

WIRING DIAGRAMS

All diagrams contained in this manual are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice.

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VEHICLE

CK Truck
G Van
P Model
ST Truck
M Van
RV Truck

DESCRIPTION

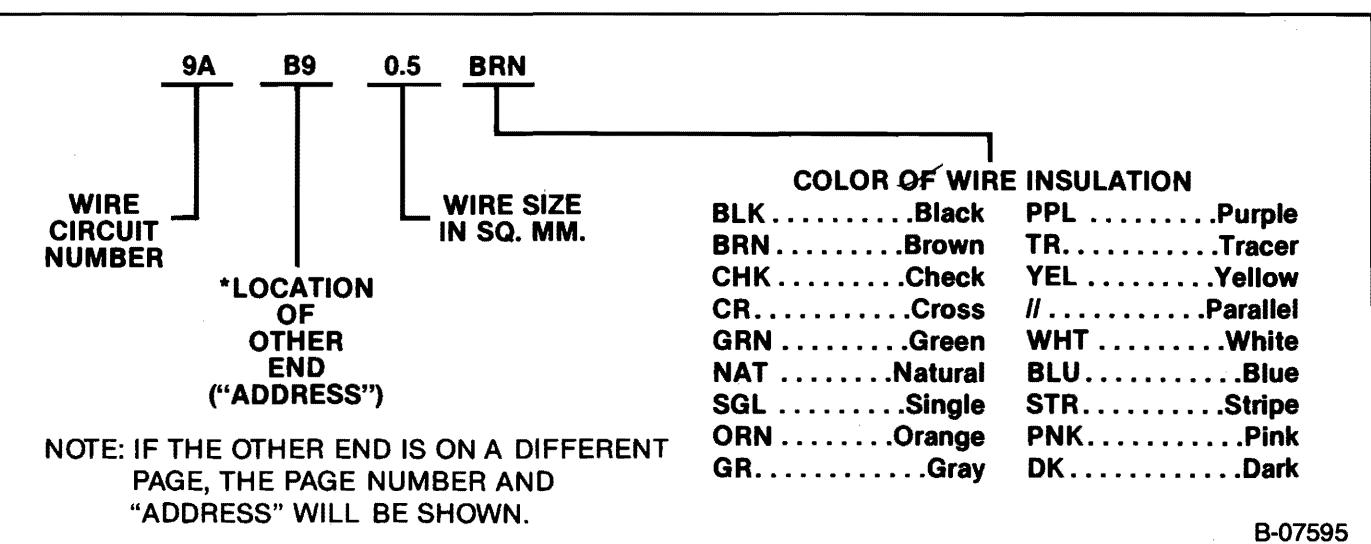


Figure 1—Wire Coding

The wiring diagrams in this manual use a format which reduces the number of lines on a schematic by showing each wire connection at the terminals and components, but only one wire for the wiring harness.

The wiring diagrams use an alpha-numerical grid and an address for each wire entering the harness to show where it comes out. If the other end of the wire is on a different page, the page number and address will be shown at the bottom right hand corner of the schematic. Figure 1 explains the wire coding. The contents page lists the harnesses by section number and name.

TRACING CIRCUITS

EXAMPLE: CRUISE CONTROL POWER SOURCE WITH THE MANUAL TRANSMISSION (Figure 2)

1. Circuit 139 originates at the fuse block. Refer to figure 3.
2. This format gives the address code for the next connection: the address code is N9 (part of 139A N9 0.8 PNK/BLK).
3. At location N9, the triangle with the dot in the center indicates a splice in the harness. The three wire codes indicate the "addresses" of the three wires spliced together there. D4 is wire 139A, from the fuse block.
4. Wire 139B is "addressed" to F4. F4 is located at the cruise control activator connector. It is the 0.8 PNK/BLK wire. The code at this location refers back to the splice at N9.
5. Wire 139C at this splice is "addressed" to R4. At location code R4, wire 139C is the 0.8 PNK/BLK wire to terminal C of the speed sensor connector. The "address" at this location refers back to the splice at N9.
6. The single vertical line (location of D9 through R9) represents the wiring harness. The three points labeled 6 indicate where wire 139 enters (or leaves) the harness.
7. This is where the ground wire enters the harness.
8. There is a splice in the harness at I9. This is indicated by the triangle with the dot in the center. It has four wire codes, indicating that four wires are spliced there: 150A, 150B, 150C and 150D.
9. At location M13, wire 150A connects to pin C of the six terminal connector.
10. 150A at location M13 mates to wire 150E, which is addressed J13.
11. At location J13, circuit 150E is the ground wire from pin C of the servo connector.
12. Wire 150B is located at P4 (the bus bar) and is then "addressed" to splice 3 at location I9.
13. Wire 150C at splice 3 is addressed R4. Location R4 shows 150C in cavity B of the speed sensor connector.
14. Wire 150D at splice 3 is addressed H4. Location H4 shows 150D in the cruise module connector.
15. The electronic module ground and speed sensor ground enter the cruise control harness at this location.
16. The servo ground enters and leaves the servo harness at this location.
17. This is where the servo ground enters the cruise control main harness.

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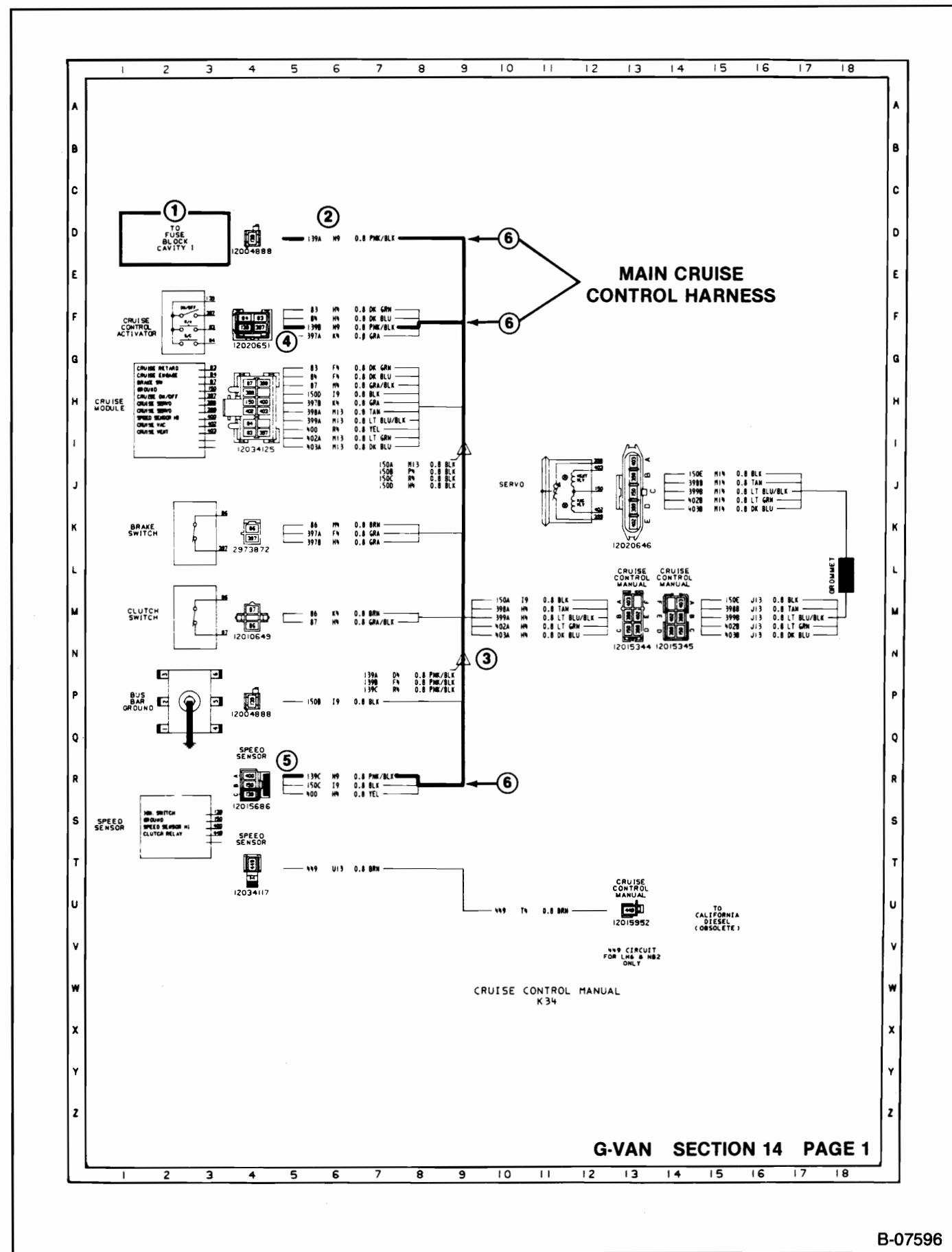


Figure 2—Cruise Control Wiring Diagram Showing the Power Circuit

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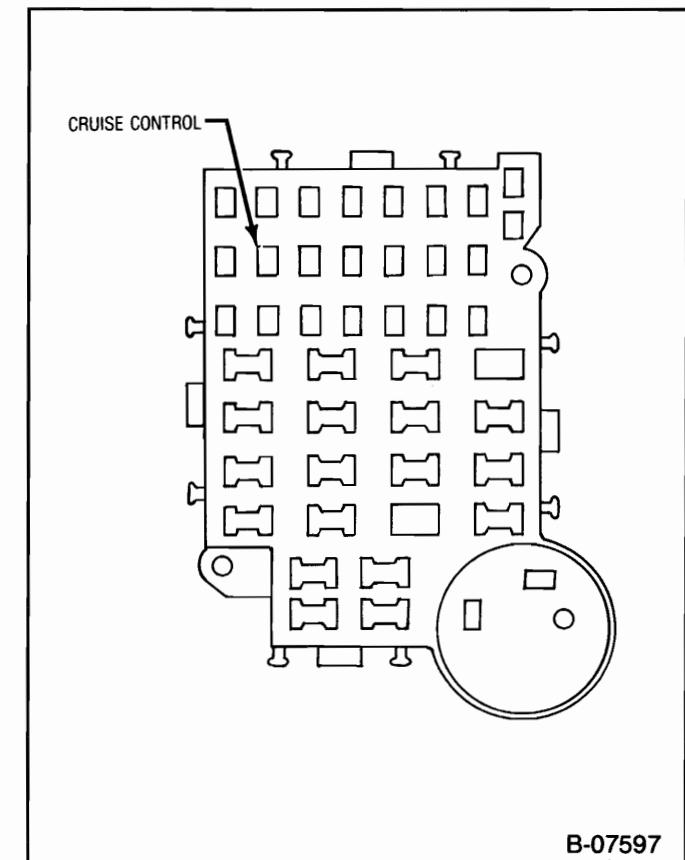


Figure 3—Fuse Block Diagram

EXAMPLE: HIGH BEAM HEADLAMP TROUBLESHOOTING (Figure 5)

1. Trace the power circuit wire 11B, it leaves the harness near a five wire splice and runs to the right hand lamp connector.
2. Wire 11F from the instrument panel harness connector "feeds" the splice.
3. Trace the ground. Black wire 151B goes into the harness near the splice and leaves it near the right-side ground eyelet.
4. Test for power at the green wire terminal of the headlamp connector. If its not "hot" . . . probe the wire where it enters the splice.
5. Test for power at the green wire terminal of the instrument panel connector if none of the high beam lights work.
6. Check the in-cab-page and check back to the dimmer switch and headlamp switch. (If the other lights work, power should be at connector 5).
7. Probe the black wire terminal at the headlamp connector for continuity to ground. If its open, check the ground and repair it as needed.

