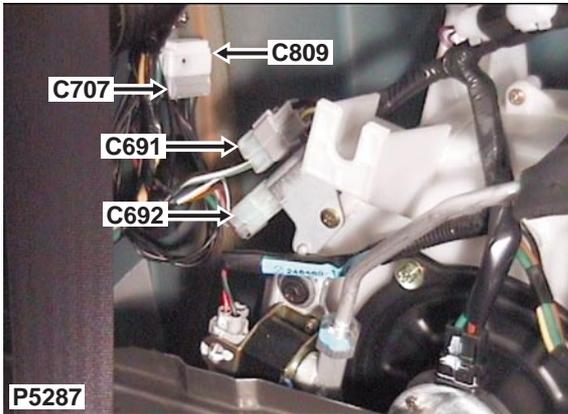
Location: *Behind RH rear trim panel*



YPC10159

Colour: *NATURAL*

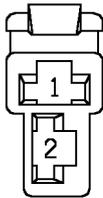
Gender: *Female*



Description: *Body harness to A/C harness*

Location: *Behind LH rear trim panel*

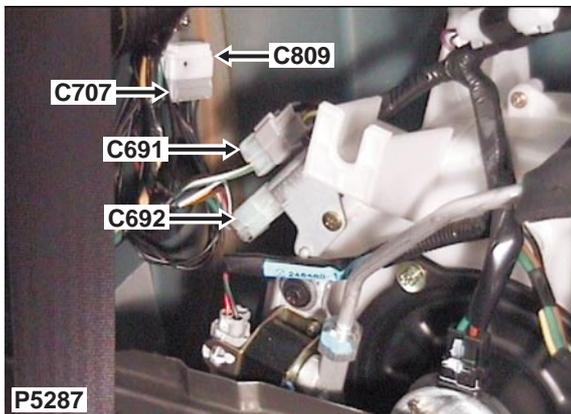
Cav	Col	Cct
1	B	27
2	YG	27



YPC107600

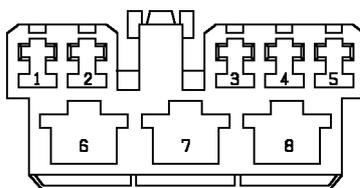
Colour: *NATURAL*

Gender: *Female*



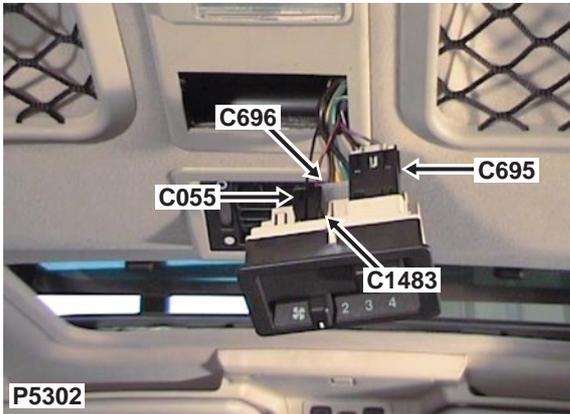
Cav	Col	Cct
2	PG	27
3	WG	27
4	GK	27
5	BG	27
6	N	27
7	Y	27
8	G	27

Description: *Body harness to A/C harness*
 Location: *Behind LH rear trim panel*



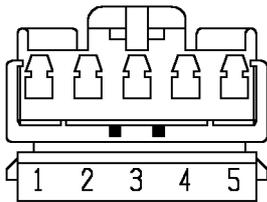
YPC111830

Colour: *NATURAL*
 Gender: *Female*



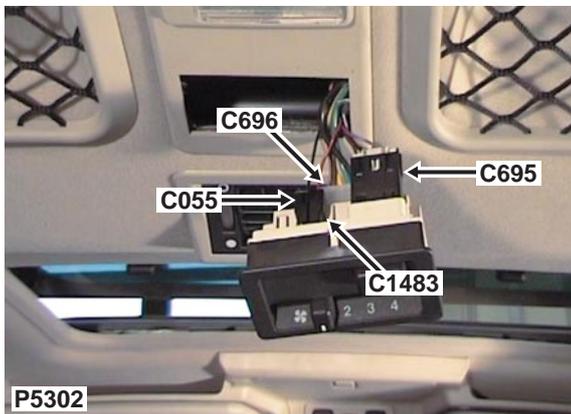
Cav	Col	Cct
1	BR	27
2	B	27
3	RB	27
4	PG	27
5	WG	27

Description: *Switch - Air Conditioning (A/C) - Rear*
 Location: *Behind centre headlining*



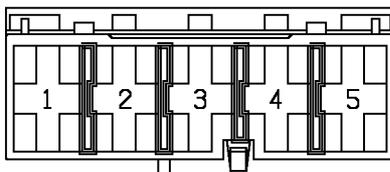
YPC10524

Colour: *WHITE*
 Gender: *Female*



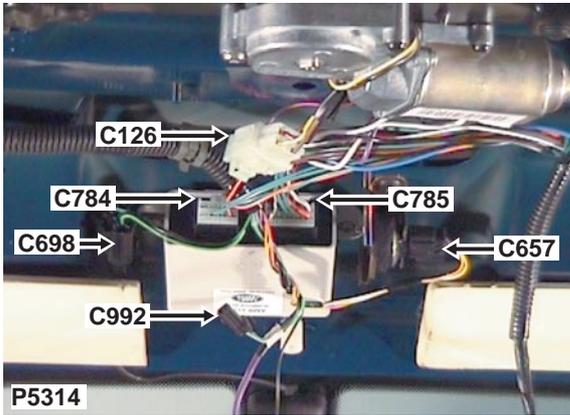
Cav	Col	Cct
1	BR	27
2	N	27
3	Y	27
4	G	27
5	B	27

Description: *Switch - Blower - Rear*
 Location: *Behind centre headlining*



YPC108000

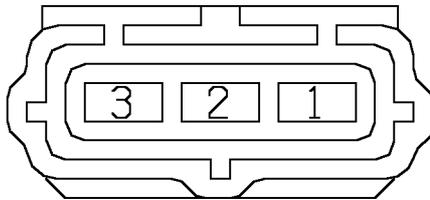
Colour: *NATURAL*
 Gender: *Female*



Cav	Col	Cct
1	LGW	9
2	B	9
3	GN	9

Description: *Mirror - interior*

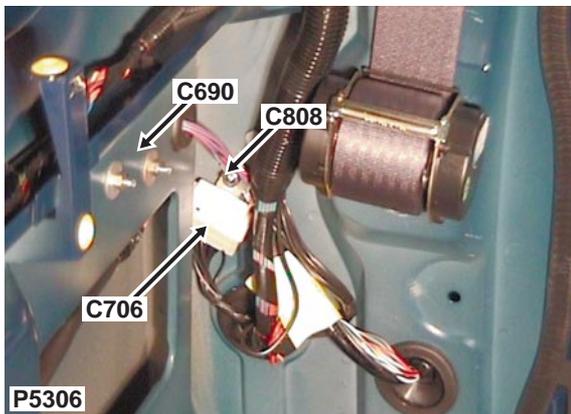
Location: *Front of headlining in the centre*



YPC10067

Colour: *BLACK*

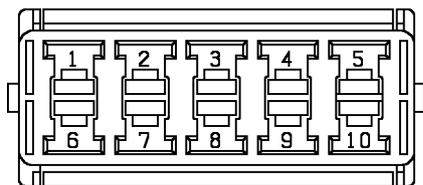
Gender: *Female*



Cav	Col	Cct
1	B	9
2	B	ALL
3	B	ALL
4	B	ALL
5	B	ALL
6	B	ALL
7	B	ALL
8	B	ALL
9	B	9
10	B	ALL

Description: *Header - Earth*

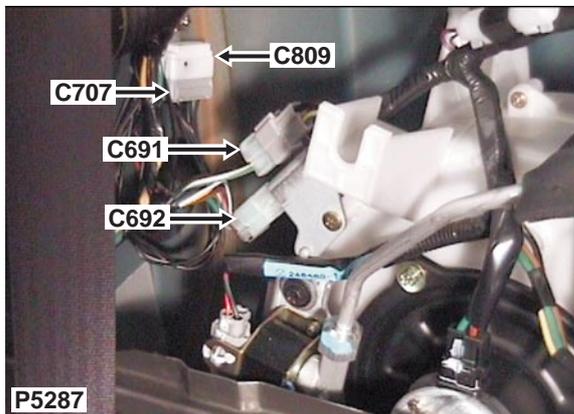
Location: *Behind RH rear trim panel*



YPC10611

Colour: *LIGHT GREY*

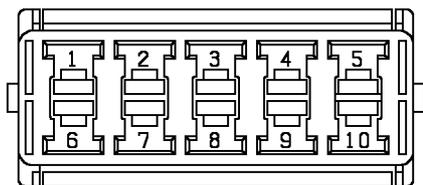
Gender: *Female*



Description: *Header - Earth*

Location: *Behind LH rear trim panel*

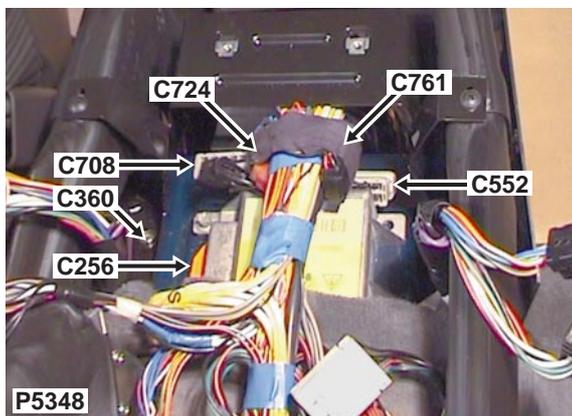
Cav	Col	Cct
1	B	27
2	B	27
3	B	27
5	B	ALL
6	B	ALL
7	B	ALL
7	SCR	ALL
8	B	9
9	B	ALL
10	B	9



YPC10611

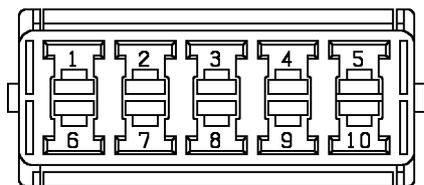
Colour: *LIGHT GREY*

Gender: *Female*



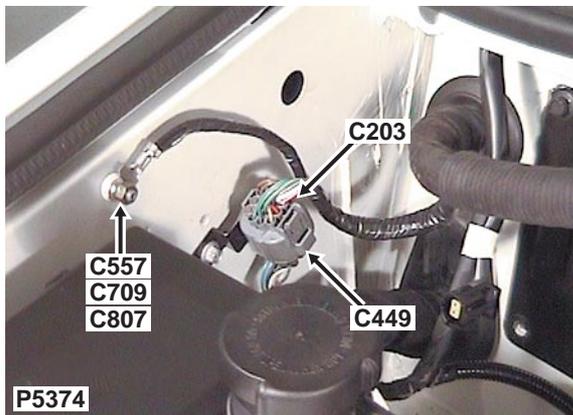
Cav	Col	Cct
1	B	9
2	B	7
3	B	7
4	B	2
5	B	2
6	B	2
7	B	2
8	B	33
9	B	7
10	B	7

Description: *Header - Earth*
 Location: *Behind centre console*



YPC10611

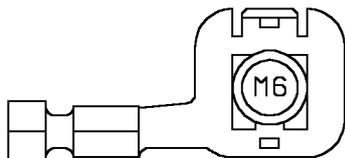
Colour: *LIGHT GREY*
 Gender: *Female*



Cav	Col	Cct
1	N	1

Description: *Earth*

Location: *Rear RH side of engine compartment*



YPG10053

Colour: *BRASS*

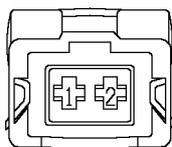
Gender: *Eyelet*



Cav	Col	Cct
1	NY	19
2	NY	19

Description: *Sensor - Air temperature - Fuel burning heater*

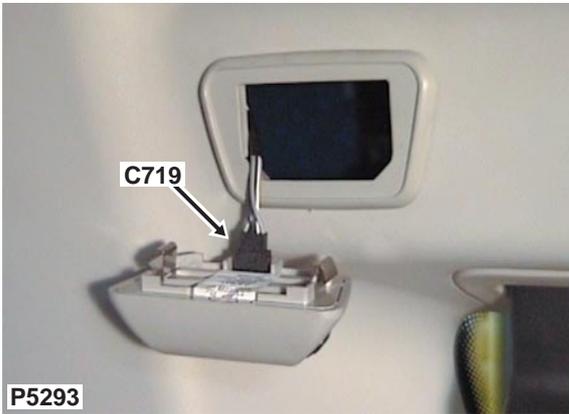
Location: *Behind the front grille*



YPC107700

Colour: *BLACK*

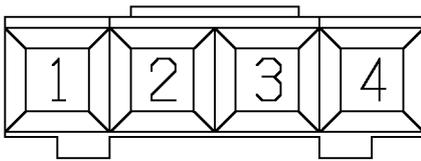
Gender: *Female*



Cav	Col	Cct
1	SP	ALL
2	B	ALL
3	WB	ALL
4	SP	ALL

Description: *Sensor - Ultrasonic*

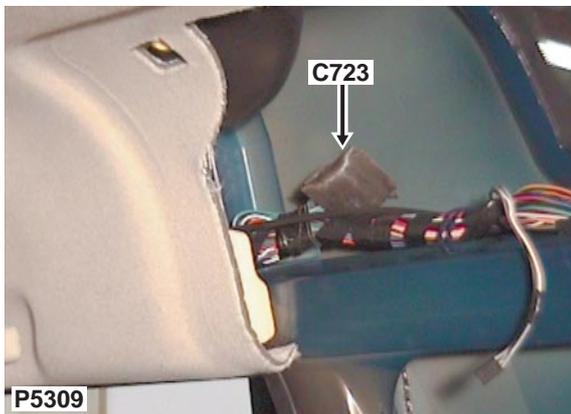
Location: *Behind RH rear trim panel*



YPC10199

Colour: *BLACK*

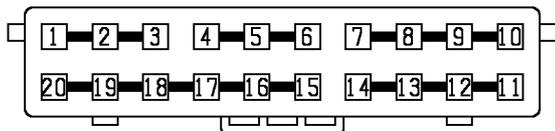
Gender: *Female*



Description: *Header*

Location: *Behind RH rear trim panel*

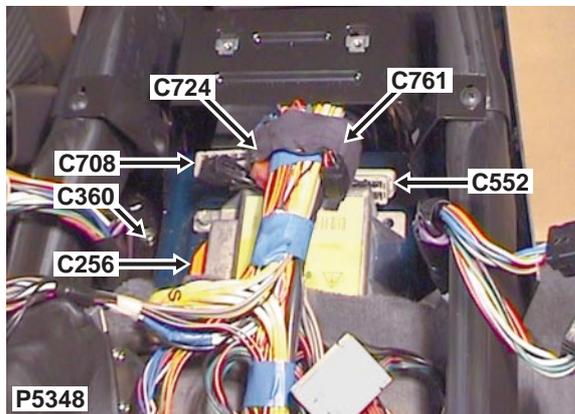
Cav	Col	Cct
1	RO	ALL
2	RO	ALL
3	RO	ALL
4	GW	ALL
5	GW	ALL
6	GW	ALL
7	PU	ALL
8	PU	ALL
9	PU	ALL
10	PU	ALL
11	GP	ALL
12	GP	ALL
13	GP	ALL
14	GP	ALL
15	P	ALL
16	P	ALL
18	P	ALL
20	P	ALL



YQC10007

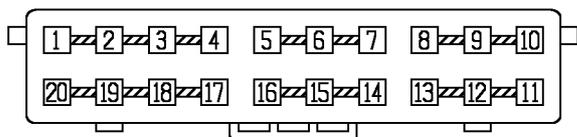
Colour: *BLACK*

Gender: *Female*



Description: *Header*

Location: *Behind centre console*

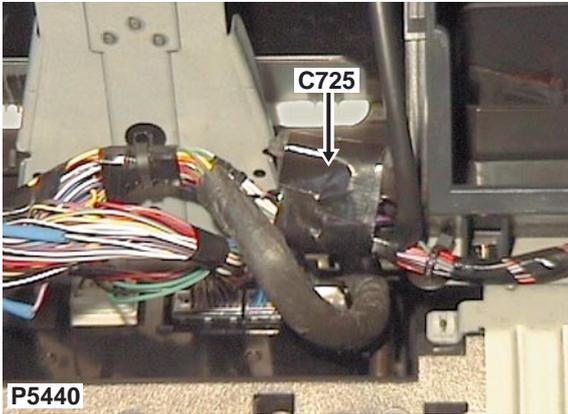


YQC10003

Colour: *ORANGE*

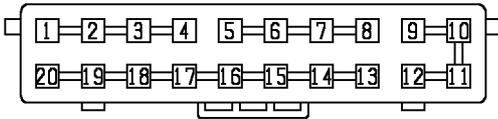
Gender: *Female*

Cav	Col	Cct
1	RB	ALL
2	RB	ALL
3	RB	ALL
4	RB	7
5	OP	22
6	OP	22
7	OP	22
8	UP	7
9	UP	7
10	UP	7
11	UB	7
12	UB	7
13	UB	7
14	UW	7
15	UW	7
16	UW	7
18	UG	7
19	UG	7
20	UG	7