BASIC ELECTRICAL CIRCUITS

An electrical circuit starts from a supply of electricity back to a load and then conducts the electricity back to the supply of electricity. There should be a device to open and close the circuit, and a protective device to open the circuit in case too much current is drawn into the circuit by

an overload condition. Electrical circuits can be set up as series circuits, parallel circuits or series/parallel circuits. The circuits in trucks are usually parallel circuits.

SERIES CIRCUITS (Figure 6)

In a series circuit, the electrical devices are connected together to form one current path to and from the power supply. In a series circuit the same current flows through all of the devices.

PARALLEL CIRCUITS (Figure 6)

In a parallel circuit, the electrical devices are connected to form more than one current path to and from the power supply. In a parallel circuit the supply voltage is the same in each current path.

SERIES/PARALLEL CIRCUIT (Figure 7)

A series/parallel circuit consists of a single current path circuit and a circuit with more than one current path to and from the voltage supply.

CIRCUIT COMPONENTS (Figure 8)

The usual circuit path starts at the power supply which is the battery/generator system. Next in the circuits is the circuit protection component which can be a fusible link, a fuse, or a circuit breaker. Then the circuit goes to the circuit controller which can be a switch or a relay. From the circuit controller the circuit goes into the circuit load. The circuit load can be one light or many lights in parallel, an electric motor or a solenoid. After the electricity has passed through the load it must return to the power supply via the ground path. The ground path can be a wire in the harness or it could be through the load housing into the body or frame, thus returning the electricity to the power supply. The body and frame are connected by flexible ground straps.

FUSIBLE LINK

A fusible link is a section of wire that is usually four gage sizes smaller than the circuit it protects. A special insulation is used that swells when heated by the wire. Fusible links are usually found in the engine compartment harnesses. The function of the fusible link is to melt open when an overload occurs, thus preventing any damage to the circuit.

FUSES (Figure 8)

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

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

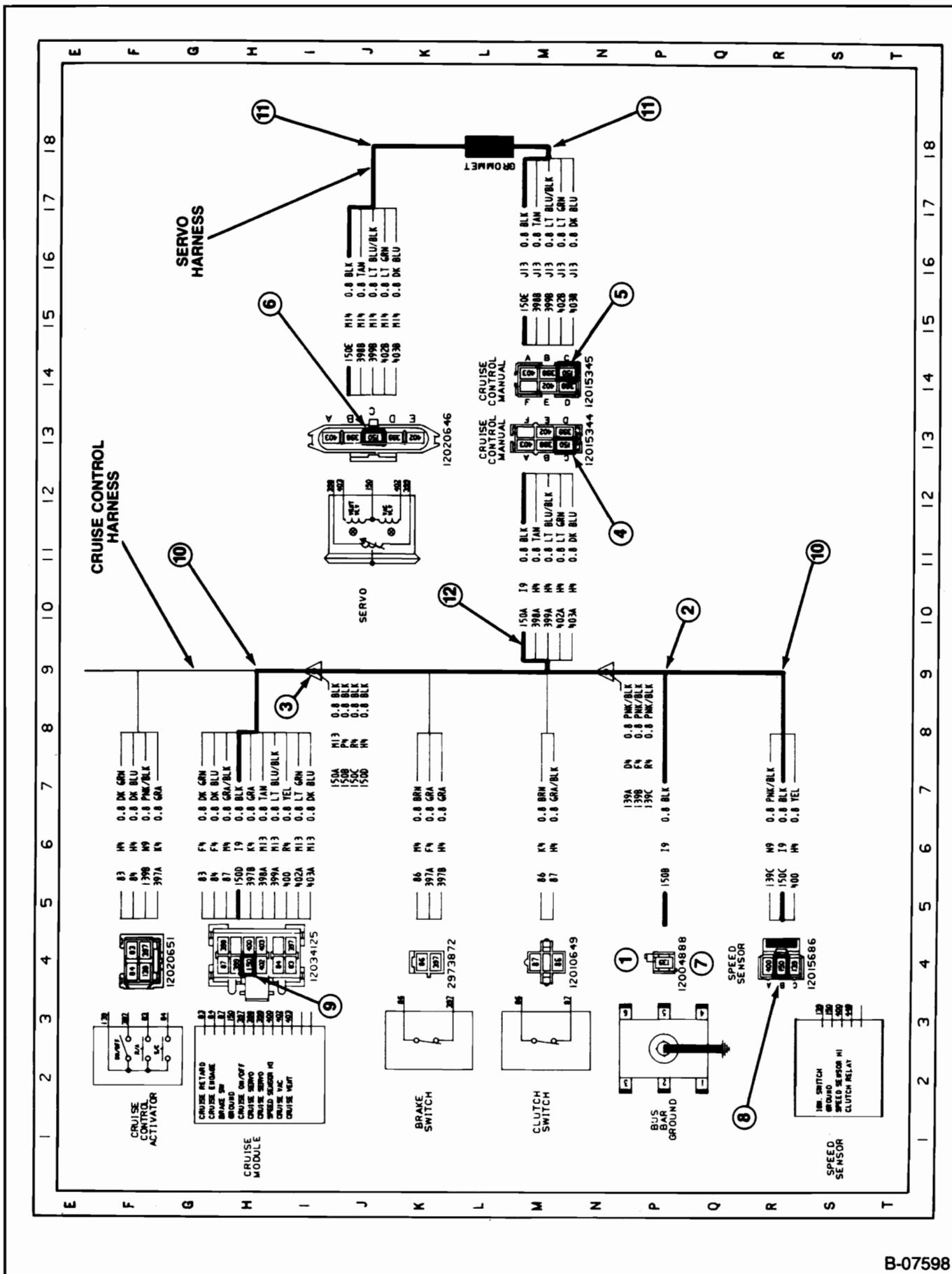


Figure 4—Tracing Cruise Control Ground Circuits

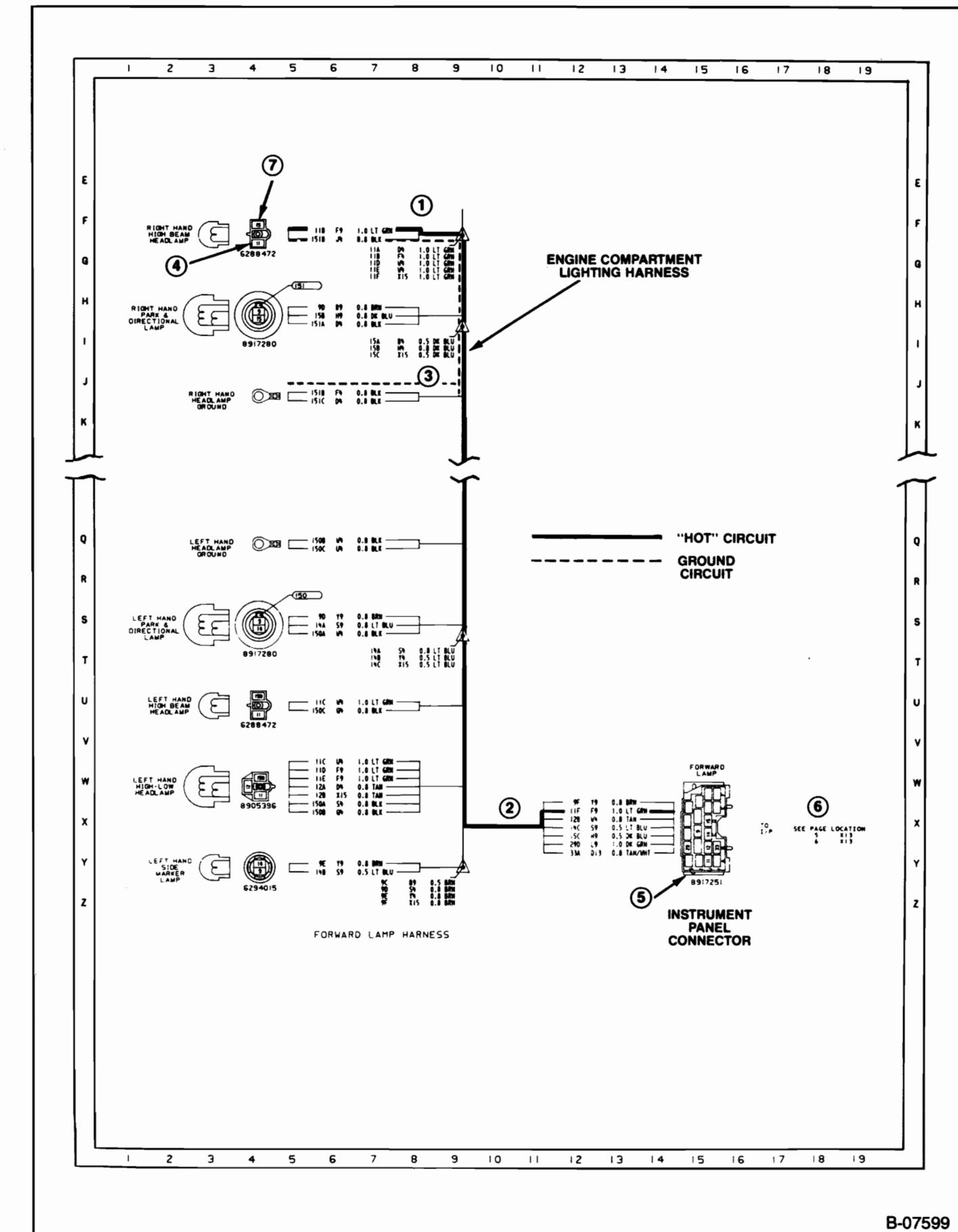


Figure 5—Headlamp Circuit Test Points

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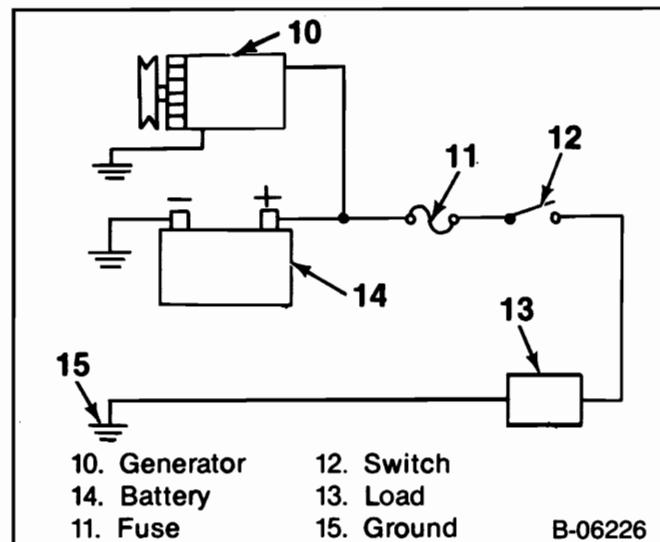
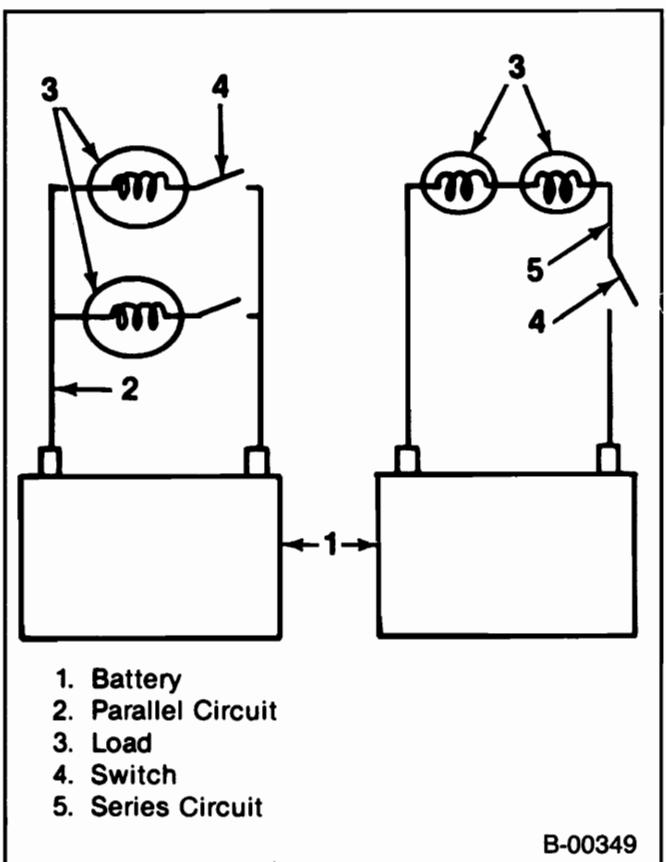


Figure 8—Circuit Components

CIRCUIT CONTROLLERS (Figure 9)

Circuit controllers consist of switches or relays. Switches are usually operated by a mechanical means such as a hand or lever. Switches are usually at the beginning of a circuit but can be used to control a ground path. For example the switch controlling the headlights is at the power end of the circuit while the door switch controlling the domelight completes the ground path.

Relays are remotely controlled switches. They are used in high current circuits and in circuits controlled by sensors.

Relays are designed so that a small current circuit will be able to control a large current circuit.

CIRCUIT BREAKERS (Figure 9)

Circuit breakers are another form of circuit protector. There are two types of circuit breakers; automatic reset and remote reset.

The automatic reset breaker opens when excess current heats a bimetallic strip, causing the strip to bend and open a set of contacts. Then the strip cools and closes the contacts. So the circuit breaker opens and closes until the excess current condition is corrected or the circuit is disconnected from the power supply.

The remote reset circuit breaker has a heating wire wound around the bimetallic strip. When an excess current happens, the strip heats, bends, and opens the contacts. Then a small current flows through the heating wire, keeping the strip hot and the contacts open. This type of breaker will stay open until either the power supply is disconnected from the circuit or the breaker is removed from the circuit. Then the breaker can cool and reset.

CIRCUIT LOADS (Figure 9)

Circuit loads are the components that use most of the energy in circuit. The energy converts to motion, light, or heat. Lights, motors, and engine heaters are the most common loads in circuits.

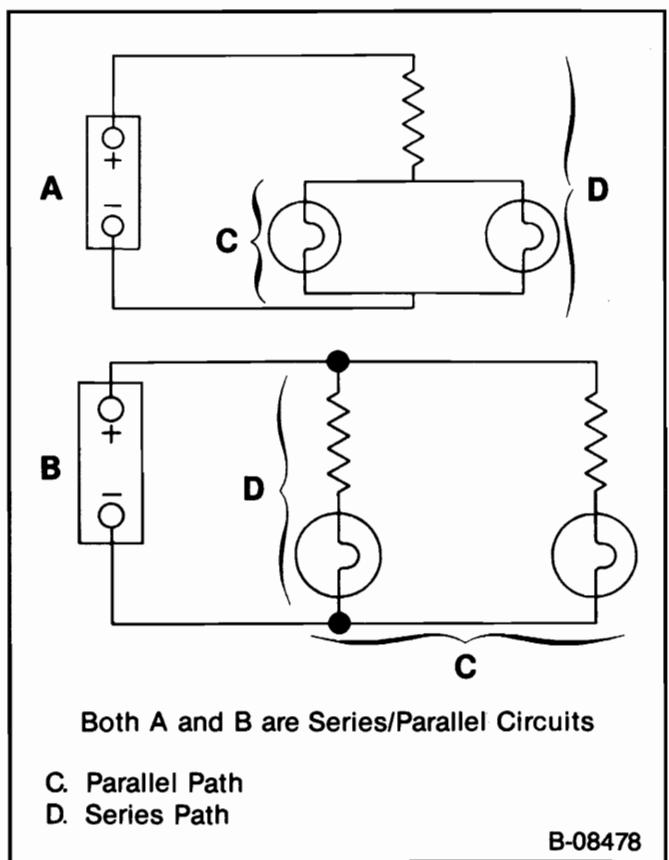


Figure 7—Series/Parallel Circuits

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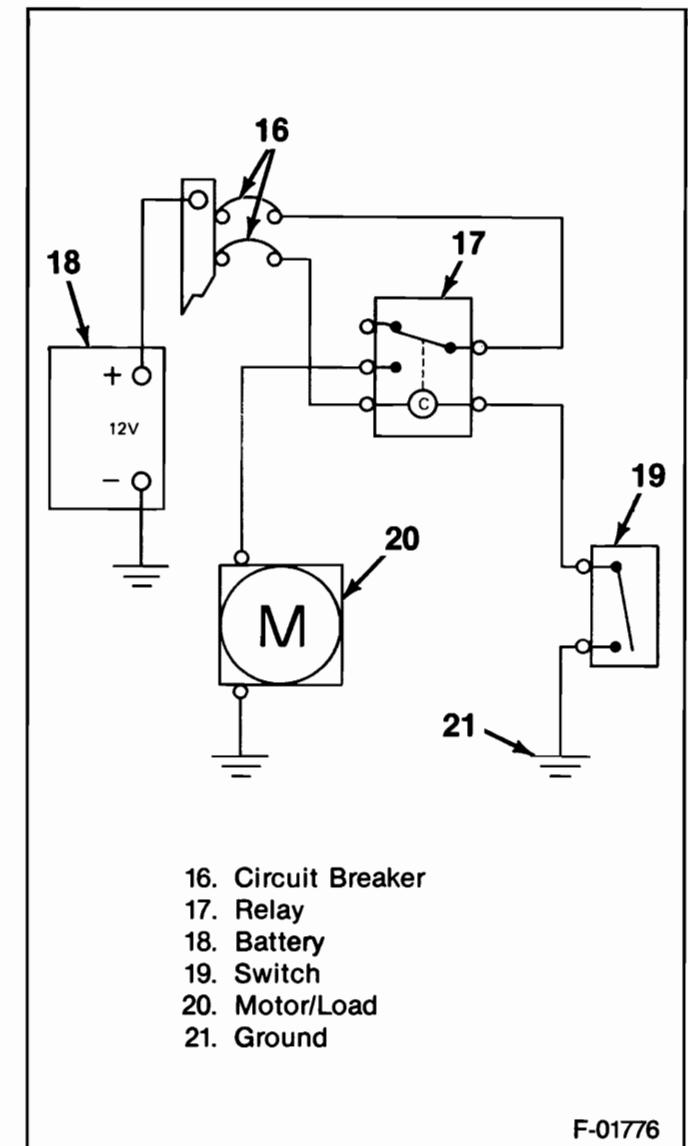


Figure 9—Circuit Controllers

CIRCUIT DIAGNOSIS

A clear understanding of the circuit and a wiring diagram are needed for effective diagnosis. Use a logical sequence of testing to find the trouble. Use the diagnostic tools. After the trouble is fixed, make sure the circuit works correctly.

CIRCUIT MALFUNCTIONS

There are three electrical conditions that can cause a nonworking circuit; an "Open Circuit", a "Short Circuit", or a "Grounded Circuit."

OPEN CIRCUIT (Figure 10)

An open circuit occurs whenever there is a break in the circuit. The break can be corrosion at the connector, a wire broken off in a device, or a wire that burned open from too much current.

SHORT CIRCUIT (Figure 11)

A short circuit happens when the current bypasses part of the normal circuit. This bypassing is usually caused by wires touching, salt water in or on a device such as a

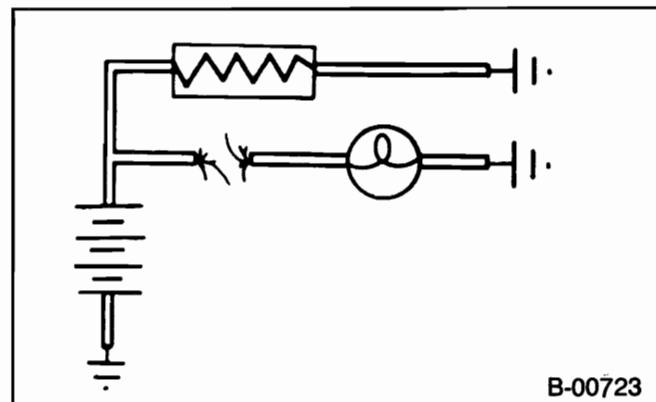


Figure 10—Open Circuit

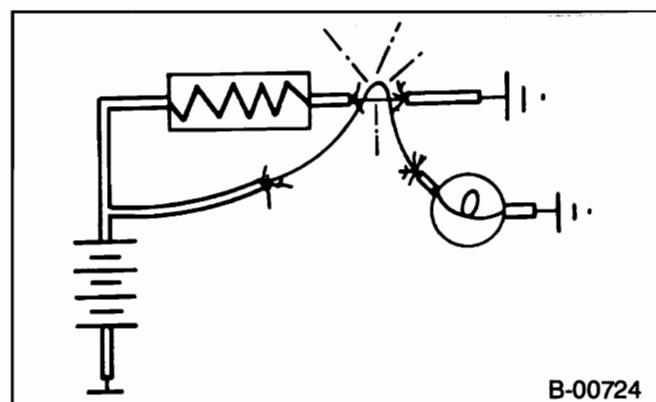


Figure 11—Short Circuit

switch or a connector or solder melting and bridging conductors in a device.