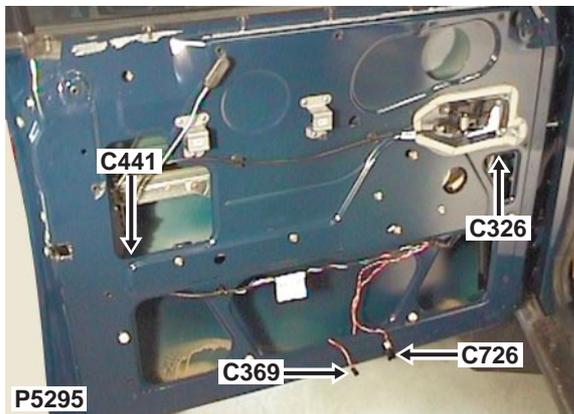
Description: *Header*
 Location: *Behind RH side of fascia*

Cav	Col	Cct
1	BW	5
2	BW	5
3	BW	5
4	BW	5
5	P	ALL
6	P	ALL
7	P	ALL
8	P	5
10	B	ALL
11	B	6
12	B	ALL
13	B	ALL
14	B	ALL
15	B	ALL
16	B	ALL
17	B	ALL
18	B	ALL
19	B	ALL
20	B	ALL



YQC10006

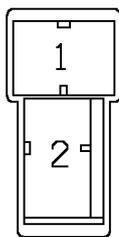
Colour: *GREEN*
 Gender: *Female*



Cav	Col	Cct
1	BK	ALL
2	BR	ALL

Description: *Speakers - Low range*

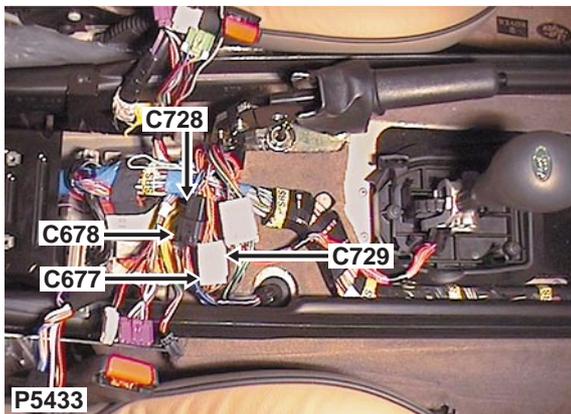
Location: *Behind LH front door trim panel*



AFU3199

Colour: *BLACK*

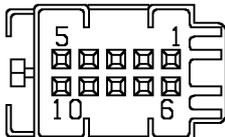
Gender: *Female*



Cav	Col	Cct
1	B	7
2	R	7
3	W	7
4	UG	7
5	UW	7
6	UB	7
7	UP	7
8	BK	ALL
9	RK	7
10	RU	ALL

Description: *Main harness to gearbox harness*

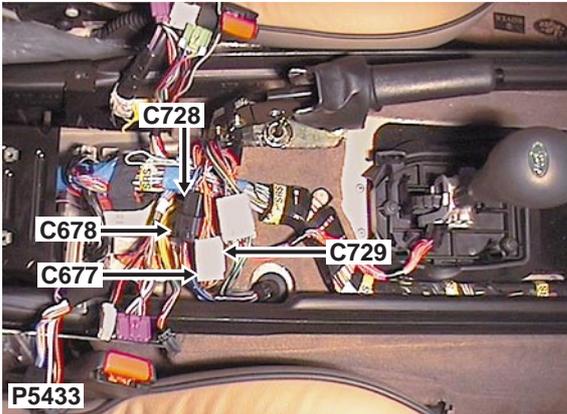
Location: *Behind centre console*



YPC114560

Colour: *BLACK*

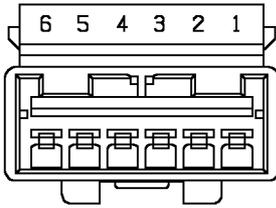
Gender: *Male*



Cav	Col	Cct
1	OP	7
2	OG	7
3	OLG	7
4	OW	7
6	SO	7

Description: *Main harness to gearbox harness*

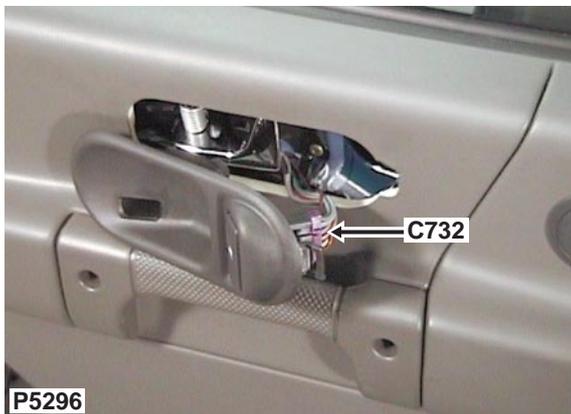
Location: *Behind centre console*



YPC10315

Colour: *WHITE*

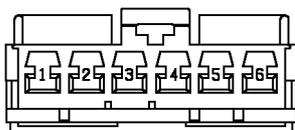
Gender: *Male*



Cav	Col	Cct
1	SG	ALL
2	SW	ALL
3	SO	ALL
4	SR	ALL
5	SY	ALL
6	RB	ALL

Description: *Switch - Window - Rear*

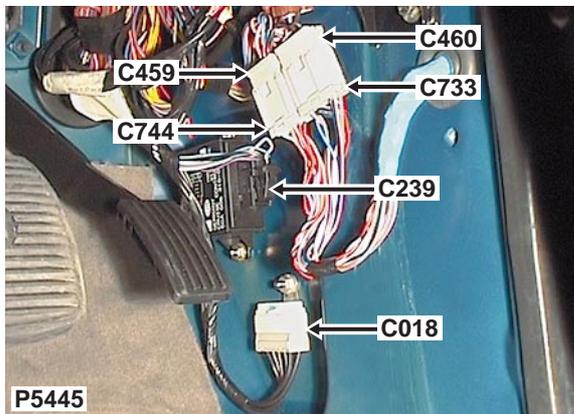
Location: *LH rear door*



YPC113190

Colour: *PURPLE*

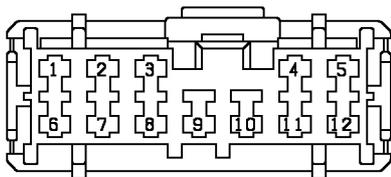
Gender: *Female*



Description: *Door harness to main harness*

Location: *Under RH side of fascia*

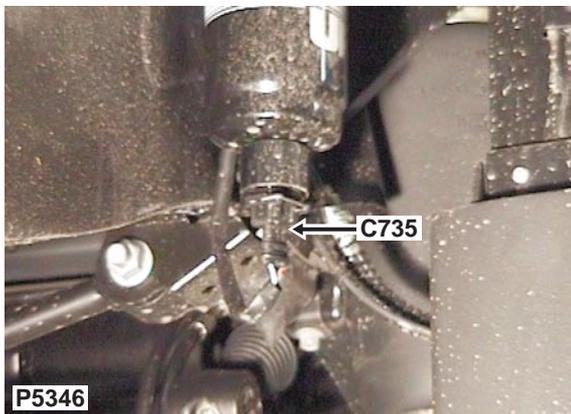
Cav	Col	Cct
1	PW	ALL
2	B	ALL
3	SW	ALL
4	KP	ALL
5	KR	ALL
6	NP	ALL
7	BK	ALL
8	BU	ALL
9	KS	ALL
10	US	ALL
11	O	9
12	OR	9



YPC10494

Colour: *LIGHT GREY*

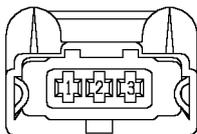
Gender: *Female*



Cav	Col	Cct
1	OG	ALL
2	B	ALL
3	WP	ALL

Description: *Sensor - Water filter*

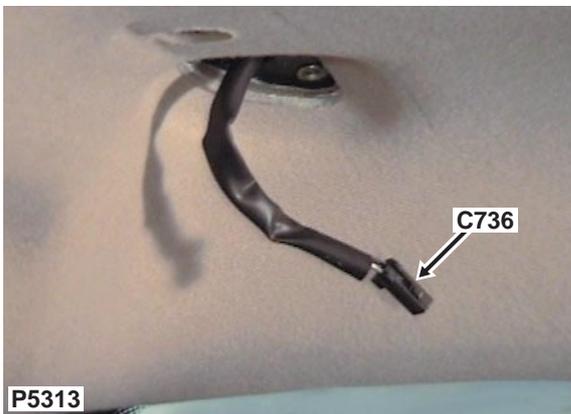
Location: *Below RH rear wheelarch*



YPC107900

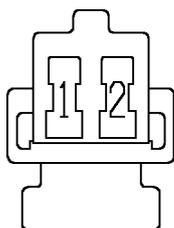
Colour: *BLACK*

Gender: *Female*



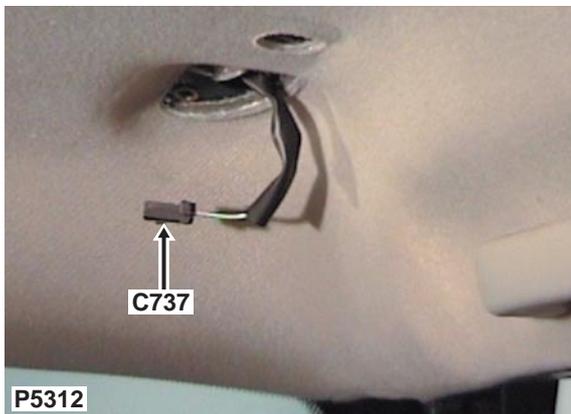
Cav	Col	Cct
1	LGW	9
2	B	9

Description: *Mirror - Vanity - RH*
 Location: *Headlining - front RH side*



YPC10225

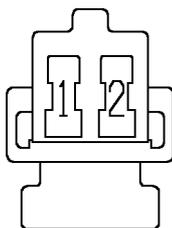
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	LGW	9
2	B	9

Description: *Mirror - Vanity - LH*

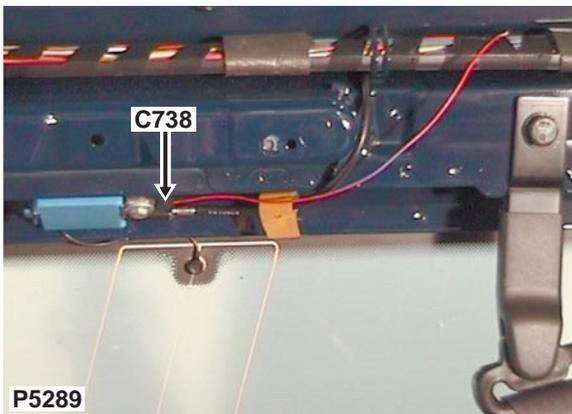
Location: *Headlining - front LH side*



YPC10225

Colour: *BLACK*

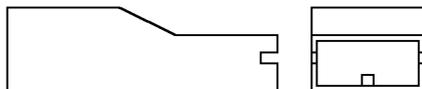
Gender: *Female*



Cav	Col	Cct
1	RU	9

Description: *Amplifier - Aerial*

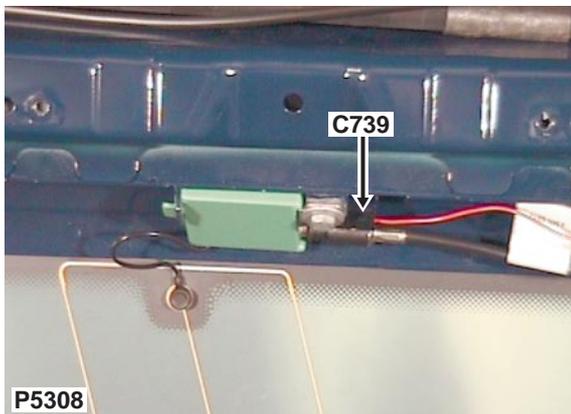
Location: *Behind LH rear trim panel*



AAU1010

Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	RU	9
1	LGO	10

Description: *Amplifier - Aerial*

Location: *Behind RH rear trim panel*



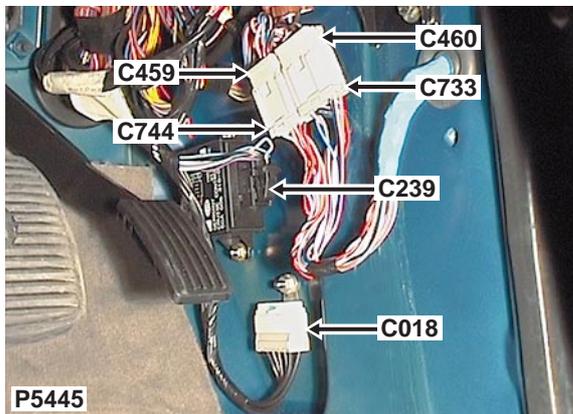
AAU1010

Colour: *BLACK*

Gender: *Female*

C0744

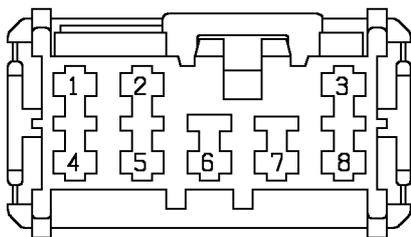
CONNECTOR DETAILS



Description: *Door harness to main harness*

Location: *Under RH side of fascia*

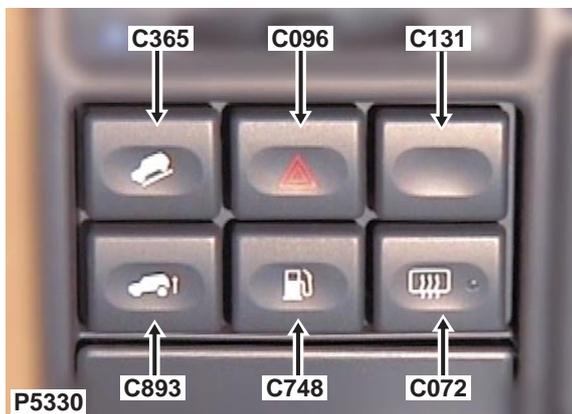
Cav	Col	Cct
1	RB	9
2	KB	9
3	BK	ALL
4	BR	ALL
5	UG	ALL
6	SU	ALL
7	SK	ALL



YPC10492

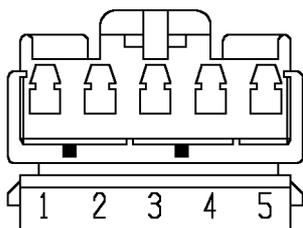
Colour: *LIGHT GREY*

Gender: *Female*



Cav	Col	Cct
1	PS	ALL
2	B	ALL
4	PR	ALL
5	RN	ALL

Description: *Switch - Fuel flap release*
 Location: *Behind RH side of fascia*



YPC10525

Colour: *BLUE*
 Gender: *Female*

C0749

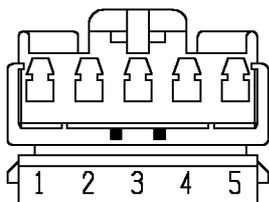
CONNECTOR DETAILS



Cav	Col	Cct
1	GLG	ALL
2	RN	ALL
4	WY	ALL
5	B	ALL

Description: *Switch - Cruise control*

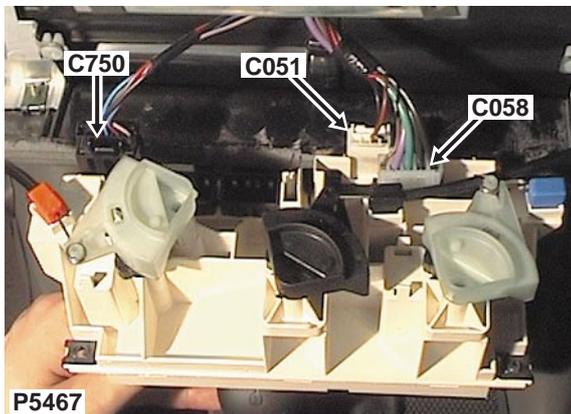
Location: *Behind instrument pack surround RH side*



YPC10524

Colour: *WHITE*

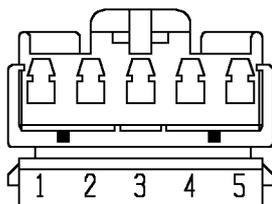
Gender: *Female*



Description: *Switch - Fresh / recirculated air*

Location: *Behind heater control panel*

Cav	Col	Cct
1	B	6
2	RN	6
3	UB	6
4	RU	6
5	GK	6



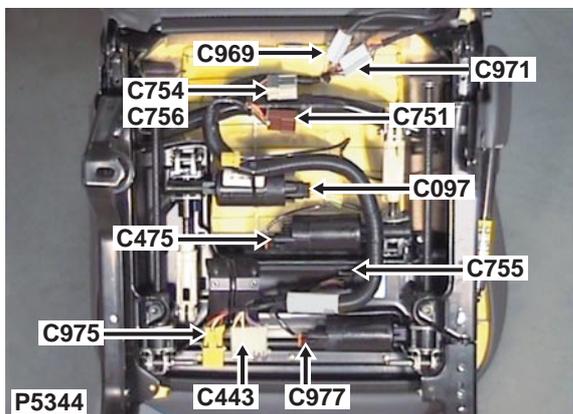
YPC10523

Colour: *BLACK*

Gender: *Female*

C0751

CONNECTOR DETAILS



Cav	Col	Cct
1	OW	22
2	B	22
4	OP	22
5	NP	22

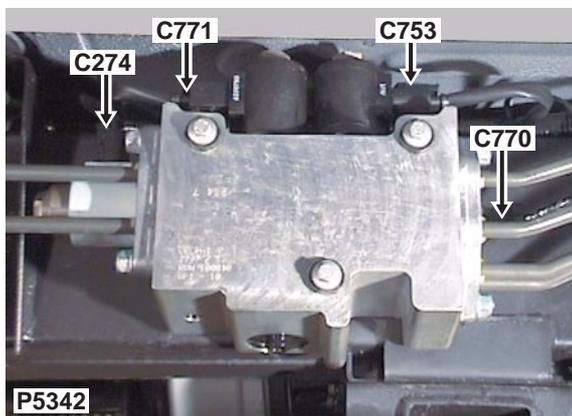
Description: *Seat link harness to main harness*