GROUNDED CIRCUIT (Figure 12)

A ground circuit is like a short circuit but the current flows directly into a ground circuit that is not part of the original circuit. This may be caused by a wire rubbing against the frame or body. Sometimes a wire will break and fall against metal that is connected electrically to the ground side of the power supply. A grounded circuit may also be caused by deposits of oil, dirt and moisture around connections or terminals, which provide a good path to ground.

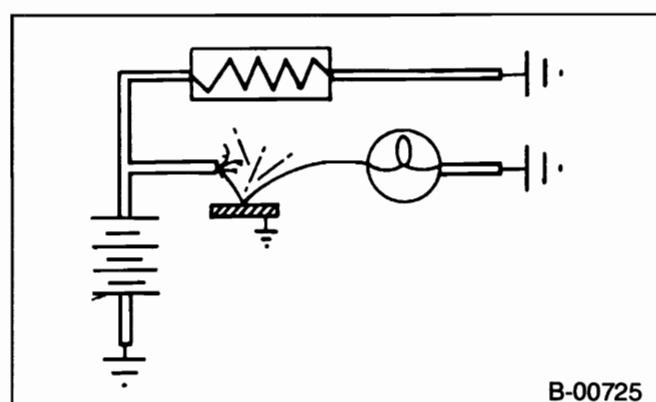


Figure 12—Grounded Circuit

DIAGNOSTIC TOOLS

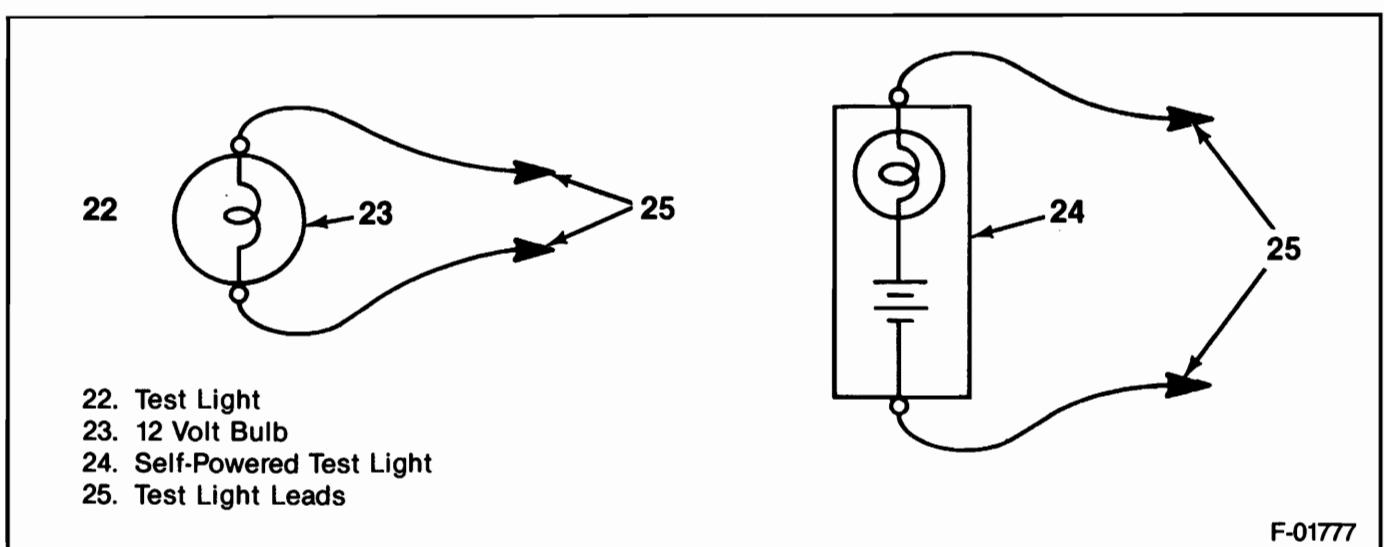


Figure 13—Powered and Unpowered Test Light

UNPOWERED TEST LIGHT (Figure 13)

This tool consists of a 12 volt light with leads. The ends of the leads usually have alligator clamps, but various kinds of probes, terminal spades, and special connectors are used also.

The unpowered test light is used on an open circuit. One lead of the test light is grounded and the other lead is moved around the circuit to find the open. Depending on the physical layout of the circuit, sometimes it will be easier to start at the power supply and other times it is easier to start at the circuit load or ground circuit.

POWERED TEST LIGHT (Figure 13)

This light is a pencil shaped unit with a self contained battery, a 1.5 volt light bulb, a sharp probe and a ground lead fitted with an alligator clip.

This test light is used mainly for testing components that are disconnected from the vehicle power supply. The power test light is also useful for testing suspected high resistance points in a circuit such as connectors and ground circuits that are corroded or loose.

JUMPER

The jumper is usually a long wire with alligator clamps. A version of the jumper has a fuse holder in it with a 10 Amp fuse. This will prevent damaging the circuit if the jumper is connected in the wrong way.

The jumper is used to locate opens in a circuit. One end of the jumper is attached to a power source and then the other end is attached to the load in the circuit, i.e.; light, motor. If the load works, try "jumping" to circuit points that are progressively closer to the power supply. When the circuit load stops working, the open has been located.

The jumper is also used to test components in the circuit such as connectors, switches, and suspected high resistance points.

NOTICE: The following instruments: Ammeter, Voltmeter, and Ohmmeter, each have a particular application for trouble shooting electrical circuits.

When using a ammeter or voltmeter, and the value being tested is unknown always use the highest scale first and work downward to a midscale reading whenever possible. This will avoid damage to the instrument.

Never use an ohmmeter in a power circuit, or as a substitute for a voltmeter or ammeter as damage to the instrument will result.

AMMETER (Figure 14)

Disconnect the circuit from the power source before connecting the ammeter. The ammeter measures the amount of electrical current, amperes, moving through a conductor. The ammeter must be placed in series with the

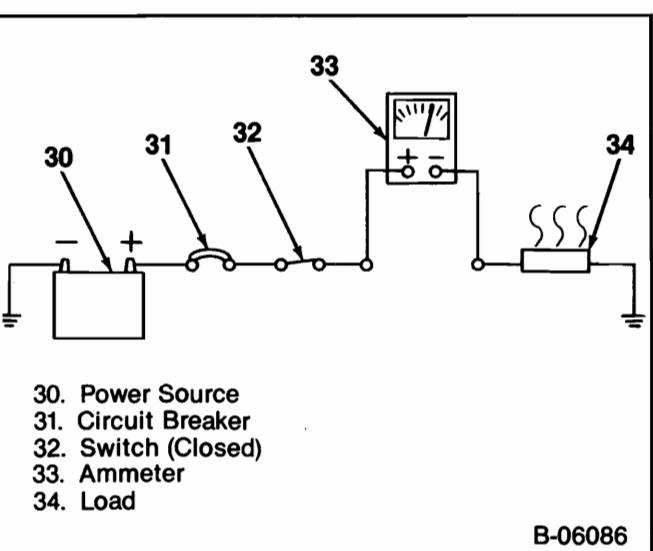


Figure 14—Ammeter

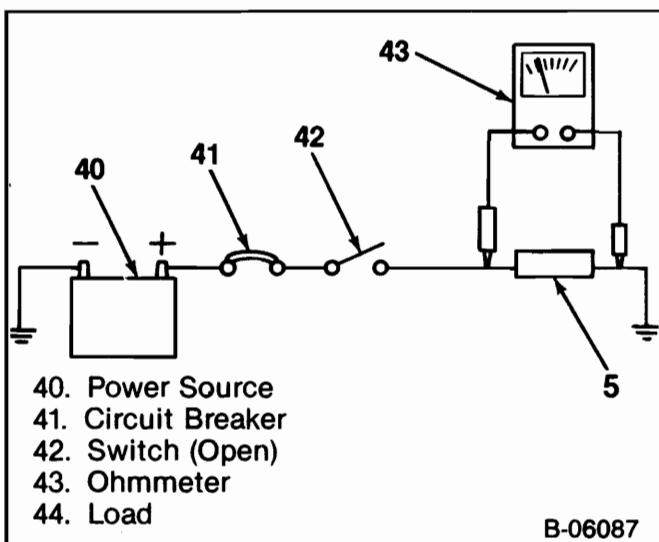


Figure 15—Ohmmeter

circuit being tested. Be sure that the ammeter's positive terminal is connected to the positive (battery) side of the circuit and is negative terminal to the negative (ground) side of the circuit.

OHMMETER (Figure 15)

The ohmmeter is an instrument designed to indicate resistance in ohms. It is used to test the condition of a unit disconnected from the circuit.

Ohmmeter Calibration

When the ohmmeter probes are connected together, a circuit is completed causing the meter needle to deflect. The needle should read ZERO ohms, if it does not, rotate the CAL or ADJ knob to ZERO the needle.

When the probes are held apart, the needle moves to the maximum (infinite) resistance side of the scale.

The meter is now ready for use. Refer to figure 15 for a typical application of the ohmmeter.

VOLTMETER (Figures 16 and 17)

The voltmeter (properly observed) will give the technician more information than the ammeter, ohmmeter and test light combined. Its application for troubleshooting here is to measure the electrical pressure (voltage) drop in a resistance circuit (figure 16).

To use a voltmeter for troubleshooting an electrical problem, connect it in parallel with the existing circuit (figure 11). If the voltmeter is connected in series with the circuit being tested, the nature of the circuit would be changed and the reading would have no particular value or use. Connect the meter terminals according to polarity as shown in figure 16.