Location: *Underside of front passenger's seat*

NO CONNECTOR FACE

Colour: *BROWN*

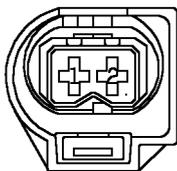
Gender: *Male*



Cav	Col	Cct
1	OG	11
2	GR	11

Description: *Block - Valve (ACE)*

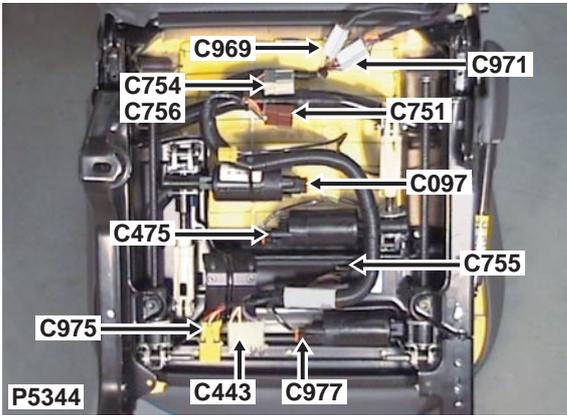
Location: *Behind RH sill*



YPC113410

Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	WR	22
2	GY	22
3	R	22
4	O	22
5	S	22
6	W	22
7	Y	22
9	U	22
10	P	22
11	PS	22
12	B	22

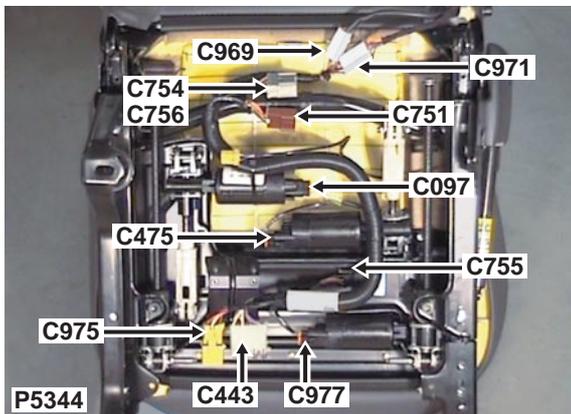
Description: *Seat cushion harness to seat link harness*

Location: *Underside of front passenger's seat*



Colour: *LIGHT GREY*

Gender: *Male*



Cav	Col	Cct
2	OW	36
2	0	37
4	K	22
5	LG	22
6	B	22

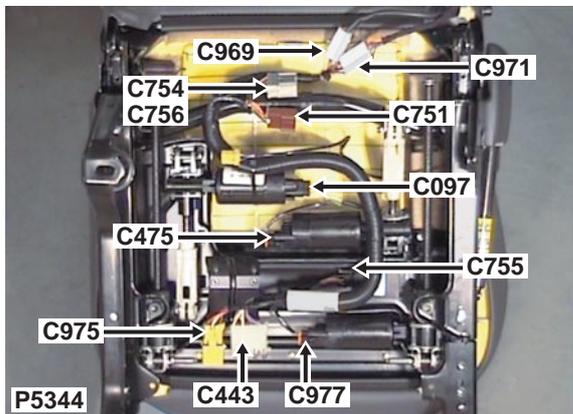
Description: *Module - Seat heater*
 Location: *Underside of front seat*



Colour: *BLACK*
 Gender:

C0756

CONNECTOR DETAILS



Description: *Seat cushion harness to seat link harness*

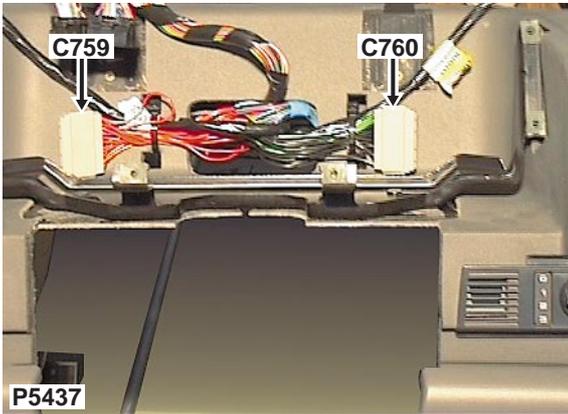
Location: *Underside of front passenger's seat*

Cav	Col	Cct
1	WR	22
2	GY	22
3	R	22
4	O	22
5	S	22
6	W	22
7	Y	22
8	NY	22
9	U	22
10	P	22
11	PS	22
12	B	22

NO CONNECTOR FACE

Colour: *LIGHT GREY*

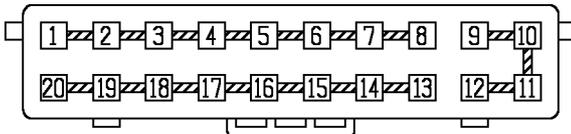
Gender: *Male*



Description: *Header*

Location: *Behind instrument pack*

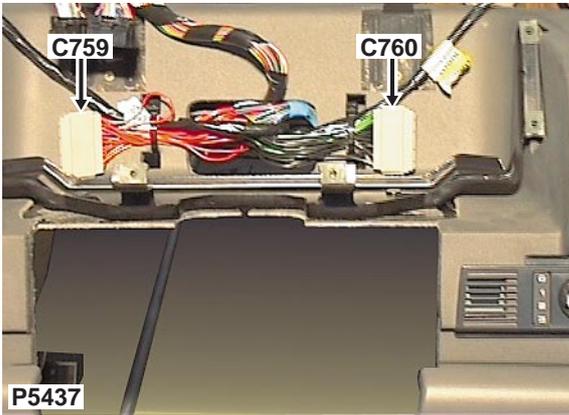
Cav	Col	Cct
1	RN	ALL
2	RN	ALL
3	RN	ALL
4	RN	ALL
5	RN	ALL
6	RN	6
7	RN	25
8	RN	ALL
9	RO	ALL
10	RB	ALL
11	RO	24
12	RO	25
13	RN	24
13	RO	25
14	RN	ALL
15	RN	ALL
16	RN	ALL
17	RN	ALL
18	RN	ALL
19	RN	ALL
20	RN	ALL



YQC10002

Colour: *GREY*

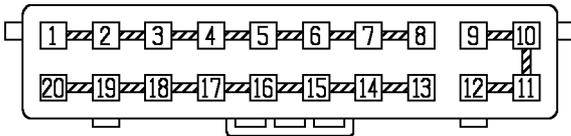
Gender: *Female*



Description: *Header*

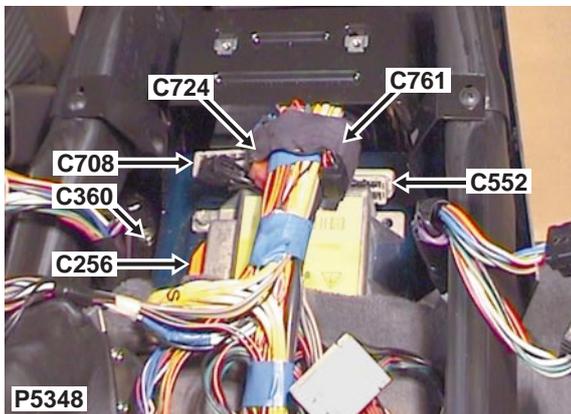
Location: *Behind instrument pack*

Cav	Col	Cct
1	B	ALL
2	B	ALL
3	B	24
4	B	ALL
5	B	ALL
6	B	ALL
7	B	ALL
8	B	ALL
9	LG	ALL
10	LG	ALL
11	LG	ALL
13	B	ALL
14	B	ALL
15	B	ALL
16	B	ALL
17	B	5
18	B	25
19	B	ALL
20	B	ALL



YQC10002

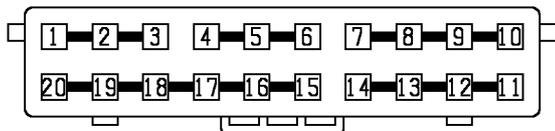
Colour: *GREY*
 Gender: *Female*



Description: *Header*

Location: *Behind centre console*

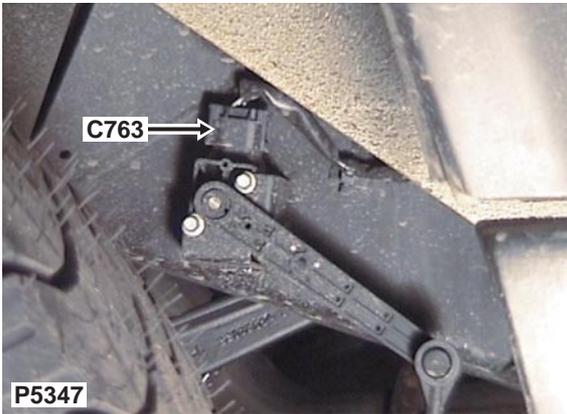
Cav	Col	Cct
1	BU	ALL
2	BU	ALL
3	BU	ALL
4	UG	7
4	RU	9
5	UG	7
5	RU	9
6	UG	7
6	RU	9
7	KR	ALL
8	KR	ALL
9	KR	ALL
11	LGW	2
12	LGW	2
13	LGW	2
15	RN	2
16	RN	2
17	RN	ALL
18	RN	ALL
19	RN	ALL
20	RN	7



YQC10007

Colour: *BLACK*

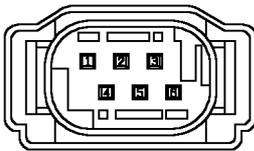
Gender: *Female*



Cav	Col	Cct
1	SO	26
4	SB	26
5	SG	26

Description: *Sensor - Height - RH*

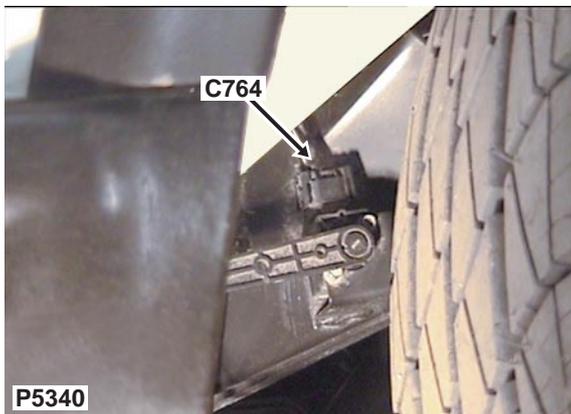
Location: *Below RH rear wheelarch*



YPC110680

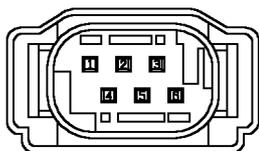
Colour: *BLACK*

Gender: *Female*



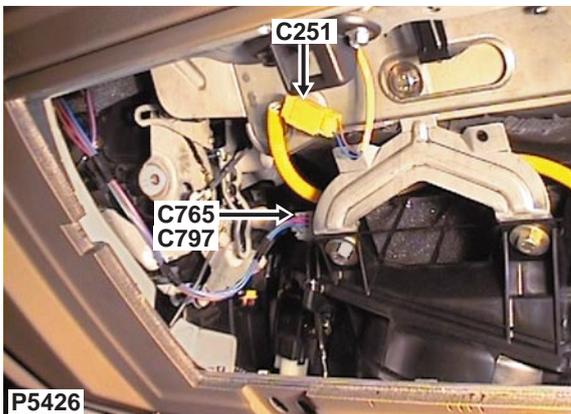
Cav	Col	Cct
1	SU	26
4	SR	26
5	SY	26

Description: *Sensor - Height - LH*
 Location: *Below LH rear wheelarch*



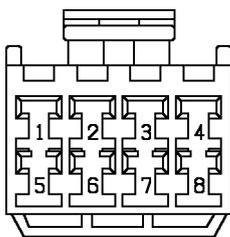
YPC110680

Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	GR	5
2	N	5
3	PG	5
4	G	5
5	UR	5
6	RG	5
7	UB	5

Description: *Blower assembly*
 Location: *Behind glovebox*



AFU3574

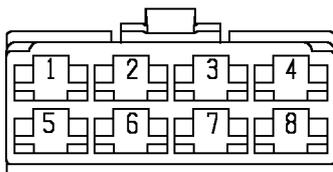
Colour: *NATURAL*
 Gender: *Female*



Cav	Col	Cct
1	BO	6
2	G	6
3	PU	6
4	N	6
5	GR	6
6	UB	6
7	B	6
8	RG	6

Description: *Fascia harness to heater harness*

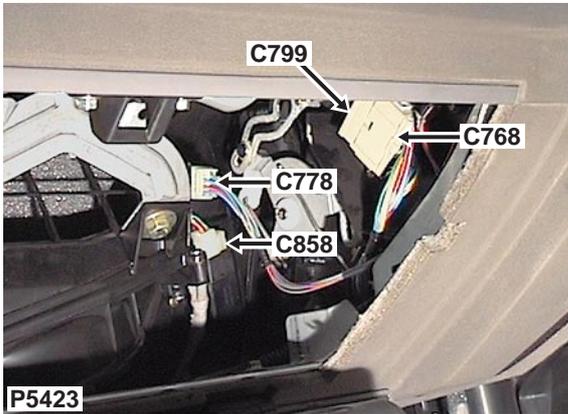
Location: *Under LH side of fascia*



YPC111880

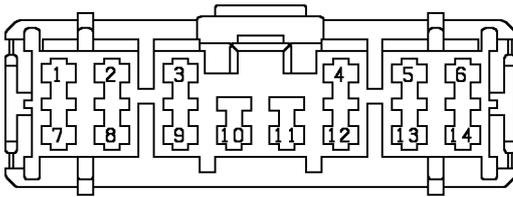
Colour: *NATURAL*

Gender: *Female*



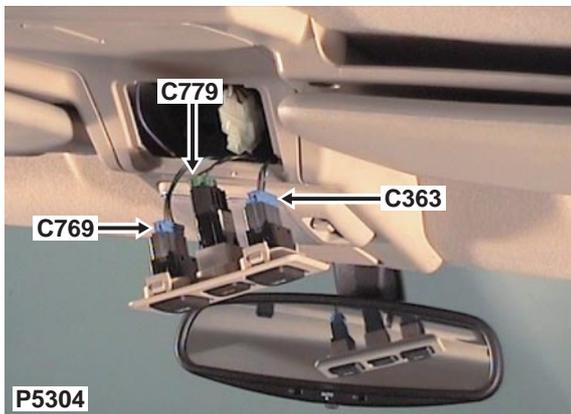
Description: *Fascia harness to A/C harness*
 Location: *Behind glovebox*

Cav	Col	Cct
1	RU	5
2	PB	5
3	GR	5
4	YG	5
5	SU	5
6	UY	5
7	BW	5
8	UW	5
9	US	5
10	UO	5
11	GU	5
12	PY	5
13	Y	5



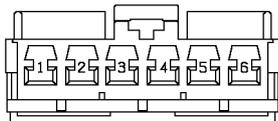
YPC10495

Colour: *LIGHT GREY*
 Gender: *Female*



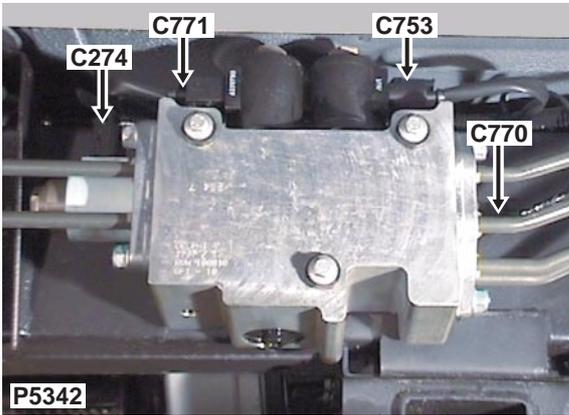
Cav	Col	Cct
1	B	ALL
3	GU	ALL
4	GO	ALL

Description: *Switch - Sunroof - Rear 1*
 Location: *Front of headlining in the centre*



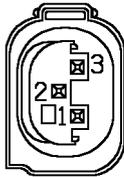
YPC113210

Colour: *BLUE*
 Gender: *Female*



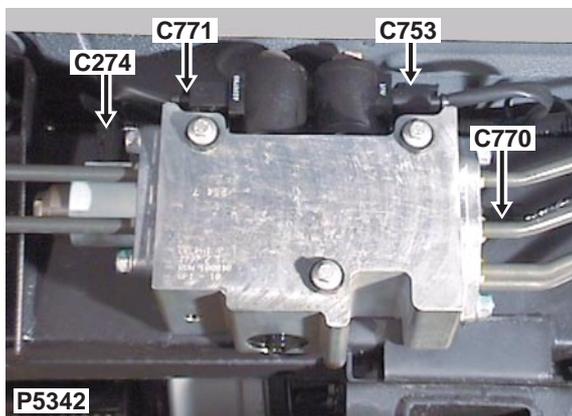
Description: *Block - Valve (ACE)*
 Location: *Behind RH sill*