The dash mounted voltmeter (in the vehicle) should also be observed for monitoring proper operation of the generator battery cranking motor, and cranking circuit. In this application, battery voltage drop can be monitored while the engine is cranking; and after the engine is running, generator output voltage can be monitored. This can be a valuable first step prior to diagnosing other electrical problems.

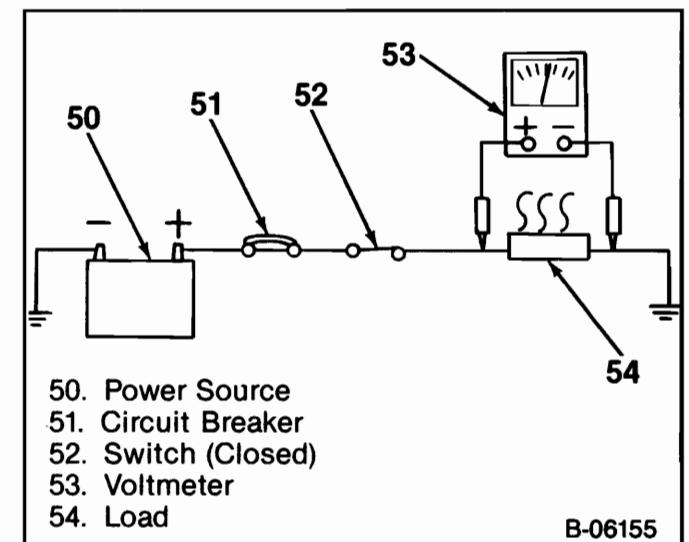


Figure 16—Voltmeter

WIRING HARNESS AND WIRES

Every wire is a specific size with colored or striped insulation that is indicated on the wiring diagrams. Insulation colors help to trace circuits and to make proper connections. Abbreviations and symbols used for indicating wire insulation colors and patterns are as follows:

| | | | |
|----------|---------|----------|----------|
| BLK..... | Black | BLU..... | Blue |
| BRN..... | Brown | PPL..... | Purple |
| CHK..... | Check | TR..... | Tracer |
| CR..... | Cross | YEL..... | Yellow |
| GRN..... | Green | //..... | Parallel |
| NAT..... | Natural | WHT..... | White |
| SGL..... | Single | STR..... | Stripe |
| ORN..... | Orange | PNK..... | Pink |
| GR..... | Gray | DK..... | Dark |

Some wires are grouped and taped together or encased in a split plastic casing. This grouping of wires is called a harness. For some purposes, it is more practical to use a single wire protected by a braided tubing called a loom.

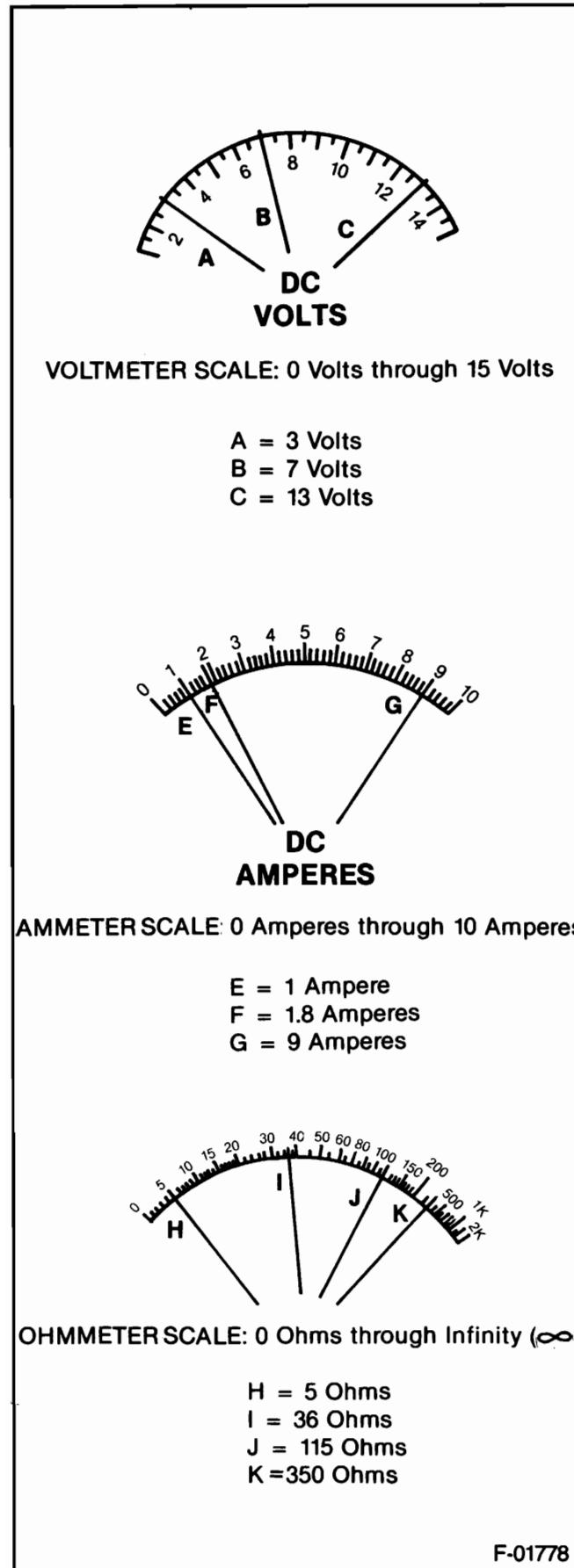
Wiring harnesses are joined by using a multiple plug and receptacle connector block, or a terminal post chassis junction block. In the instrument panel area plastic insulated blade-type connectors and screw-type terminals are used.

Each harness or wire must be held securely in place by clips or other holding devices to prevent chafing of the insulation.

WIRE SIZE

Wire size in a circuit is determined by the amount of current, the length of the circuit and the voltage drop allowed. Wire size is specified using the metric gage. The metric gage describes the wire size directly in cross section area measured in square millimeters.

11 WIRING DIAGRAMS



WIRE SIZE CONVERSION TABLE

| METRIC SIZE (mm) ² | AWG SIZE |
|----------------------------------|----------|
| 0.22 | 24 |
| 0.35 | 22 |
| 0.5 | 20 |
| 0.8 | 18 |
| 1.0 | 16 |
| 2.0 | 14 |
| 3.0 | 12 |
| 5.0 | 10 |
| 8.0 | 8 |
| 13.0 | 6 |
| 19.0 | 4 |
| 32.0 | 2 |
| 40.0 | 1 |
| 50.0 | 0 |
| 62.0 | 00 |

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ON-VEHICLE SERVICE

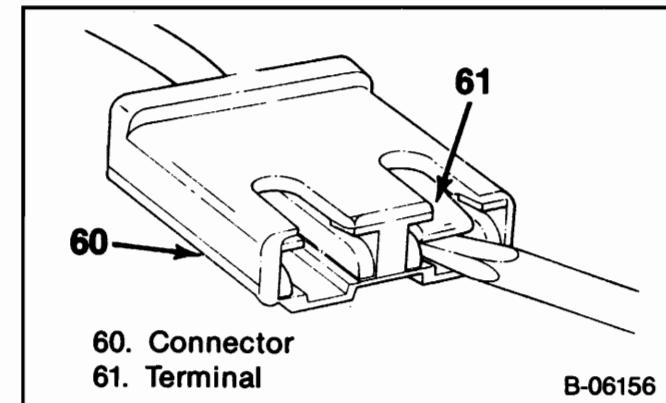


Figure 18—Removing the Terminals from the Connector

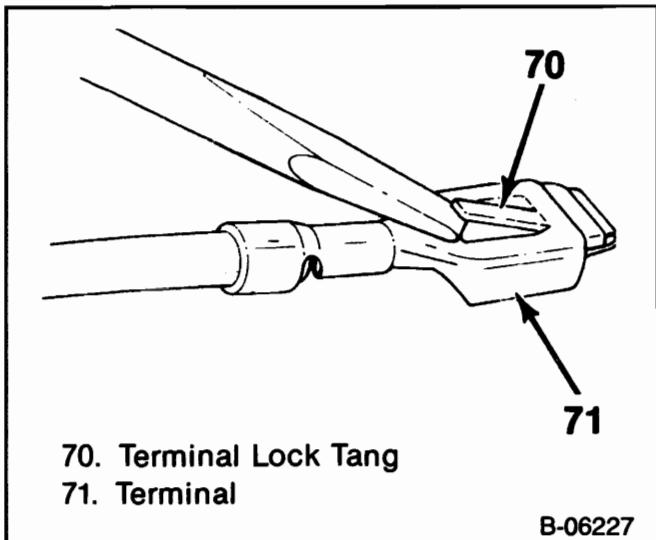


Figure 19—Resetting the Lock Tang

Install or Connect

- Pry out the tangs.
- Terminal into the connector.

WEATHER-PACK CONNECTORS

Special connectors known as Weather-Pack connectors (figure 21) require a special tool J-28742 for servicing. This special tool is required to remove the pin and sleeve terminals. If removal is attempted with an ordinary pick, there is a good chance that the terminal will be bent or deformed. Unlike standard blade-type terminals, these terminals cannot be straightened once they are bent.

Make sure that the connectors are properly seated and all of the sealing rings in place when connecting the leads. The hinge-type flap provides a back-up, or secondary locking feature for terminals. They are used to

MAINTENANCE AND REPAIR

All electrical connections must be kept clean and tight. Loose or corroded connections may cause a discharged battery, difficult starting, dim lights, and possible damage to the generator and regulator. Wires must be replaced if insulation becomes burned, cracked, or deteriorated.

To splice a wire or repair one that is frayed or broken always use rosin flux solder to bond the splice and insulating tape to cover all splices or bare wires.

When replacing wire, it is important that the correct size wire be used as shown on applicable wiring diagrams or parts book. Each harness or wire must be held securely in place to prevent chafing or damage to the insulation due to vibration.

Never replace a wire with one of a smaller size or replace a fusible link with a wire of a larger size.

WIRING CONNECTOR TERMINAL REPLACEMENT (BLADE TYPE)

Remove or Disconnect (Figure 18)

- Terminal lock tang.
- Terminal (61).

Install or Connect (Figure 19)

- Pry up on the tang (70).
- Terminal into the connector.

WIRING CONNECTOR TERMINAL REPLACEMENT (TWIN LOCK TYPE)

Remove or Disconnect (Figure 20)

- Tool Required:
J-22727 Terminal Remover
- Connector lock tangs.
 - Terminal locks using J-22727.
 - Terminal.