Cav	Col	Cct
1	UG	11
2	KW	11
3	KY	11



YPC110630

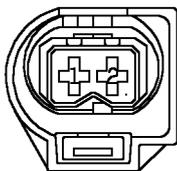
Colour: *LIGHT BLUE*
 Gender: *Female*



Cav	Col	Cct
1	YB	11
2	GR	11

Description: *Block - Valve (ACE)*

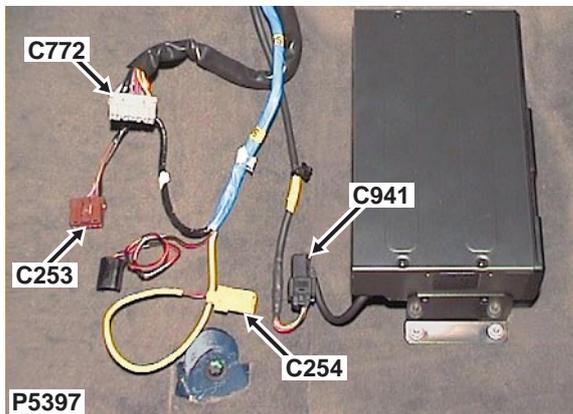
Location: *Behind RH sill*



YPC113410

Colour: *BLACK*

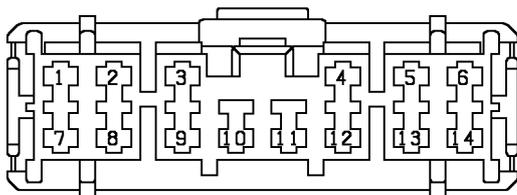
Gender: *Female*



Description: *Seat link harness to main harness*

Location: *Beneath RH seat*

Cav	Col	Cct
1	WR	30
2	GY	30
3	R	30
4	O	30
5	S	30
6	W	30
7	Y	30
8	NY	30
9	U	30
10	P	30
11	PS	30
12	B	30



YPC10495

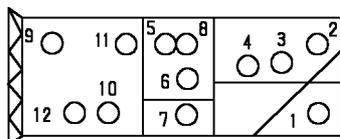
Colour: *LIGHT GREY*

Gender: *Female*



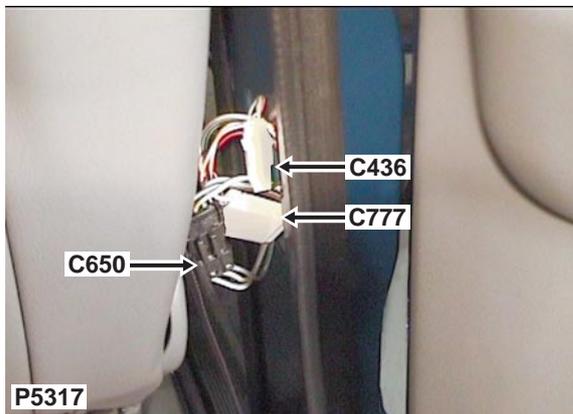
Description: *Switch pack - Seat*
 Location: *Beneath centre console LH side*

Cav	Col	Cct
1	Y	29
1	W	30
2	W	29
2	Y	30
3	GY	ALL
4	R	ALL
5	WR	ALL
6	B	ALL
7	NY	29
7	U	30
8	U	29
8	NY	30
9	PS	ALL
10	O	ALL
11	P	ALL
12	S	ALL



51168999

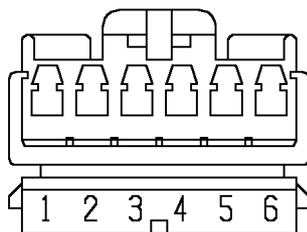
Colour: *BLACK*
 Gender:



Cav	Col	Cct
1	KP	ALL
2	KR	ALL
3	PLG	ALL
4	B	ALL
5	RB	ALL
6	KS	ALL

Description: *Main harness to door harness*

Location: *In RH 'B' post*



YPC10270

Colour: *WHITE*

Gender: *Female*



Cav	Col	Cct
1	LGW	ALL
2	N	ALL
3	PG	ALL
4	G	ALL
5	UR	ALL
6	RG	ALL
7	UB	ALL

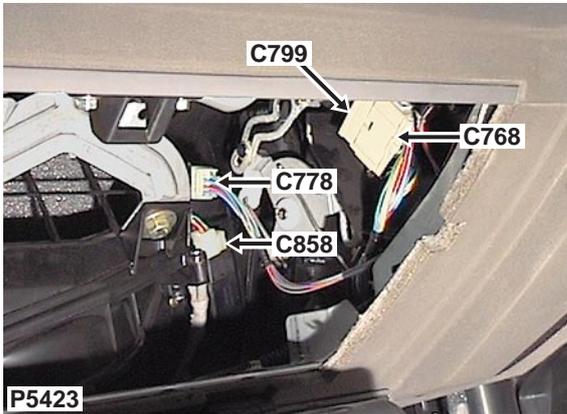
Description: Air conditioning (A/C) harness to fascia harness - LHD

Location: Under RH side of fascia

NO CONNECTOR FACE

Colour:

Gender: *Male*

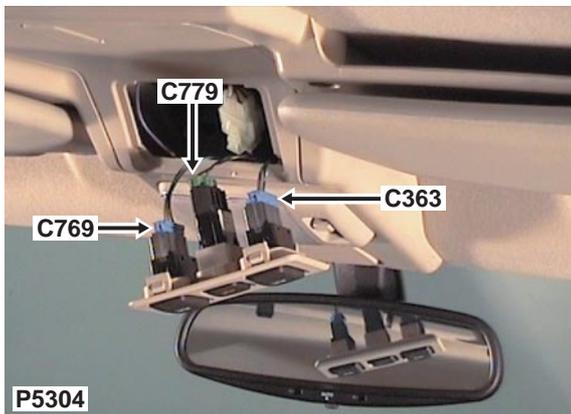


Cav	Col	Cct
1	LGW	ALL
2	N	ALL
3	PG	ALL
4	G	ALL
5	UR	ALL
6	RG	ALL
7	UB	ALL

Description: Air conditioning (A/C) harness to fascia harness - RHD
 Location: Behind glovebox

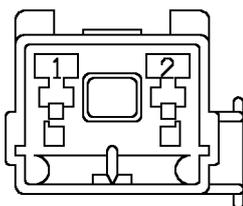


Colour:
 Gender: *Male*



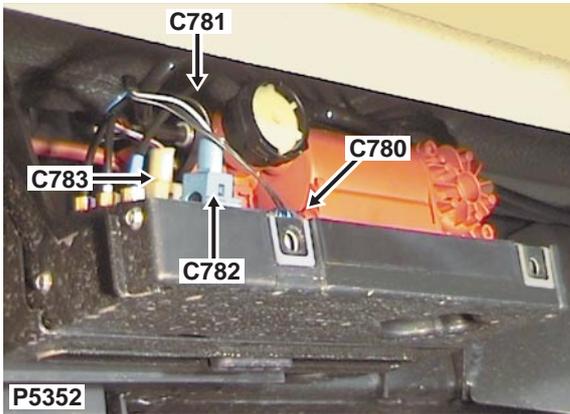
Cav	Col	Cct
1	B	ALL
4	BS	ALL

Description: *Switch - Sunroof - Isolate*
 Location: *Front of headlining in the centre*



YPC10526

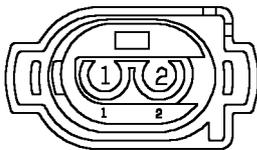
Colour: *GREEN*
 Gender: *Female*



Cav	Col	Cct
1	WB	26
2	B	26

Description: *Compressor - Self levelling suspension (SLS)*

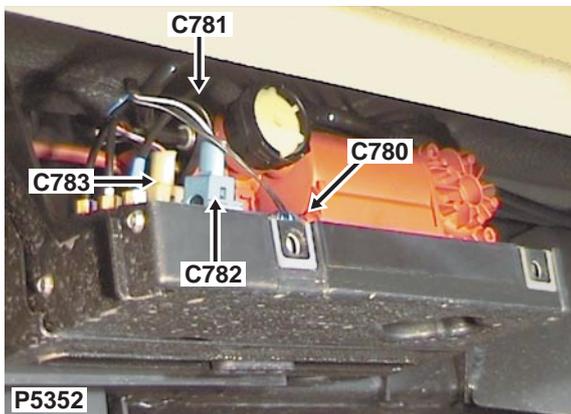
Location: *Behind LH sill*



YPC110340

Colour: *BLACK*

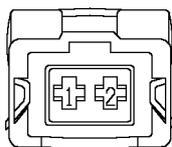
Gender: *Female*



Cav	Col	Cct
1	BW	26
2	B	26

Description: *Valve - Exhaust - Self levelling suspension (SLS)*

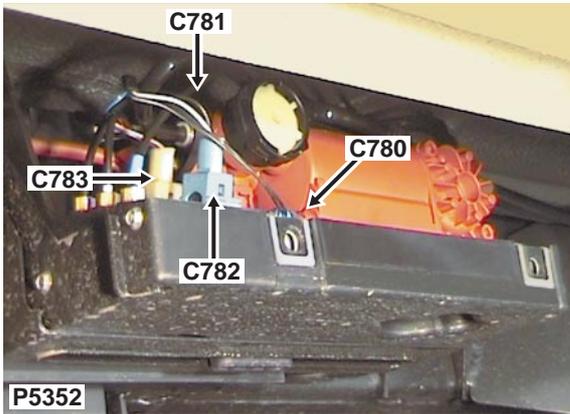
Location: *Behind LH sill*



YPC107700

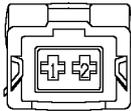
Colour: *BLACK*

Gender: *Female*



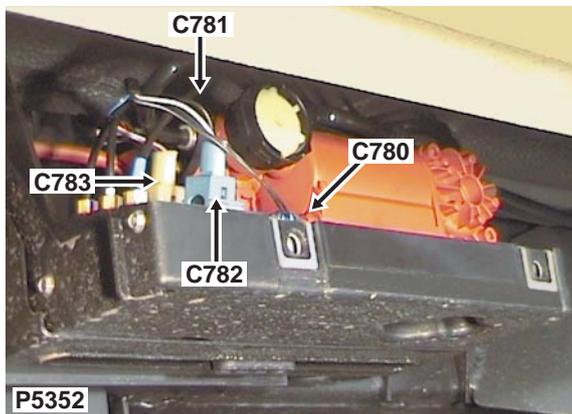
Cav	Col	Cct
1	WY	26
2	B	26

Description: *Valve - Self levelling suspension (SLS) - Rear - LH*
 Location: *Behind LH sill*



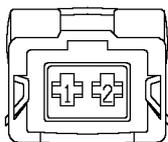
YPC107800

Colour: *BLUE*
 Gender: *Female*



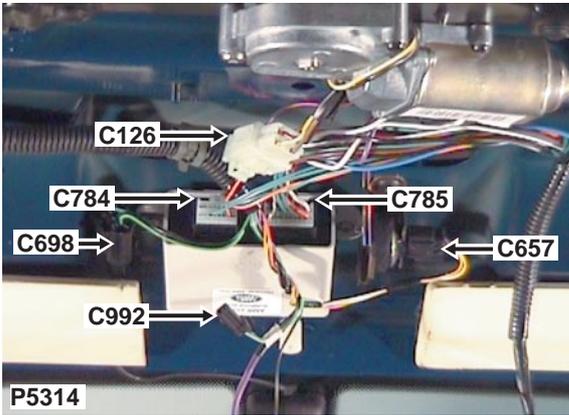
Cav	Col	Cct
1	UO	26
2	B	26

Description: Valve - Self levelling suspension (SLS) - Rear - RH
Location: Behind LH sill



YPC107830

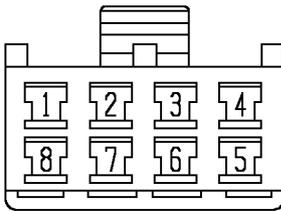
Colour: NATURAL
Gender: Female



Cav	Col	Cct
1	OG	ALL
2	GK	ALL
6	GW	ALL
7	GU	ALL
8	OU	ALL

Description: *ECU - Sun roof*

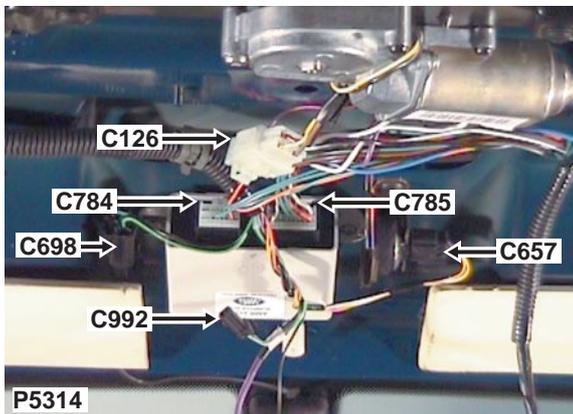
Location: *Front of headlining in the centre*



YPC10006

Colour: *NATURAL*

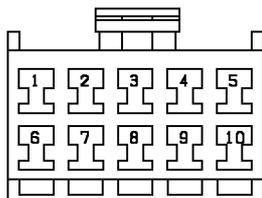
Gender: *Female*



Cav	Col	Cct
1	W	ALL
2	B	ALL
3	NR	ALL
4	U	ALL
5	P	ALL
6	O	ALL
7	GR	ALL
8	GO	ALL
9	GB	ALL
10	WG	ALL

Description: *ECU - Sun roof*

Location: *Front of headlining in the centre*



YPC107630

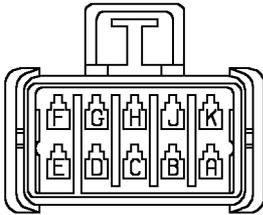
Colour: *NATURAL*

Gender: *Female*



Description: *Switch - Throttle pedal - RHD*
 Location: *Under RH side of fascia*

Cav	Col	Cct
B	WP	12
D	BY	12
F	WG	12
G	BY	12
J	WP	12
K	WS	12



YPC111870

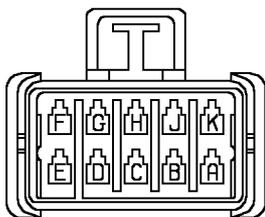
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
B	WP	12
D	BY	12
F	WG	12
G	BY	12
J	WP	12
K	UG	12

Description: *Switch - Throttle pedal - LHD*

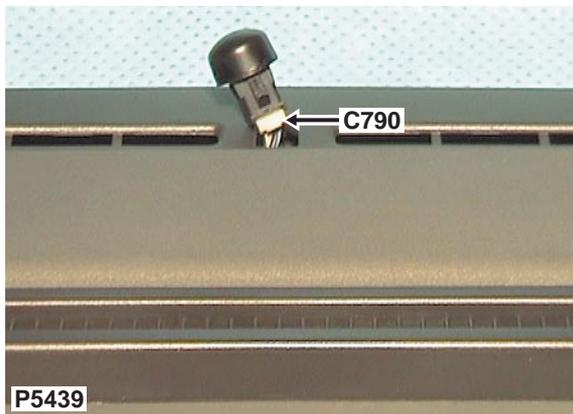
Location: *Under LH side of fascia*



YPC111870

Colour: *BLACK*

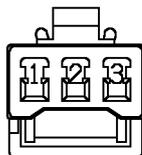
Gender: *Female*



Cav	Col	Cct
1	GW	5
2	WR	5
3	WU	5

Description: *Sensor - Sunlight*

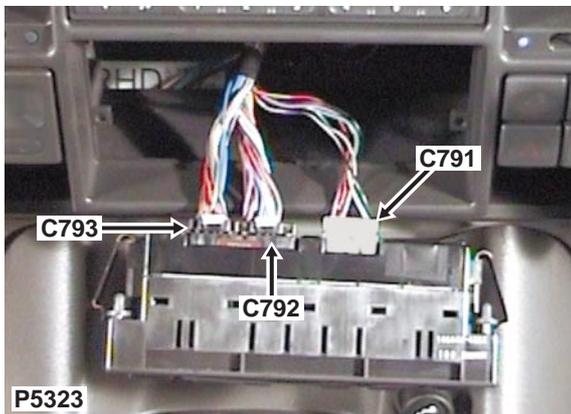
Location: *Behind centre of fascia*



YPC113300

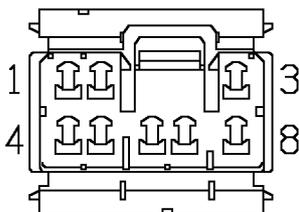
Colour: *WHITE*

Gender: *Female*



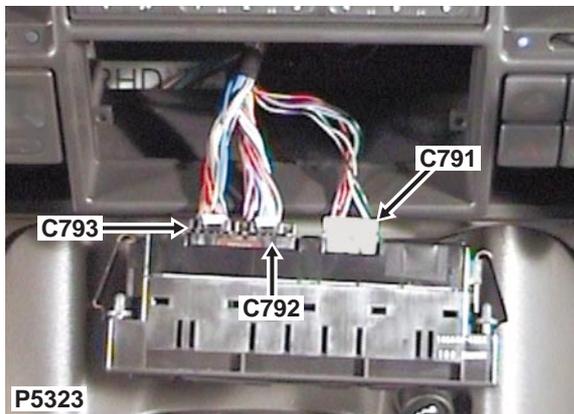
Cav	Col	Cct
1	P	5
2	GK	5
3	GW	5
4	B	5
5	RN	5
8	BW	5

Description: *ECU - Air temperature control (ATC)*
 Location: *Behind heater control panel*