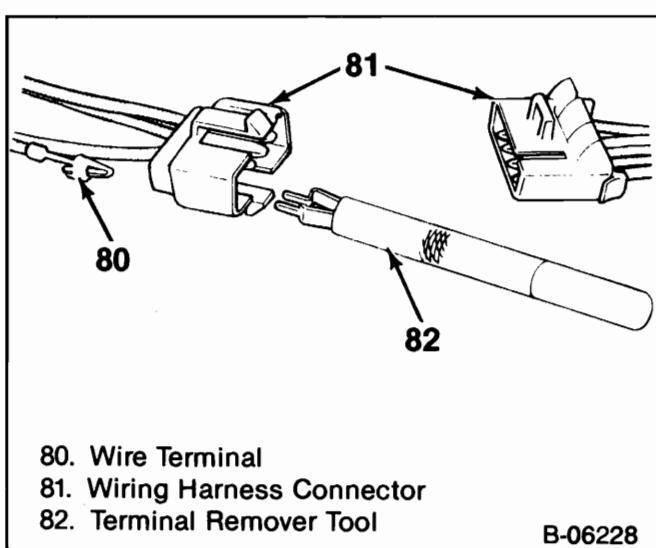


Figure 20—Twin Lock Connector Terminal

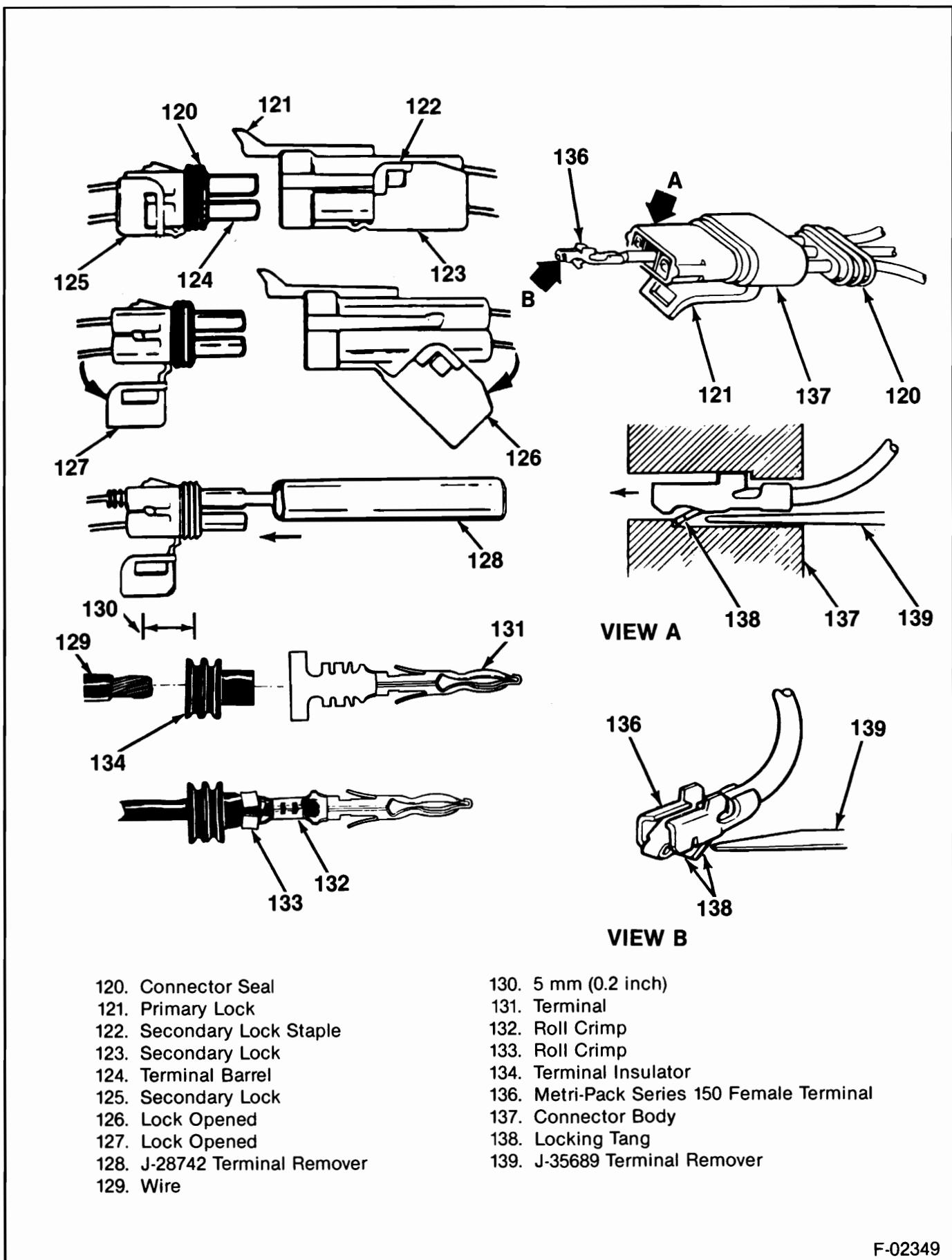


Figure 21—Weather-Pack and Metri-Pack Connectors

METRI-PACK CONNECTOR REPLACEMENT

Remove or Disconnect (Figure 21)

Tool Required

J-35689-A Terminal Removal

1. Primary lock (121) by lifting.
 2. Connector body (137).
 3. Connector seal (120) by pulling the seal back onto the wires away from the connector body (137).
 4. Terminal (136) by inserting J-35689 (139) into the connector body (137) to depress the locking tang (138), then push the wire and terminal through the connector body (figure 21).
 - Snip off the old terminal unless the terminal is to be reused, reshape the locking tang.
 5. 5 mm (0.2-inch) of the wire insulation (130).

Clear

- Terminal cavity of the connector body

Install or Connect (Figure 21)

1. Terminal (136) on the wire.
 - Crimp and solder the terminal.
 2. Terminal (136) into the connector cavity by pulling the wire on the seal side of the connector until the locking tang (138) is fully seated.
 3. Seal (120) by pressing the seal into the connector body (137) until it is fully seated.
 4. Connector until the primary lock (121) engages.

WIRING REPAIR

The wire repair is very important for the continued reliable operation of the vehicle. This repair must be done as described in the following procedures.

Twisted Wires (Figure 22)

 Remove or Disconnect

1. Jacket (90).
 2. Twisted wires (91).
 3. Insulation from the wire.

Install or Connect

1. Splice clip (93).
 - Crimp.
 - Solder.
 2. Electrical tape wrap (94) on wires
 3. Outer electrical tape wrap (95).

Twisted Wires/Shielded Cable (Figure 23)

 Remove or Disconnect

1. Jacket (100).
 2. Unwrap aluminum/mylar tape (101).
 3. Drain wire (102).
 4. Leads.
 5. Insulation on the leads

 [Install or Connect](#)

1. Splice clips (103).
 2. Crimp and solder the splice clips (104).
 3. Electrical tape (105) on the splices.

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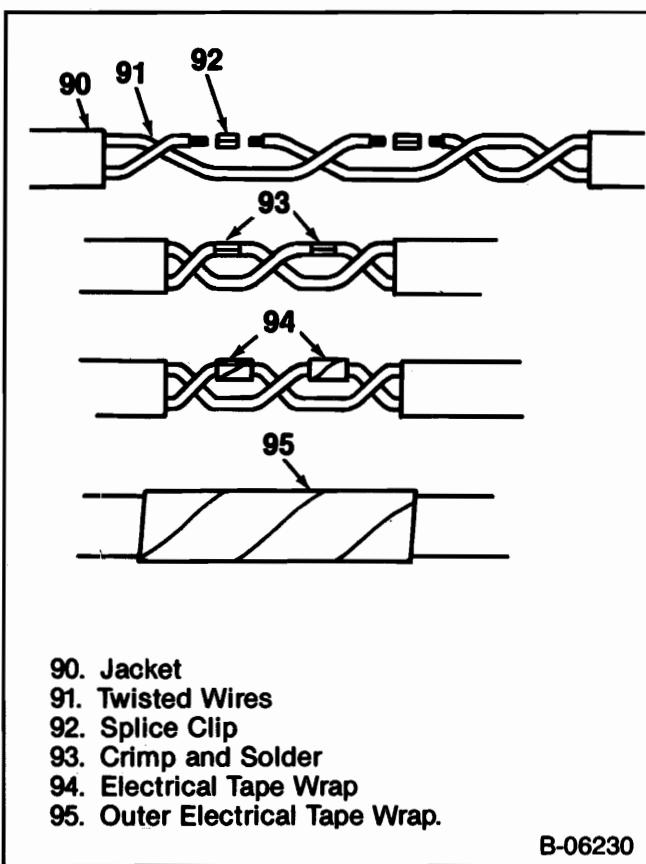


Figure 22—Twisted Wire Repair

4. Aluminum/mylar tape by wrapping and taping.
5. Drain wire with a splice clip (106). Crimp and solder the splice clip.
6. Outer jacket electrical tape wrap (107).

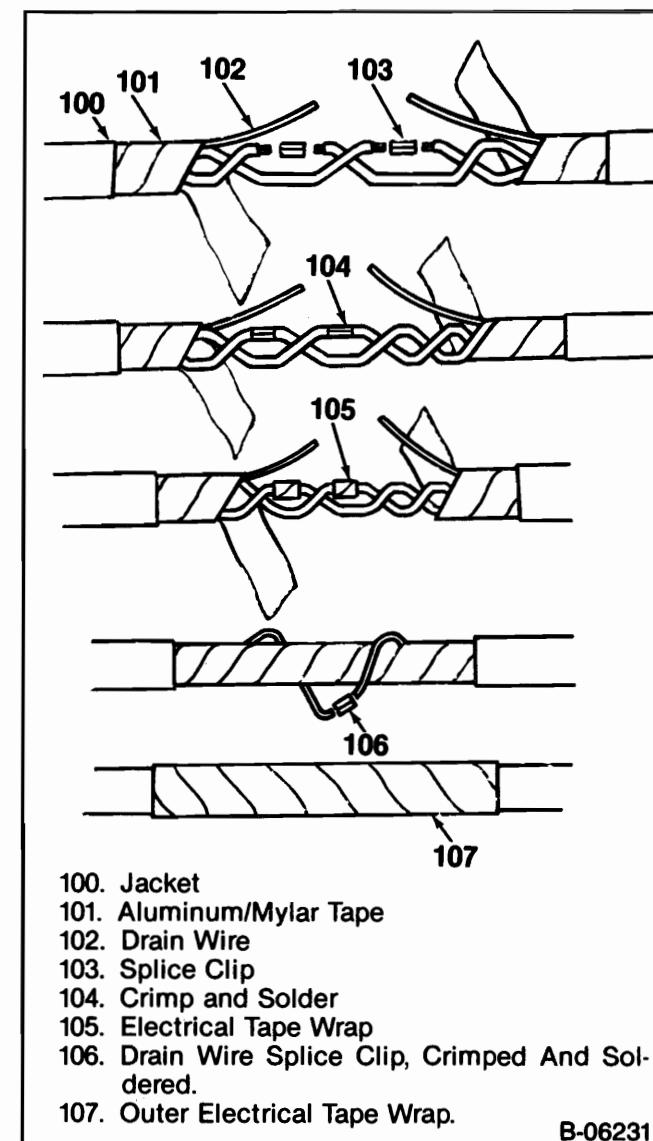
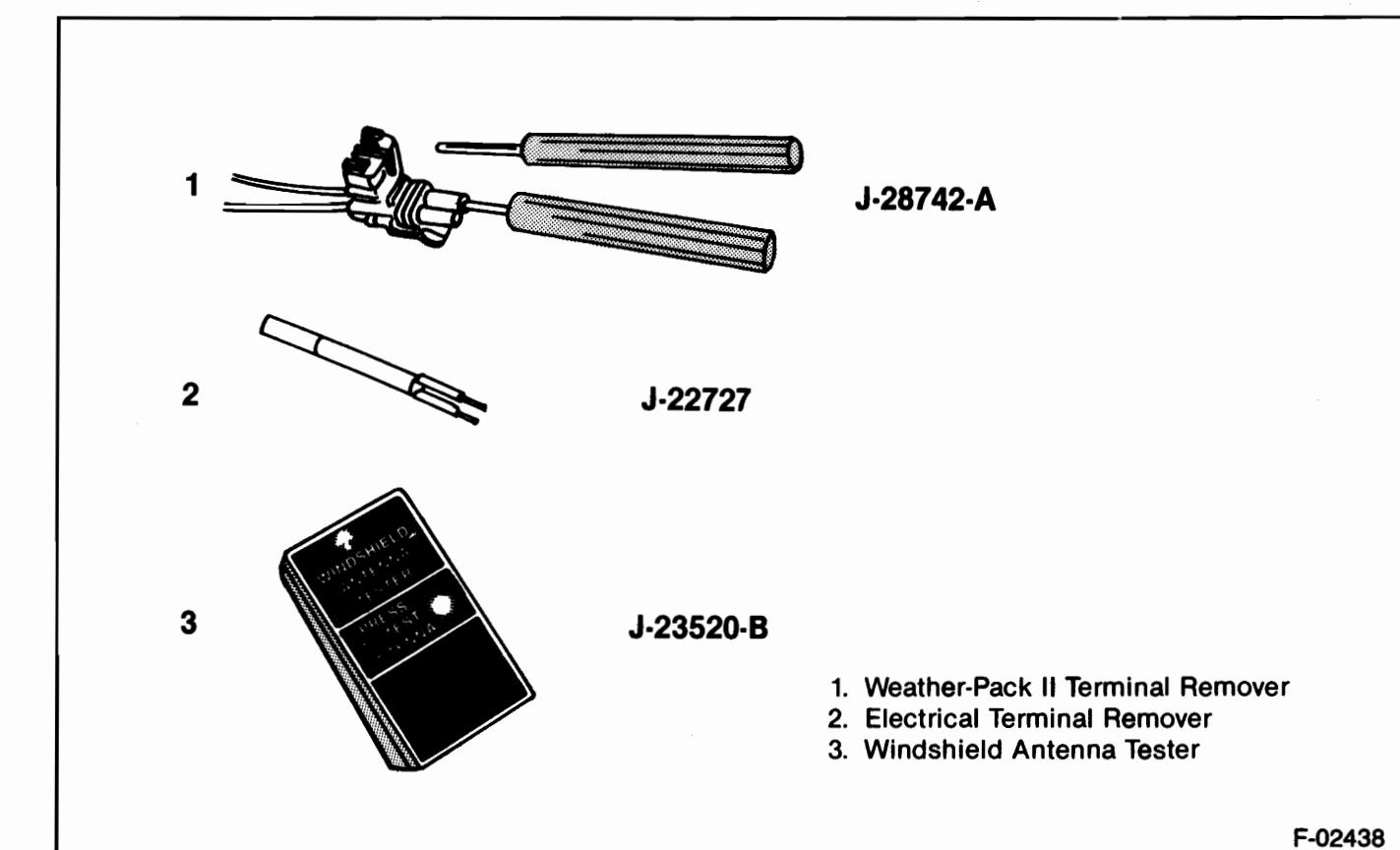


Figure 23—Twisted/Shielded Wire Repair

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SPECIAL TOOLS



1. Weather-Pack II Terminal Remover
2. Electrical Terminal Remover
3. Windshield Antenna Tester

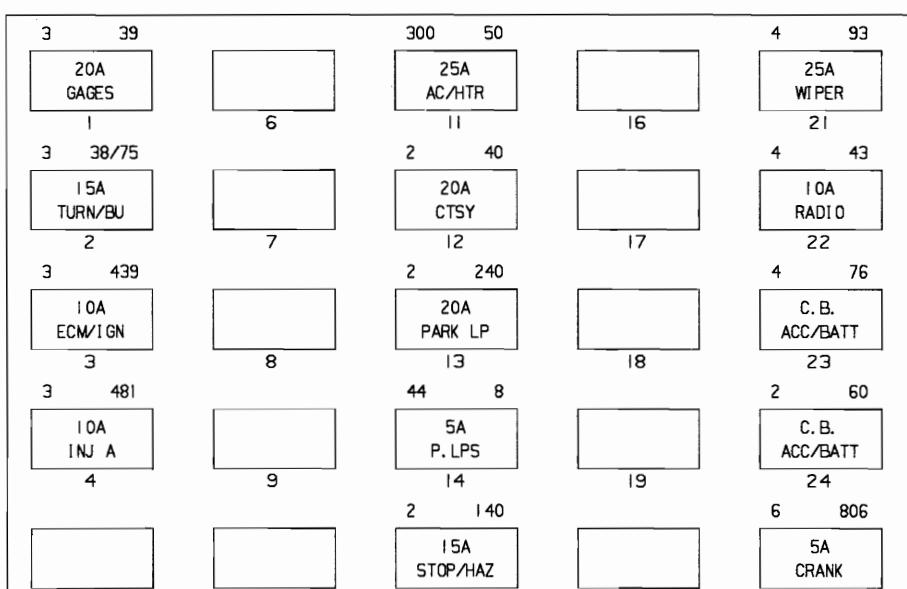
1988 C/K TRUCK

| <u>SECTION</u> | <u>DESCRIPTION</u> | <u>SECTION</u> | <u>DESCRIPTION</u> |
|----------------|---------------------------------------|----------------|----------------------------------|
| 1 | FUSE BLOCK DETAILS | 10 | POWER WINDOWS & LOCKS |
| 2 | FORWARD LAMP QUAD & BASE | 11 | TR9 CONVENIENCE LIGHTING PACKAGE |
| 3 | ENGINE (GAS) | | CARGO LAMP ASS'Y |
| 4 | ENGINE (DIESEL LH6) | 12 | ROOF MARKER LAMPS |
| 5 | ENGINE (DIESEL LL4) | | TRAILER/CAMPER HARNESS |
| 6 | INSTRUMENT PANEL (GAS) | 13 | TAIL & STOP LAMP EXTENSION |
| 7 | INSTRUMENT PANEL (DIESEL) | | REAR TAIL & STOP LAMP |
| 8 | A/C HARNESS HEATER HARNESS C41 C42 | | LICENSE LAMP |
| 9 | CRUISE CONTROL 4-WHEEL DRIVE | 14 | END GATE LAMPS |
| | AM/FM STEREO W/OPTIONS | | TP2 AUXILIARY BATTERY |
| | AM RADIO W/FRONT SPEAKERS | | REAR DEFOGGER |



GMT 400 TRUCK FUSE CHART

| FUSE # | RATING | CIRCUIT # | DESTINATIONS |
|--------|--------|-----------|--|
| 1 | 20A | 39 | CRUISE CONTROL 4 WD DISPLAY ILLUM. C49 TIMER AUX. BATT. RELAY FEED SEAT BELT BUZZER CLUSTER IGN. FEED |
| 2 | 15A | 38/75 | BACK-UP LAMPS TURN SIGNALS |
| 3 | 10A | 439 | T.C.C. CLUSTER-SPEEDO AIR DIVERTER E.S.C. E.G.R. E.C.M. IGN. RWAL BRAKE SWITCH |
| 4 | 10A | 481 | THROTTLE BODY INJECTORS |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | 25A | 50 | H.V.A.C. REAR WHEEL ANTILOCK 4WD AUX. BATTERY RELAY |
| 15 | 15A | 140 | HAZARD FLASHER SEAT BELT BUZZER STOP LAMPS RWAL MEMORY |