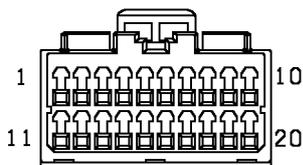
YPC10186

Colour: *WHITE*
 Gender: *Female*



Description: *ECU - Air temperature control (ATC)*

Location: *Behind heater control panel*

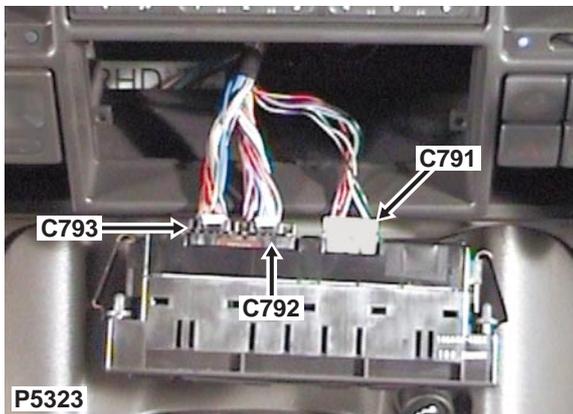


YPC111850

Colour: *BLACK*

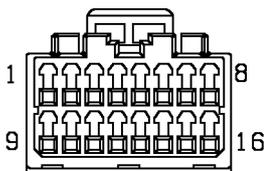
Gender: *Female*

Cav	Col	Cct
1	RB	5
2	KG	5
3	B	5
4	UY	5
5	RU	5
6	YG	5
7	WB	5
8	PG	5
11	PS	5
12	NP	5
13	PG	5
14	SU	5
15	YG	5
16	WU	5
17	WR	5
18	PB	5



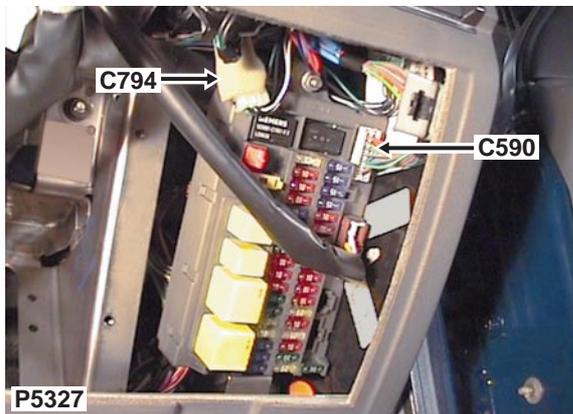
Description: *ECU - Air temperature control (ATC)*
 Location: *Behind heater control panel*

Cav	Col	Cct
1	G	5
2	N	5
3	KO	5
4	NB	5
5	PY	5
6	UO	5
7	UW	5
8	RG	5
9	GO	5
10	UR	5
11	YB	5
12	PW	5
13	Y	5
14	GU	5
15	US	5
16	UB	5



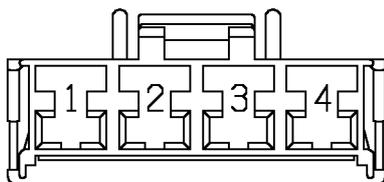
YPC111840

Colour: *BLACK*
 Gender: *Female*



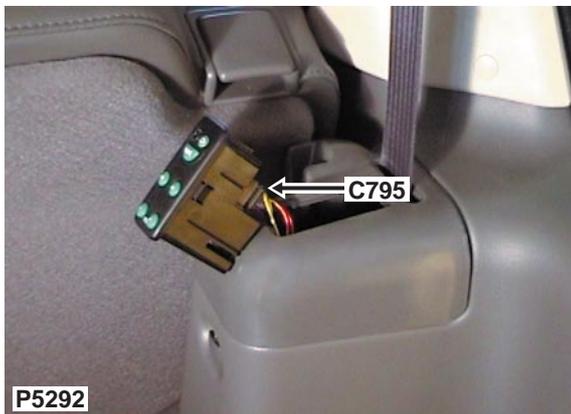
Description: *Sensor - Temperature - In-car*
 Location: *Under RH side of fascia*

Cav	Col	Cct
1	BW	5
2	WB	5
3	GR	5
4	B	5



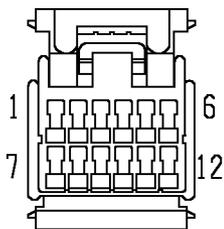
YPC10490

Colour: *LIGHT GREY*
 Gender: *Female*



Cav	Col	Cct
3	RU	9
4	O	9
5	B	9
6	LGO	9
7	R	9
8	W	9
9	U	9
10	P	9
11	S	9
12	Y	9

Description: *Amplifier - Radio headphone - RH*
 Location: *Behind RH rear trim panel*



YPC10173

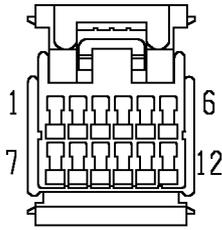
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
3	RU	9
4	O	9
5	B	9
6	LGO	9
7	R	9
8	W	9
9	U	9
10	P	9
11	G	9
12	Y	9

Description: *Amplifier - Radio headphone - LH*

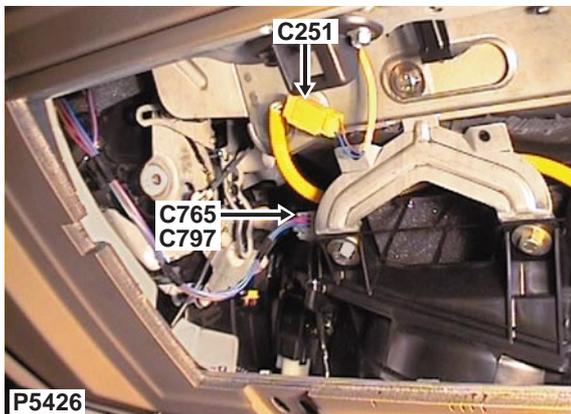
Location: *Behind LH rear trim panel*



YPC10173

Colour: *BLACK*

Gender: *Female*



Description: *Heater harness to fascia harness - LHD*

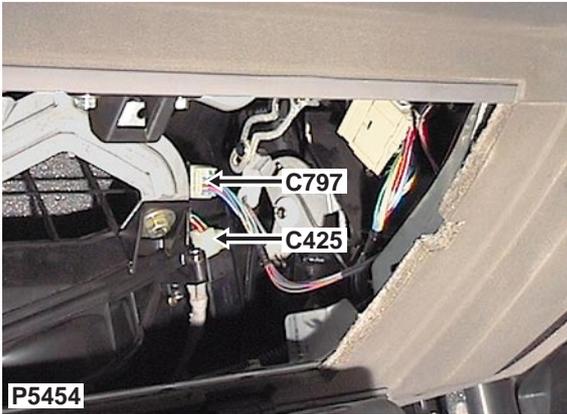
Location: *Behind glovebox*

Cav	Col	Cct
1	BO	ALL
2	G	ALL
3	KU	ALL
4	N	ALL
5	GR	ALL
6	UB	ALL
7	B	ALL
8	RG	ALL

NO CONNECTOR FACE

Colour: *NATURAL*

Gender: *Male*



Description: *Fascia harness to heater harness - RHD*

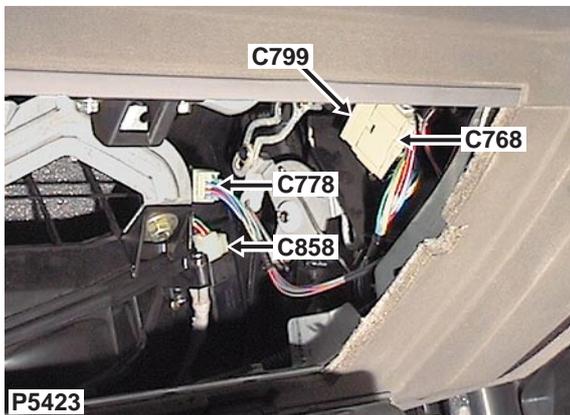
Location: *Behind glovebox*

Cav	Col	Cct
1	BO	ALL
2	G	ALL
3	KU	ALL
4	N	ALL
5	GR	ALL
6	UB	ALL
7	B	ALL
8	RG	ALL

NO CONNECTOR FACE

Colour: *NATURAL*

Gender: *Male*



Description: *Heater harness to fascia harness*

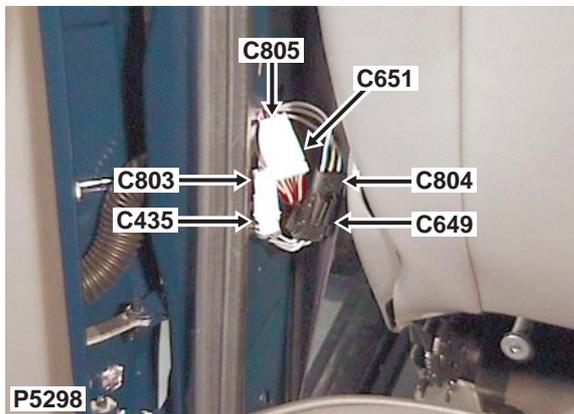
Location: *Behind glovebox*

Cav	Col	Cct
1	RB	ALL
3	GR	ALL
4	YG	ALL
5	SU	ALL
6	UY	ALL
8	UW	ALL
9	UR	ALL
10	UO	ALL
11	GU	ALL
12	PY	ALL
13	Y	ALL

NO CONNECTOR FACE

Colour:

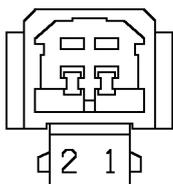
Gender: *Male*



Cav	Col	Cct
1	BU	ALL
2	BG	ALL

Description: *Door harness to main harness*

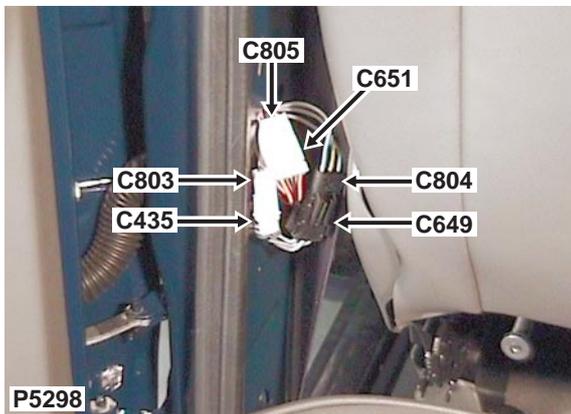
Location: *In LH 'B' post*



YPC10269

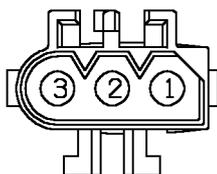
Colour: *WHITE*

Gender: *Male*



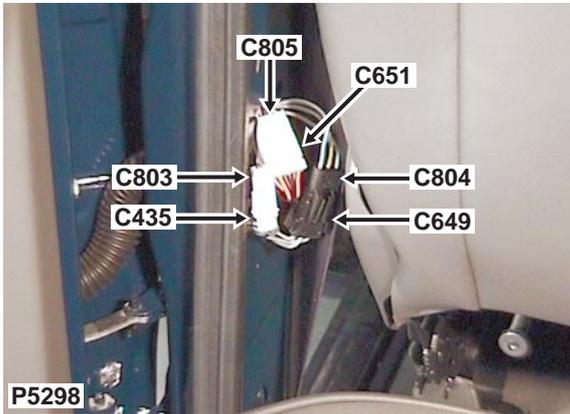
Cav	Col	Cct
1	SG	ALL
2	SY	ALL
3	SW	ALL

Description: *Door harness to main harness*
 Location: *In LH 'B' post*



YPC112000

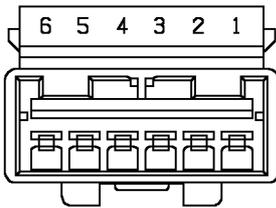
Colour: *BLACK*
 Gender: *Male*



Cav	Col	Cct
1	KP	ALL
2	KR	ALL
3	PLG	ALL
4	B	ALL
5	RB	ALL
6	KS	ALL

Description: *Door harness to main harness*

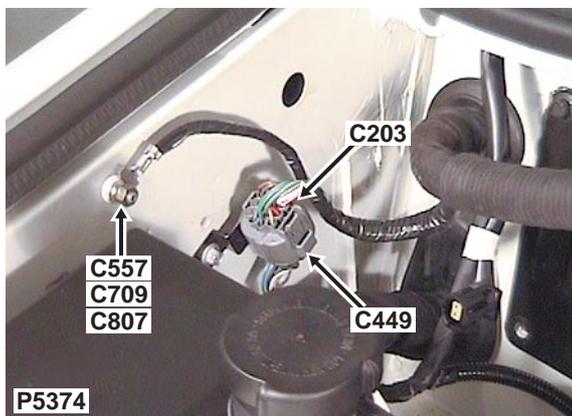
Location: *In LH 'B' post*



YPC10315

Colour: *WHITE*

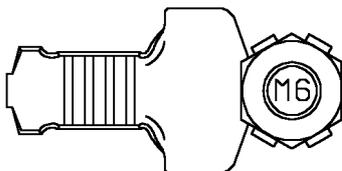
Gender: *Male*



Cav	Col	Cct
1	B	1

Description: *Earth*

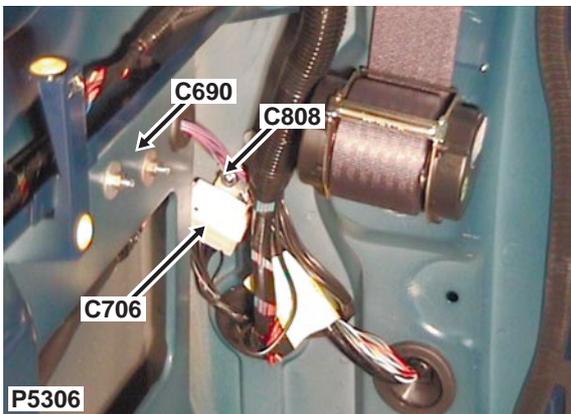
Location: *Rear RH side of engine compartment*



YPG10042

Colour: *BRASS*

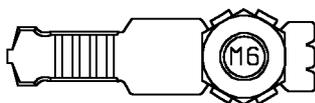
Gender:



Cav	Col	Cct
1	B	ALL

Description: *Earth*

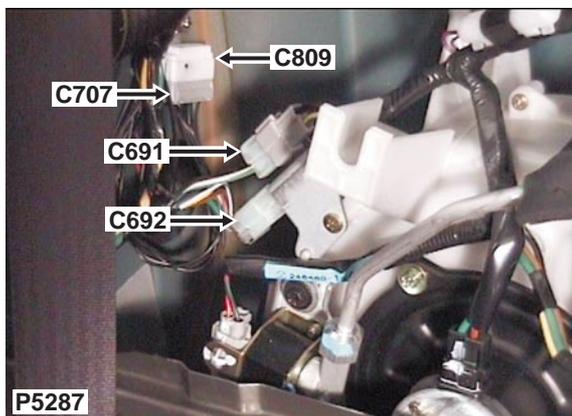
Location: *Behind RH rear trim panel*



YPG10049

Colour: *TIN-PLATE*

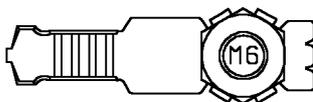
Gender:



Cav	Col	Cct
1	B	ALL

Description: *Earth*

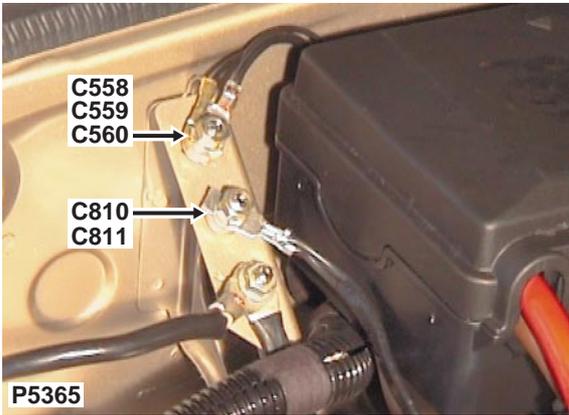
Location: *Behind LH rear trim panel*



YPG10049

Colour: *TIN-PLATE*

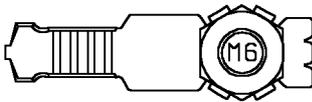
Gender:



Cav	Col	Cct
1	B	ALL

Description: *Earth*

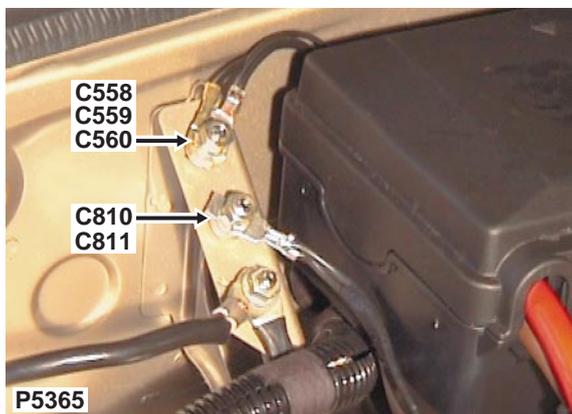
Location: *RH side of engine compartment*



YPG10049

Colour: *TIN-PLATE*

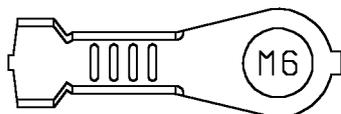
Gender:



Cav	Col	Cct
1	B	26

Description: *Earth*

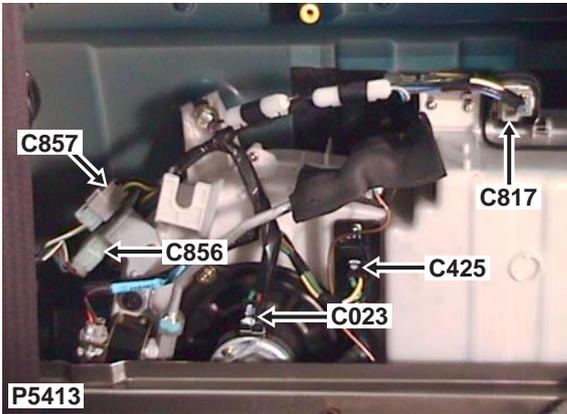
Location: *RH side of engine compartment*



YPG10013

Colour: *TIN-PLATE*

Gender:



Cav	Col	Cct
1	PG	ALL
2	U	ALL
3	YG	ALL
4	NR	ALL
5	B	ALL

Description: *Relay - Blower*

Location: *Behind LH rear trim panel*



Colour:

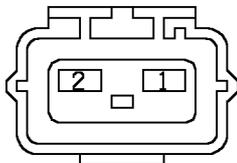
Gender: *Female*



Cav	Col	Cct
1	LGR	ALL
2	B	ALL

Description: *Pump - Power wash*

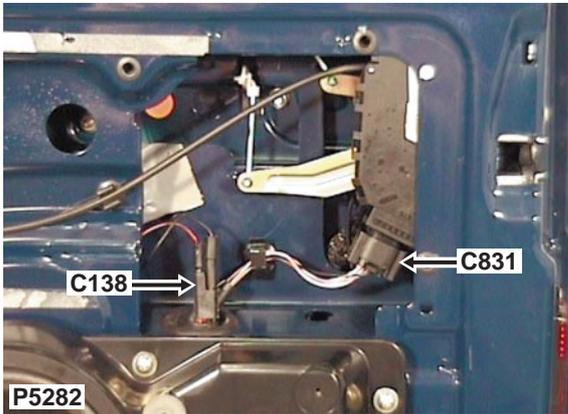
Location: *Behind LH side of front bumper*



AFU3820

Colour: *BLACK*

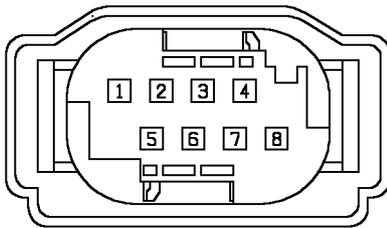
Gender: *Female*



Cav	Col	Cct
4	KR	ALL
5	B	ALL
6	PLG	ALL
7	KP	ALL
8	KS	ALL

Description: *Motor - Lock - Taildoor*

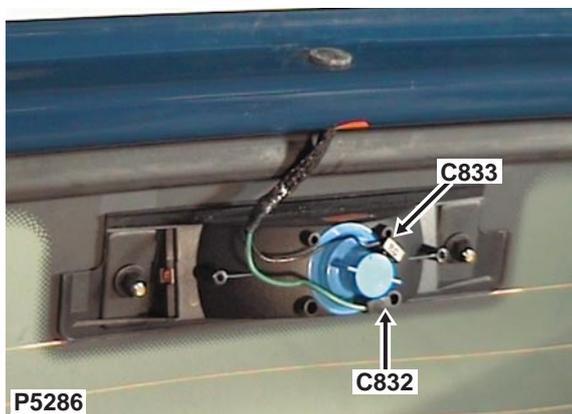
Location: *Behind rear door trim panel*



YPC108040

Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	GP	ALL

Description: *Lamp - brake - high mounted*

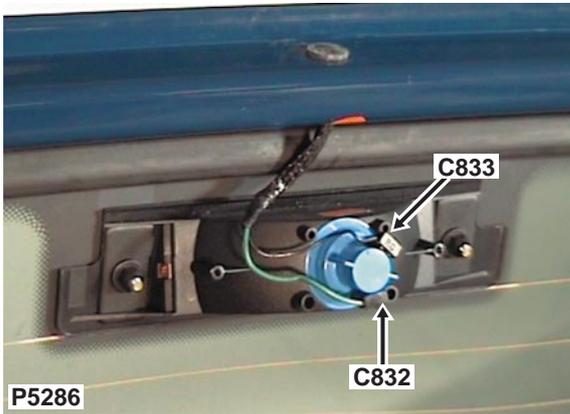
Location: *Top of rear screen*



YPC10519

Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	B	ALL

Description: *Lamp - brake - high mounted*
 Location: *Top of rear screen*



YPC10519

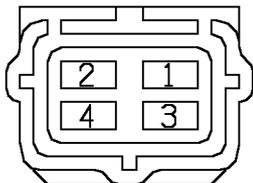
Colour: *BLACK*
 Gender: *Female*



Description: *Speakers - Low range - Tail door*

Location: *Behind rear door trim panel*

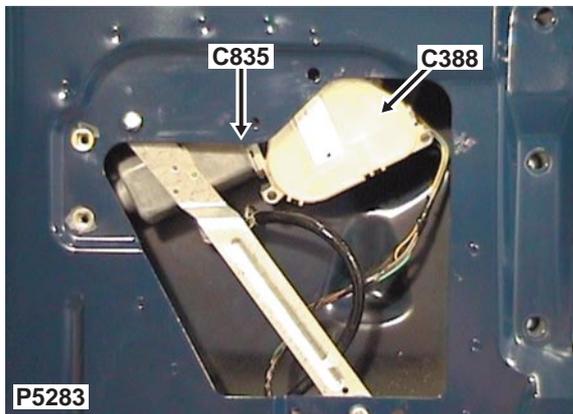
Cav	Col	Cct
1	RB	9
2	KB	9
3	WB	9
4	NB	9



YPC10066

Colour: *BLACK*

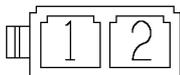
Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	NY	ALL

Description: *Motor - Wiper - Rear screen*

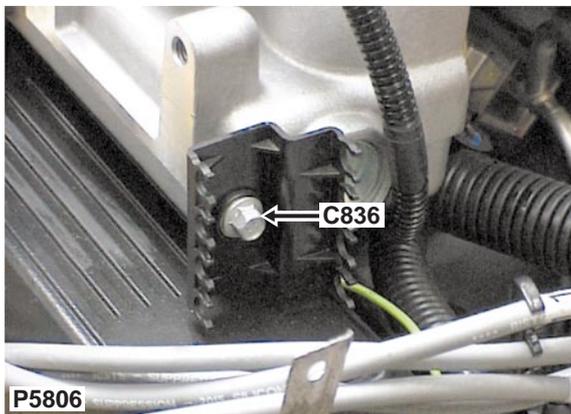
Location: *Behind rear door trim panel*



YPC106620

Colour: *BLACK*

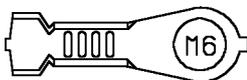
Gender: *Female*



Cav	Col	Cct
1	G	1

Description: *Earth*

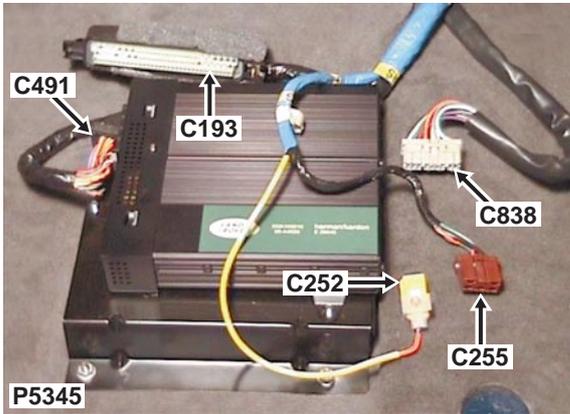
Location: *Top of engine - LH side*



51108895

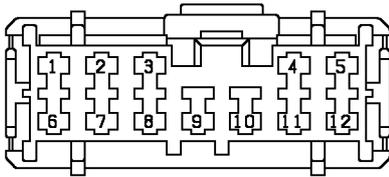
Colour: *TIN-PLATE*

Gender: *Eyelet*



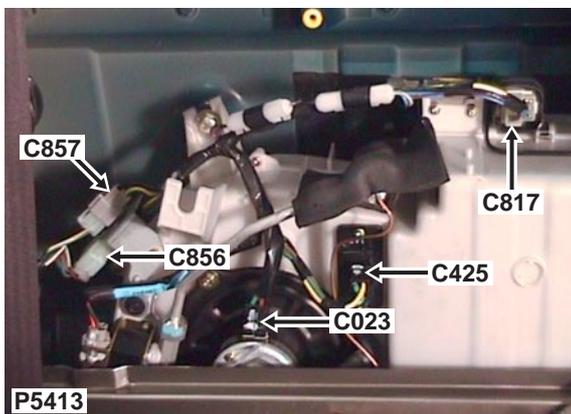
Description: *Seat cushion harness to seat link harness*
 Location: *Beneath LH seat*

Cav	Col	Cct
1	WR	29
2	GY	29
3	R	29
4	O	29
5	S	29
6	W	29
7	Y	29
8	NY	29
9	U	29
10	P	29
11	PS	29
12	B	29



YPC10494

Colour: *LIGHT GREY*
 Gender: *Female*



Cav	Col	Cct
2	PG	ALL
3	BU	ALL
4	WG	ALL
6	N	ALL
7	Y	ALL
8	G	ALL

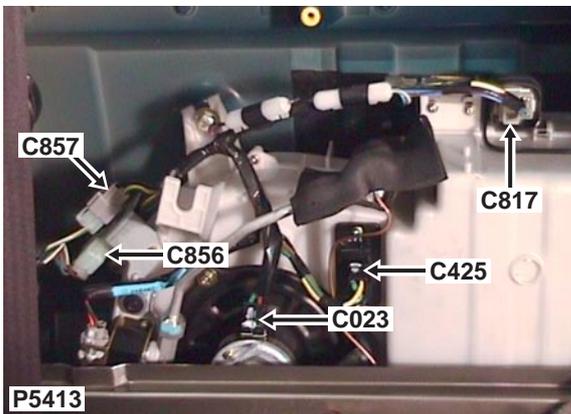
Description: *Rear A/C harness to body harness*

Location: *Behind LH rear trim panel*

NO CONNECTOR FACE

Colour:

Gender: *Male*



Cav	Col	Cct
1	B	ALL

Description: *Rear A/C harness to body harness*

Location: *Behind LH rear trim panel*



Colour:

Gender: *Male*



Cav	Col	Cct
1	BO	ALL
2	B	ALL
3	G	ALL
4	PG	ALL

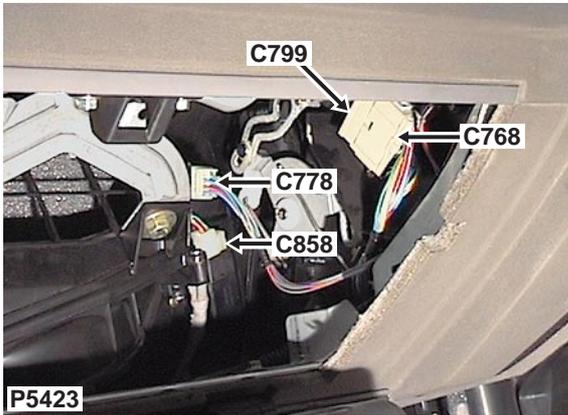
Description: *Transistor - Power - LHD*

Location: *Under RH side of fascia*

NO CONNECTOR FACE

Colour: *BLACK*

Gender: *Female*



Cav	Col	Cct
1	BO	ALL
2	B	ALL
3	G	ALL
4	KG	ALL

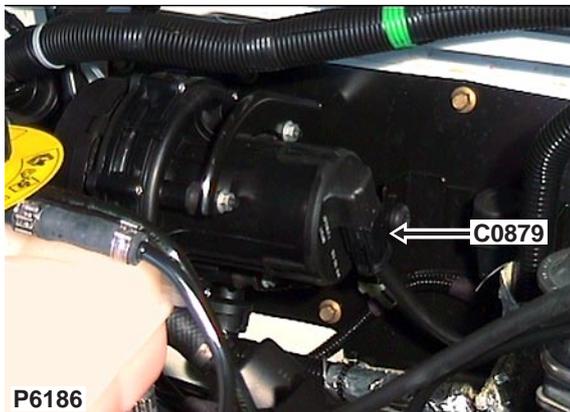
Description: *Transistor - Power - RHD*

Location: *Behind glovebox*



Colour: *BLACK*

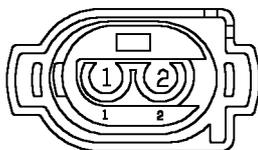
Gender: *Female*



Cav	Col	Cet
1	B	40
2	YB	40

Description: *Pump - Air Injection*

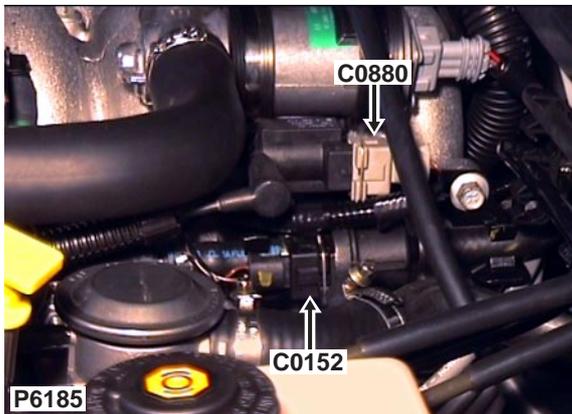
Location: *Rear RH side of engine compartment*



YPC110340

Colour: *BLACK*

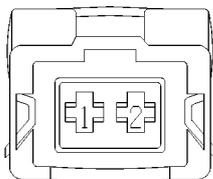
Gender: *Female*



Cav	Col	Cct
1	NK	40
1	NK	39
2	BU	40
2	BO	39

Description: *Solenoid - Vacuum (SAI)*

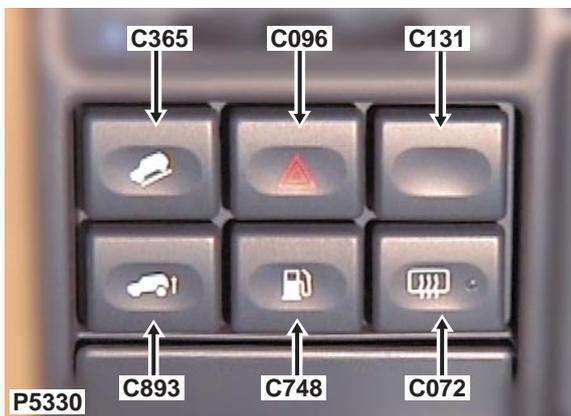
Location: *Top of engine - LH side*



YPC107820

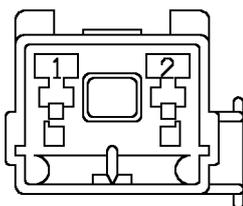
Colour: *GREY*

Gender: *Female*



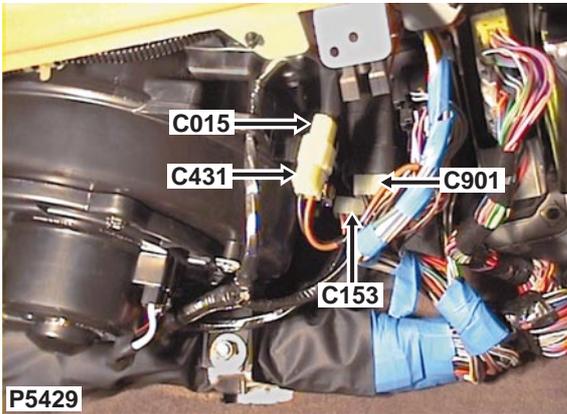
Cav	Col	Cct
1	PK	ALL
2	RN	ALL
4	B	ALL

Description: *Switch - Off road mode*
 Location: *Behind RH side of fascia*



YPC10526

Colour: *GREEN*
 Gender: *Female*



Cav	Col	Cct
1	GW	ALL
2	UR	ALL
3	BO	ALL
4	B	ALL

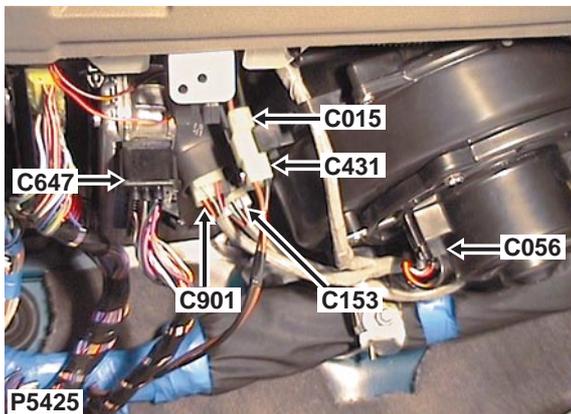
Description: *Relay - Power - LHD*

Location: *Under RH side of fascia*

NO CONNECTOR FACE

Colour:

Gender: *Female*



Description: *Relay - Power - RHD*

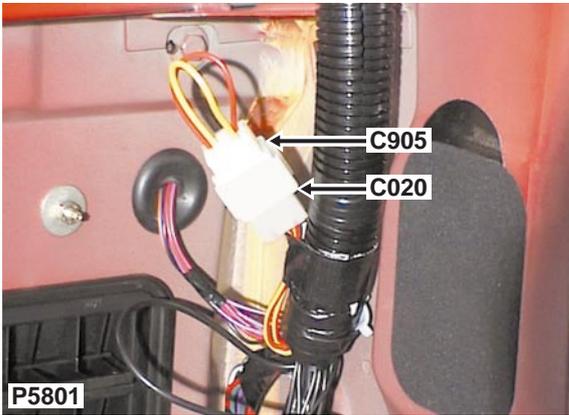
Location: *Under LH side of fascia*

Cav	Col	Cct
1	GW	ALL
2	UR	ALL
3	BO	ALL
4	B	ALL

NO CONNECTOR FACE

Colour:

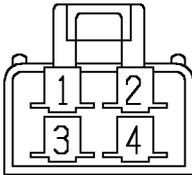
Gender: *Female*



Cav	Col	Cct
1	R	ALL
2	R	ALL
2	Y	ALL
3	Y	ALL

Description: *Link harness to body harness*

Location: *Behind RH rear trim panel*



AFU3855

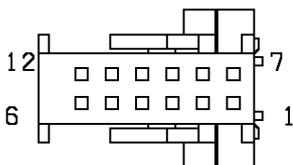
Colour: *NATURAL*

Gender: *Female*



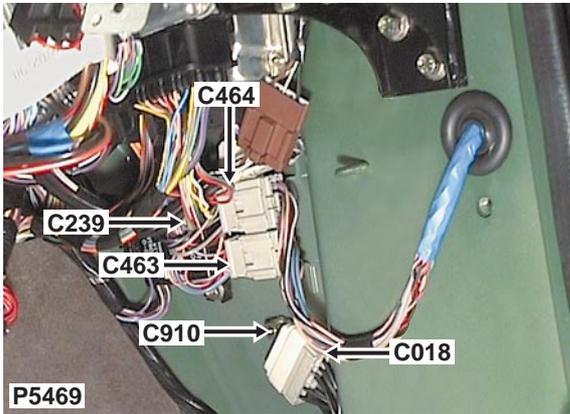
Cav	Col	Cct
1	O	23
3	OR	23
5	UB	23
6	GK	23
7	YR	23
8	NS	23
9	Y	23
12	B	23

Description: *ECU - Mirror - Folding*
 Location: *Behind glovebox*



YPC111790

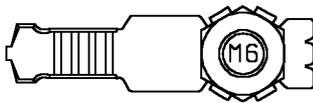
Colour: *BLACK*
 Gender: *Female*



Cav	Col	Cct
1	B	33

Description: *Header - Earth - LHD*

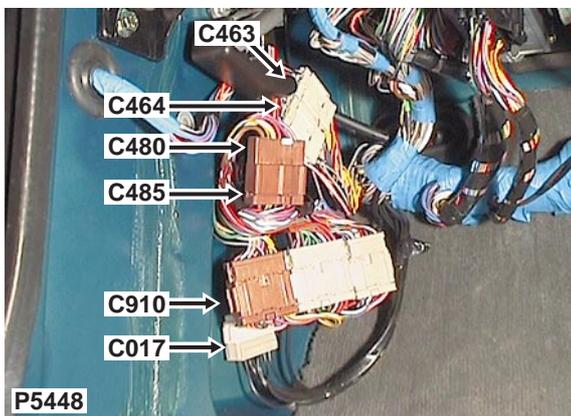
Location: *Under RH side of fascia*



YPG10049

Colour: *TIN-PLATE*

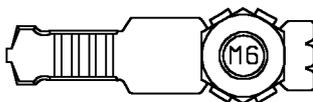
Gender:



Cav	Col	Cct
1	B	34

Description: *Header - Earth - RHD*

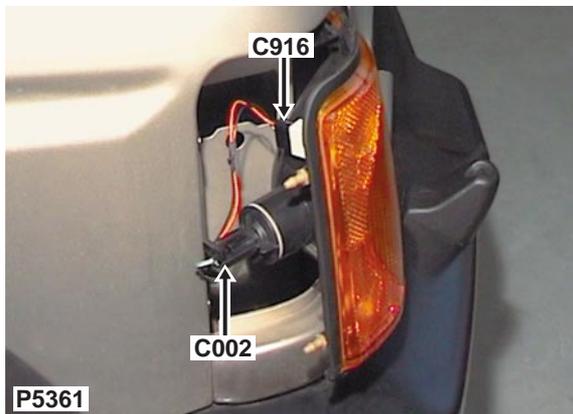
Location: *Under LH side of fascia*



YPG10049

Colour: *TIN-PLATE*

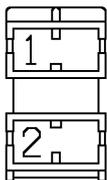
Gender:



Cav	Col	Cct
1	RO	ALL
2	B	ALL

Description: *Lamp - Side marker - Front - RH*

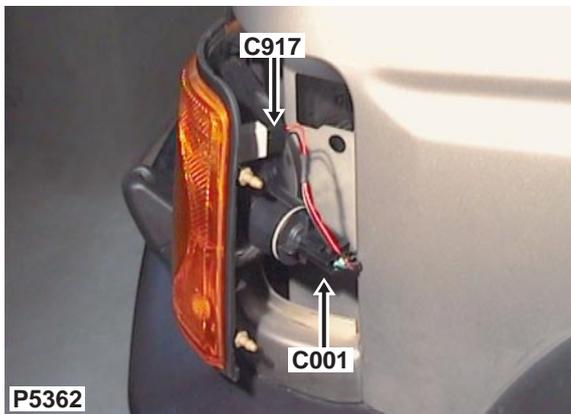
Location: *Behind RH front indicator lamp*



ADU8885

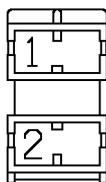
Colour: *BLACK*

Gender: *Female*



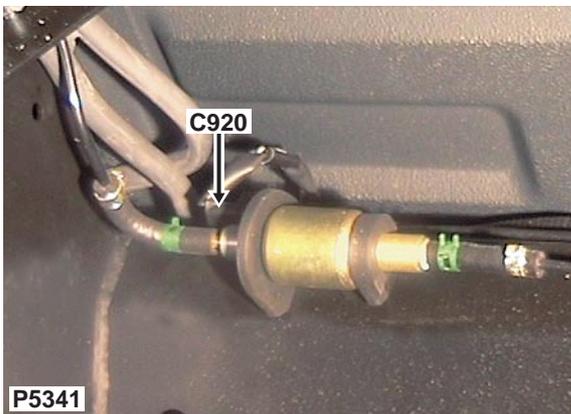
Cav	Col	Cct
1	RB	ALL
2	B	ALL

Description: *Lamp - Side marker - Front - LH*
Location: *Behind LH front indicator lamp*



ADU8885

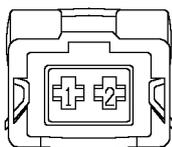
Colour: *BLACK*
Gender: *Female*



Cav	Col	Cct
1	WU	ALL
2	B	ALL

Description: *Pump - Fuel burning heater (FBH)*

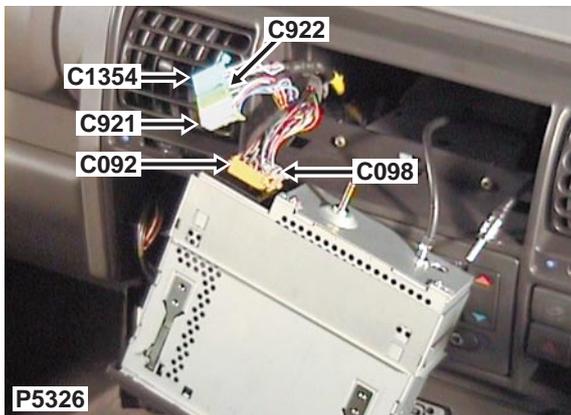
Location: *Above fuel tank*



YPC107790

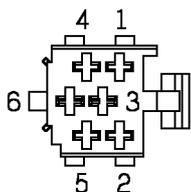
Colour: *BLACK*

Gender: *Female*



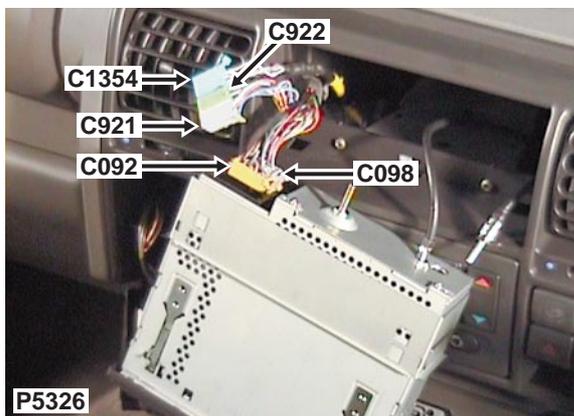
Cav	Col	Cct
1	R	9
2	U	9
4	W	9
5	P	9

Description: *Radio / cassette player*
 Location: *Behind radio*



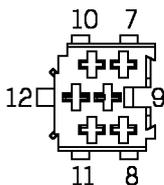
YPC114140

Colour: *YELLOW*
 Gender: *Female*



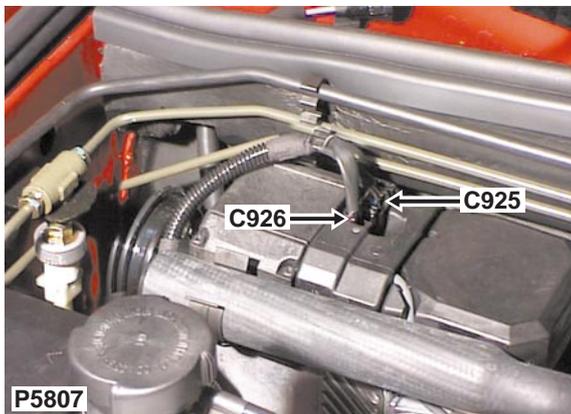
Description: *Radio / cassette player*
 Location: *Behind radio*

Cav	Col	Cct
7	O	9
9	SG	9
10	G	9
11	S	9
12	Y	9



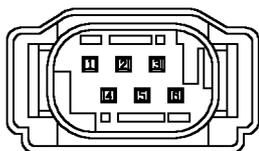
YPC114130

Colour: *GREEN*
 Gender: *Female*



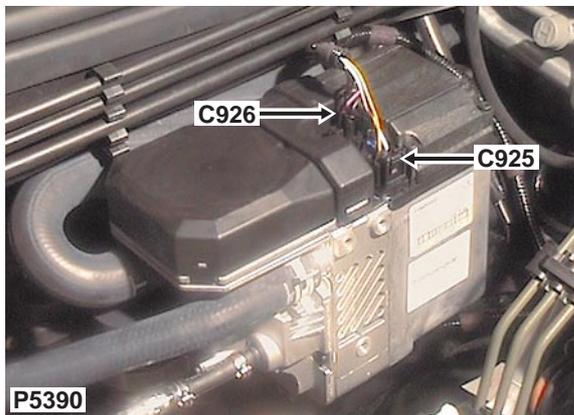
Cav	Col	Cct
2	K	19
3	NY	19
6	WU	19

Description: *Heater - Fuel burning - LHD*
Location: *RH side of bulkhead*



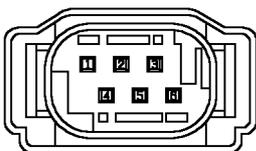
YPC110680

Colour: *BLACK*
Gender: *Female*



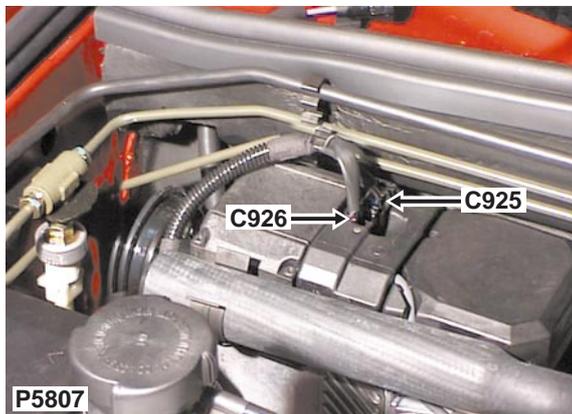
Description: *Heater - Fuel burning - RHD*
 Location: *LH side of bulkhead*

Cav	Col	Cct
2	K	19
3	NY	19
6	WU	19



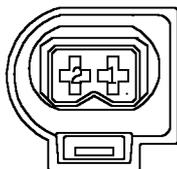
YPC110680

Colour: *BLACK*
 Gender: *Female*



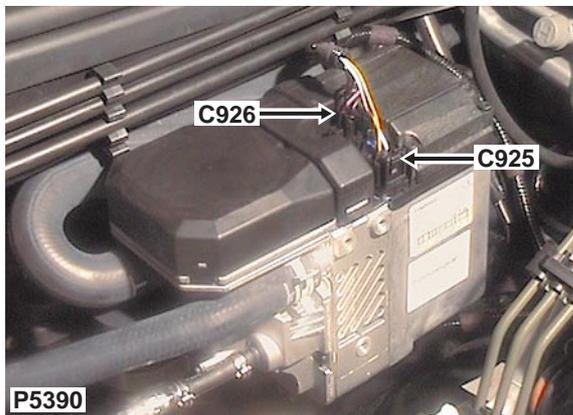
Cav	Col	Cct
1	PN	19
2	B	19

Description: *Heater - Fuel burning - LHD*
Location: *RH side of bulkhead*



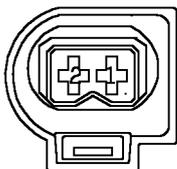
YPC115080

Colour: *BLACK*
Gender: *Female*



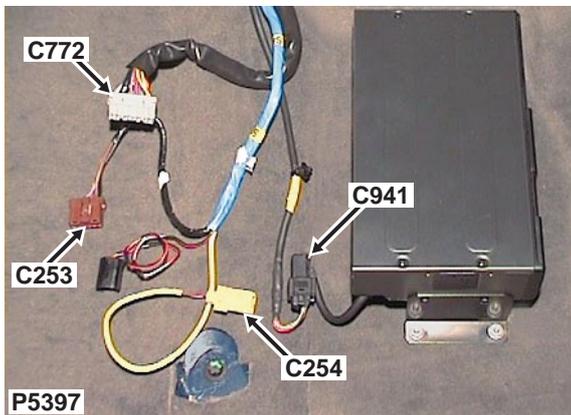
Cav	Col	Cct
1	PN	19
2	B	19

Description: *Heater - Fuel burning - RHD*
Location: *LH side of bulkhead*



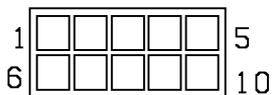
YPC115080

Colour: *BLACK*
Gender: *Female*



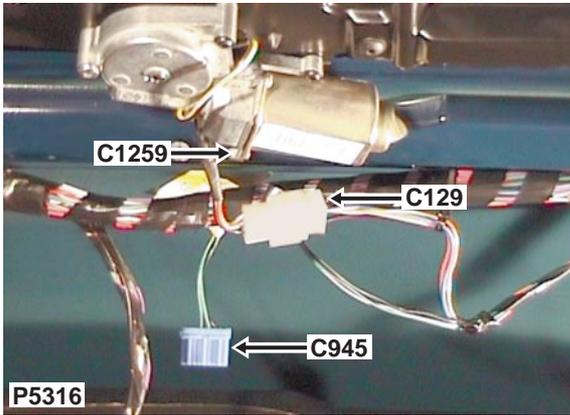
Cav	Col	Cct
1	W	9
2	B	9
3	O	9
5	G	9
6	R	9
7	S	9
8	N	9
10	P	9

Description: *CD auto changer - LHD*
 Location: *Beneath RH seat*



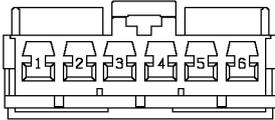
YPC111780

Colour: *BLACK*
 Gender: *Female*



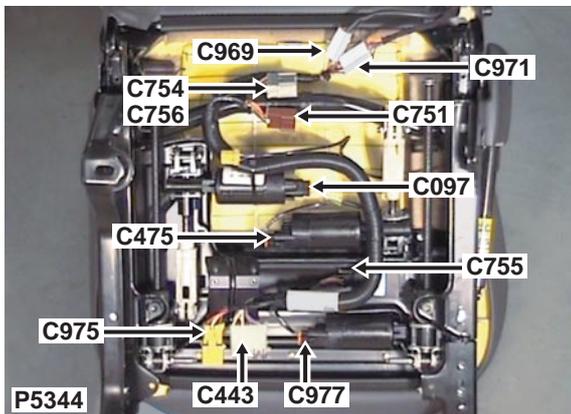
Cav	Col	Cct
1	BS	ALL
3	GW	ALL
4	GB	ALL

Description: *Switch - Sunroof - Rear 2*
 Location: *Behind centre headlining*



YPC118210

Colour: *BLUE*
 Gender: *Female*



Cav	Col	Cct
1	K	22
2	B	22
3	LG	22
4	KW	22

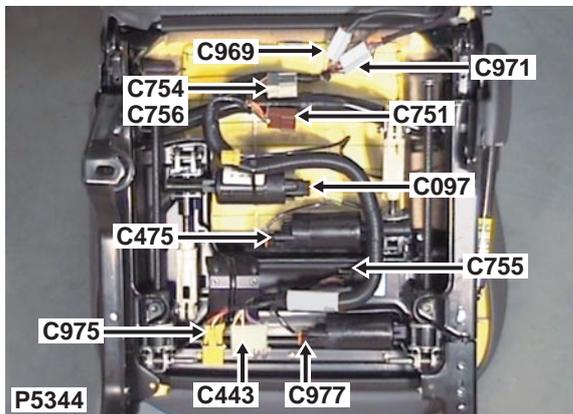
Description: *Heater - Seat cushion - RH*

Location: *Underside of front passenger's seat*



Colour: *WHITE*

Gender: *Female*



Cav	Col	Cct
1	O	22
2	KW	22
3	B	22
4	P	22
5	PS	22
6	S	22
7	B	22

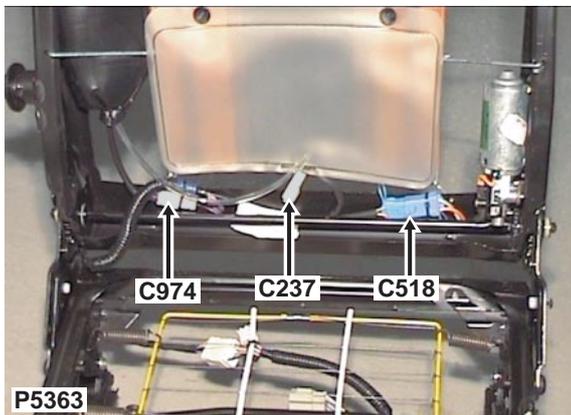
Description: *Seat cushion harness to seat squab harness*

Location: *Underside of front passenger's seat*



Colour: *WHITE*

Gender: *Female*



Cav	Col	Cct
1	PB	2
2	P	2
3	PS	2

Description: *Pump - Lumbar - LH*

Location: *Passenger seat - below*

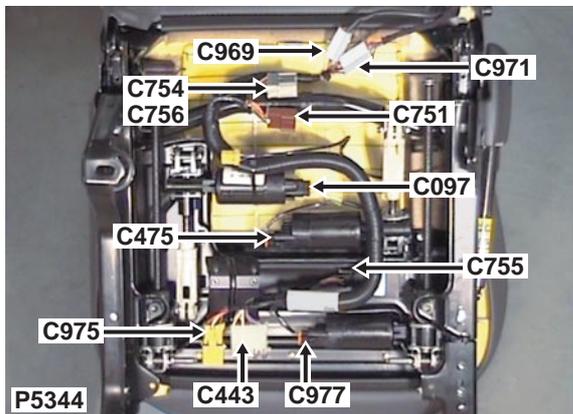
NO CONNECTOR FACE

Colour: *WHITE*

Gender: *Female*

C0975

CONNECTOR DETAILS



Cav	Col	Cct
30	NP	22
85	NP	22
86	NP	22
87	WN	22

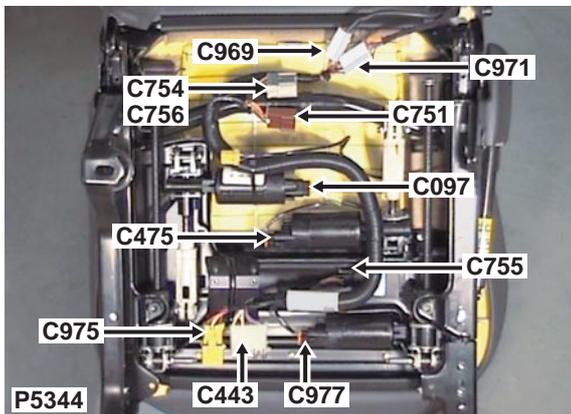
Description: *Relay - Power Seat - LH*

Location: *Underside of front passenger's seat*

NO CONNECTOR FACE

Colour: *YELLOW*

Gender: *Female*



Cav	Col	Cct
1	R	22
2	GY	22

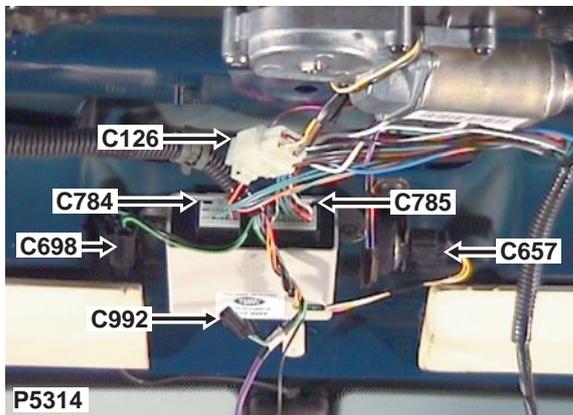
Description: *Motor - Seat - Forward/rearward - LH*

Location: *Underside of front passenger's seat*

NO CONNECTOR FACE

Colour: *BLACK*

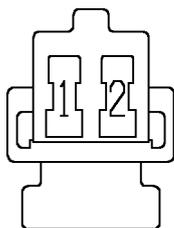
Gender: *Female*



Cav	Col	Cct
1	LGW	9
2	B	9

Description: *Home link*

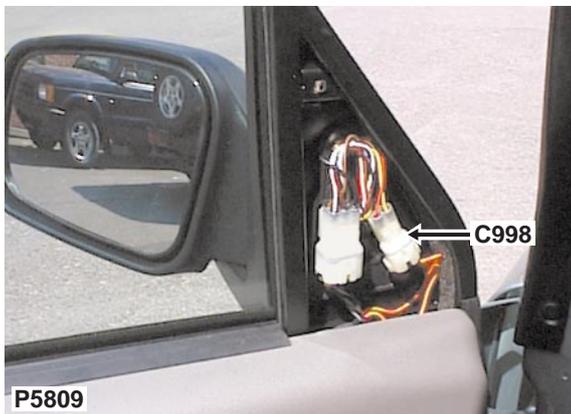
Location: *Front of headlining in the centre*



YPC10225

Colour: *BLACK*

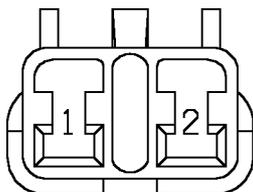
Gender: *Female*



Cav	Col	Cct
1	O	9
2	OR	9

Description: *Motor - Folding mirror*

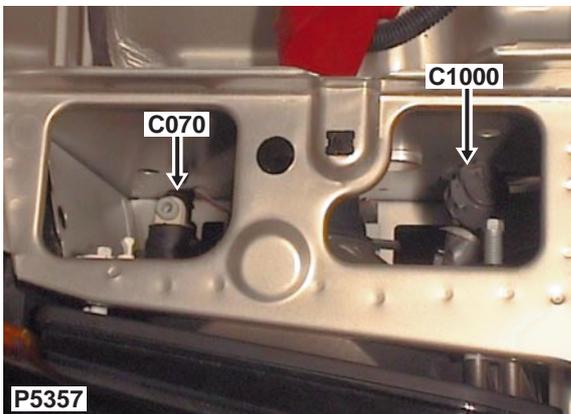
Location: *LH front door*



AFU3635

Colour: *NATURAL*

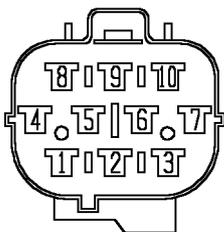
Gender: *Female*



Description: *Header*

Location: *Behind RH headlamp*

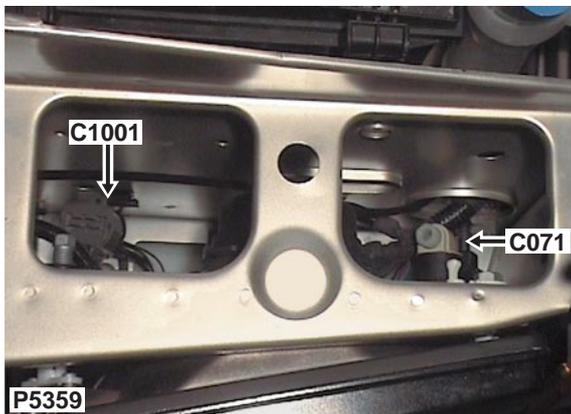
Cav	Col	Cct
1	B	ALL
2	B	ALL
3	B	ALL
4	B	ALL
5	B	ALL
6	B	ALL
7	B	ALL
8	B	ALL
9	B	ALL
10	B	ALL



YPC10633

Colour: *GREY*

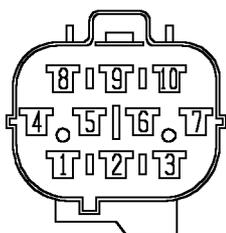
Gender: *Female*



Cav	Col	Cct
1	B	ALL
2	B	ALL
3	B	ALL
4	B	ALL
5	B	ALL
6	B	ALL
7	B	ALL
8	B	ALL
9	B	ALL
10	B	ALL

Description: *Header*

Location: *Behind LH headlamp*



YPC10633

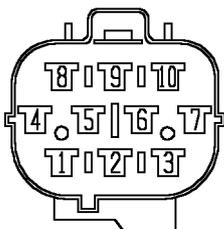
Colour: *GREY*
 Gender: *Female*



Description: *Header*

Location: *RH side of transfer box*

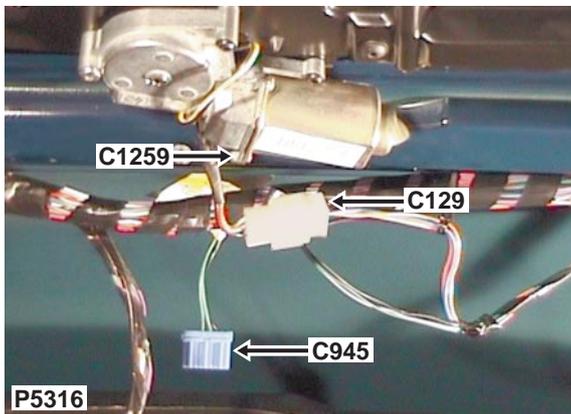
Cav	Col	Cct
1	B	ALL
2	B	ALL
4	B	ALL
5	B	ALL
6	B	ALL
7	B	28
8	B	ALL
9	B	28
10	B	28



YPC10633

Colour: *GREY*

Gender: *Female*



Cav	Col	Cct
1	B	ALL

Description: *Earth*

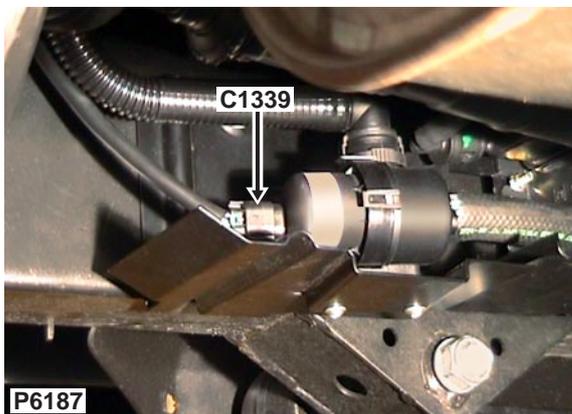
Location: *Behind centre headlining*



AAU1010

Colour: *BLACK*

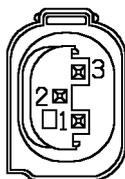
Gender: *Female*



Cav	Col	Cct
1	BY	40
2	KO	40
3	NK	40

Description: *Pump - Positive pressure fuel leak detection*

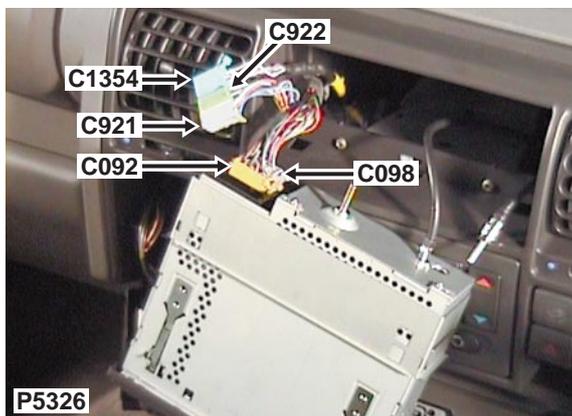
Location: *Beneath vehicle - RH side*



YPC110630

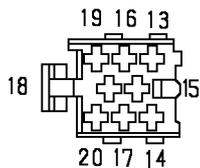
Colour: *BLUE*

Gender: *Female*



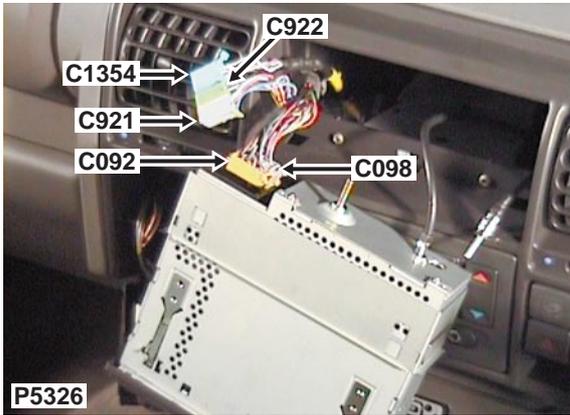
Cav	Col	Cct
13	R	9
14	W	9
15	N	9
16	S	9
17	B	9
19	G	9
20	P	9

Description: *Radio / cassette player - RHD*
 Location: *Behind radio*



51169240

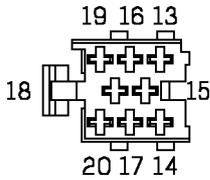
Colour: *BLUE*
 Gender: *Female*



Description: *Radio / cassette player - LHD*

Location: *Behind radio*

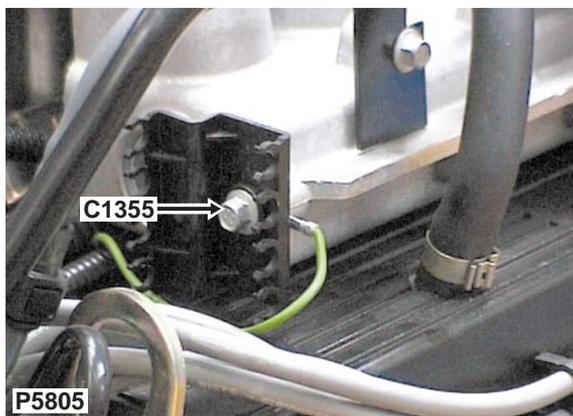
Cav	Col	Cct
13	R	9
14	W	9
15	N	9
16	S	9
17	B	9
19	G	9
20	P	9



YPC114120

Colour: *BLUE*

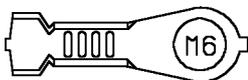
Gender: *Female*



Cav	Col	Cct
1	G	1

Description: *Earth*

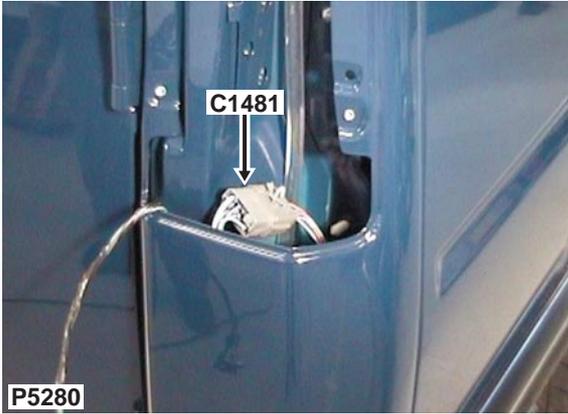
Location: *Top of engine - RH side*



51108895

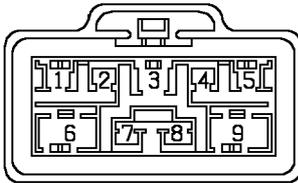
Colour:

Gender: *Eyelet*



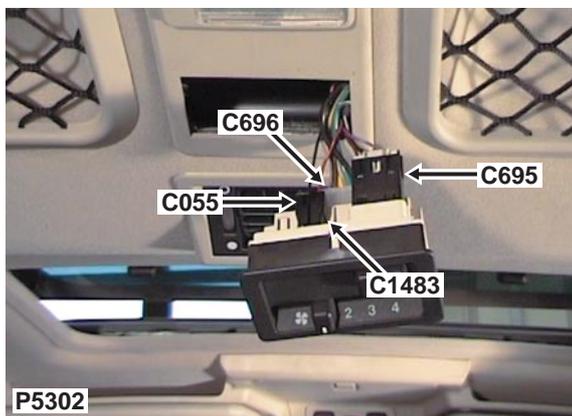
Description: *Trailer pick-up*
 Location: *Behind lamp*

Cav	Col	Cct
1	GR	ALL
2	RB	ALL
3	GW	ALL
4	RO	ALL
5	GP	ALL
6	PN	ALL
7	GN	ALL
8	RY	ALL
9	B	ALL



YPC114850

Colour: *GREY*
 Gender: *Female*



Cav	Col	Cct
1	RB	27

Description: *Heater switch illumination*

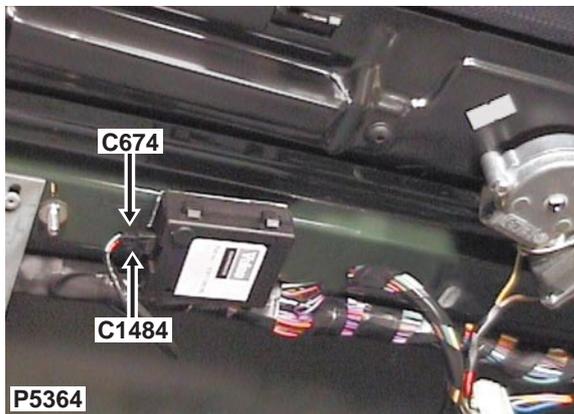
Location: *Behind interior light*



AAU1010

Colour: *BLACK*

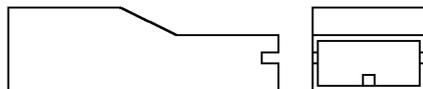
Gender: *Female*



Cav	Col	Cct
1	B	27

Description: *Receiver - Radio frequency (RF)*

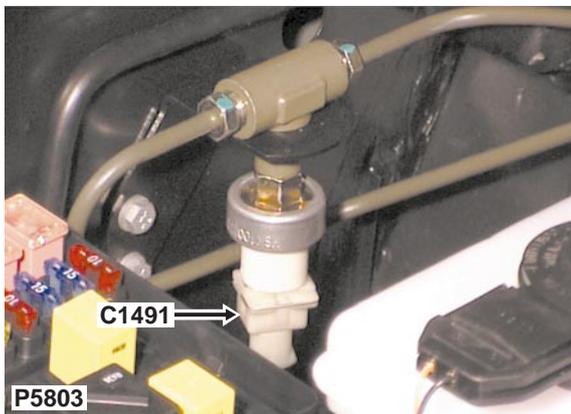
Location: *Behind centre headlining*



AAU1010

Colour: *BLACK*

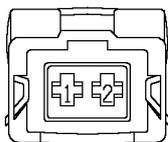
Gender: *Female*



Cav	Col	Cct
1	BW	12
2	BG	12

Description: *Switch - Clutch pedal*

Location: *Rear RH side of engine compartment*



YPC107630

Colour: *NATURAL*

Gender: *Female*