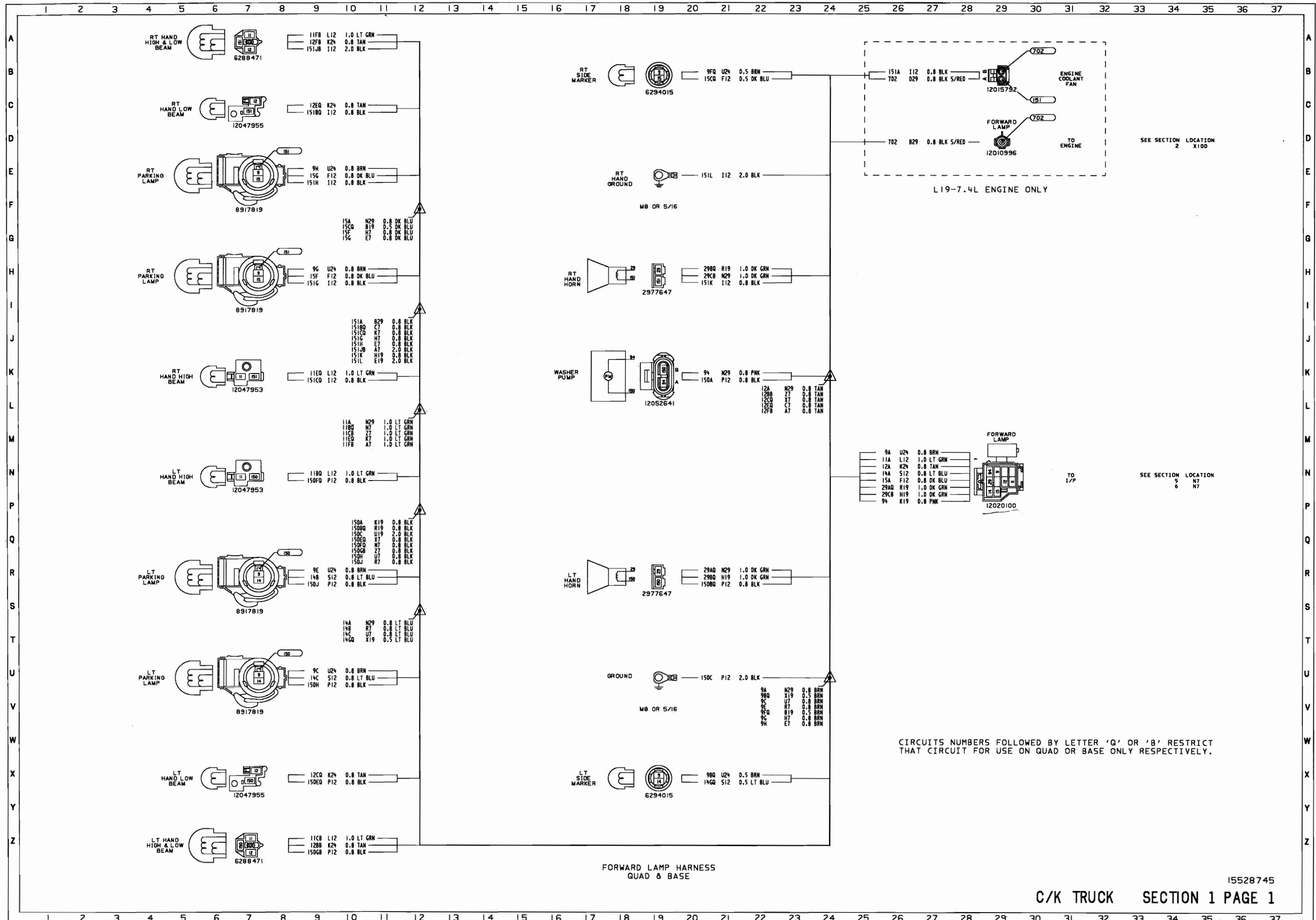


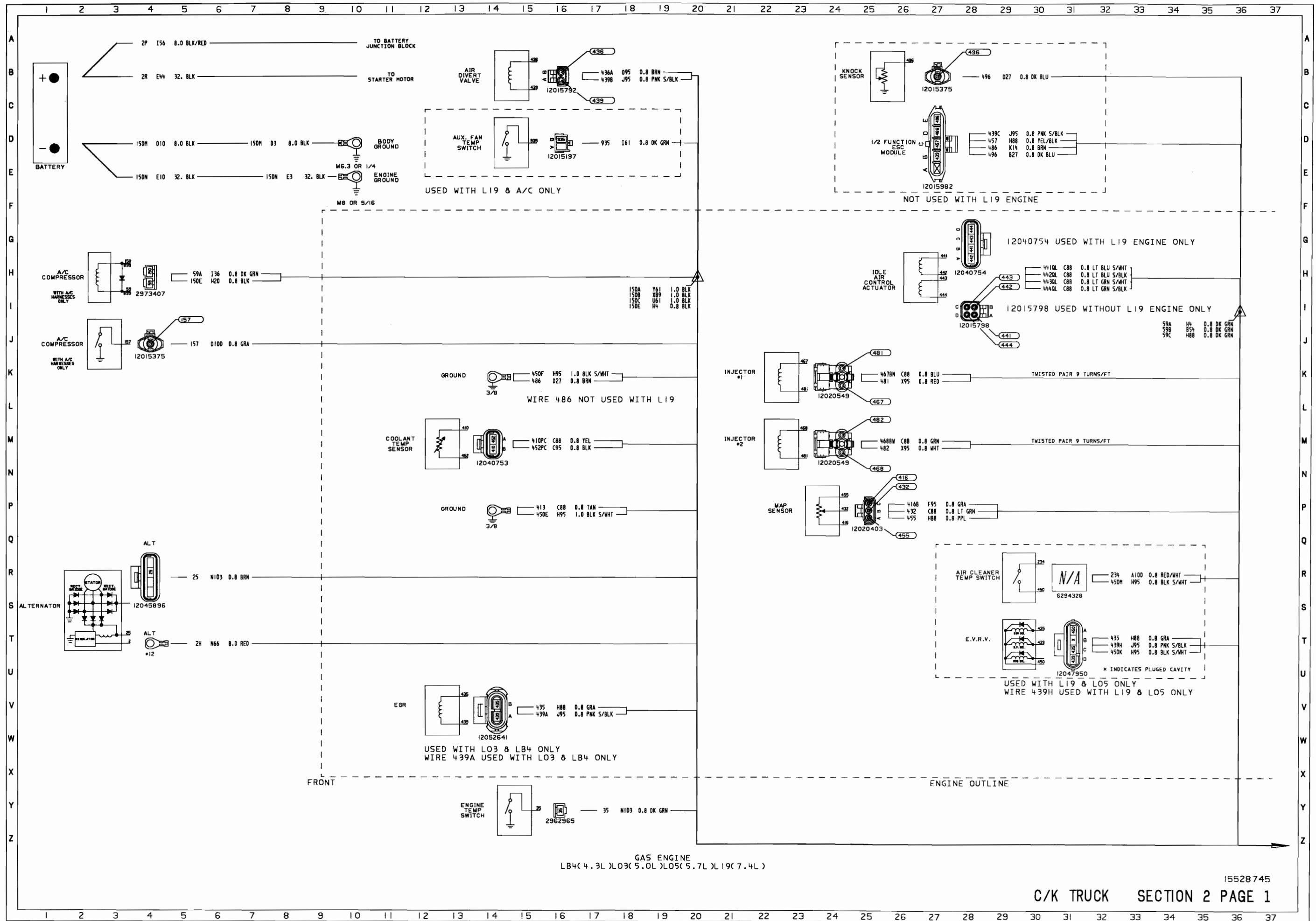
GMT 400 TRUCK FUSE CHART

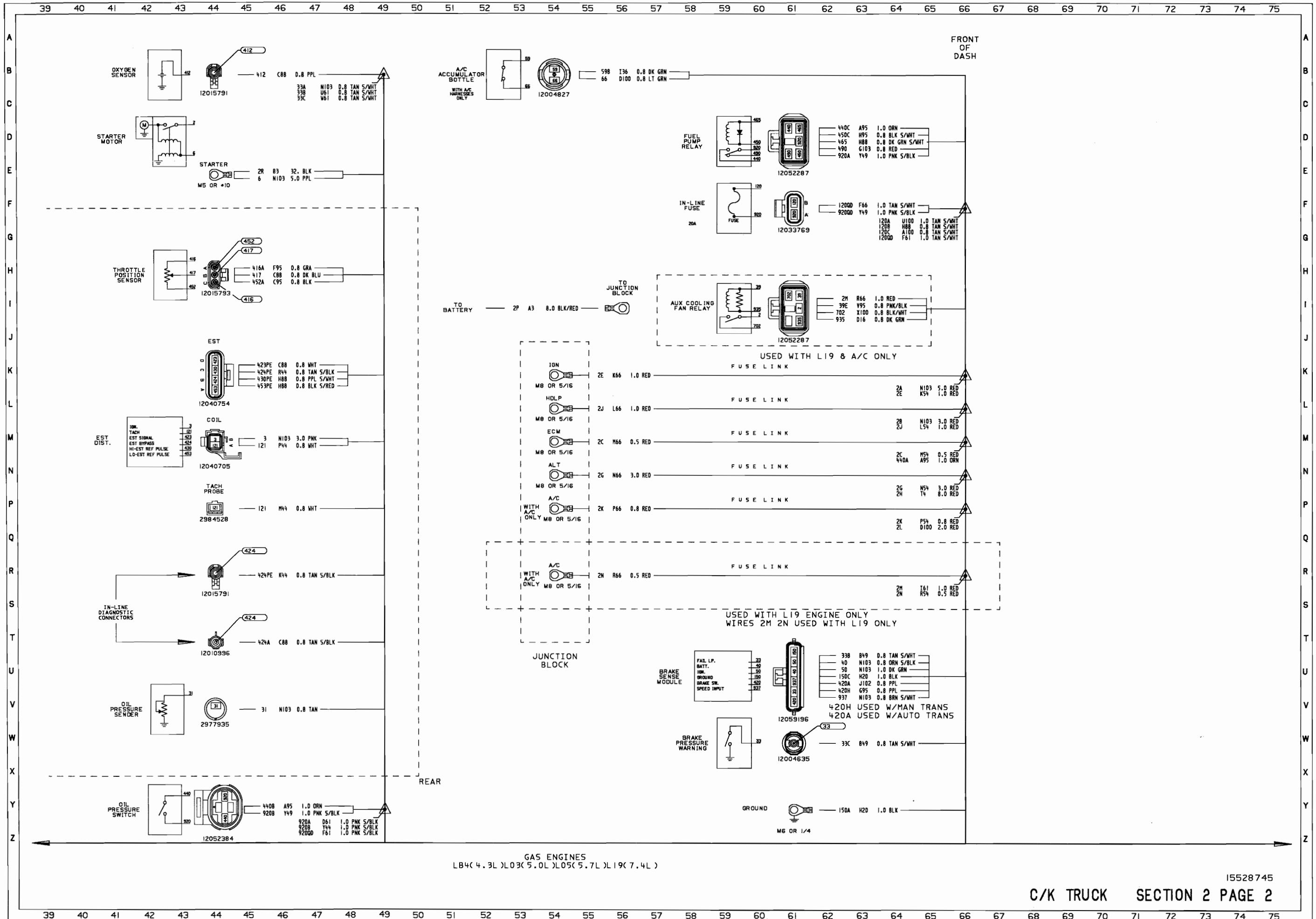
| FUSE # | RATING | CIRCUIT # | DESTINATIONS |
|--------|--------|-----------|--|
| 13 | 20A | 240 | HORN RELAY HORN FEED CIGAR LIGHTER PARK LAMPS |
| 14 | 5A | 8 | RR WIPER SW ILLUM RR HEATER SW ILLUM RR A/C SW ILLUM C49 SW ILLUM HEADLAMP "ON" WARNING RADIO ILLUM HVAC ILLUM |
| 12 | 20A | 40 | DOME LAMP CARGO LAMP TR9-CTS & GLOVE BOX LP RADIO (MEMORY-CLOCK) |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | 25A | 93 | WINDSHIELD WIPER WASHER |
| 22 | 10A | 43 | RADIO FEED |
| 23 | (C.B.) | 76 | PWR WINDOWS RR WIPER (SUBURBAN) |
| 24 | (C.B.) | 60 | DOOR LOCKS C49 PWR SEATS (SUBURBAN) |
| 25 | 15A | 806 | CRANK DISCREET |

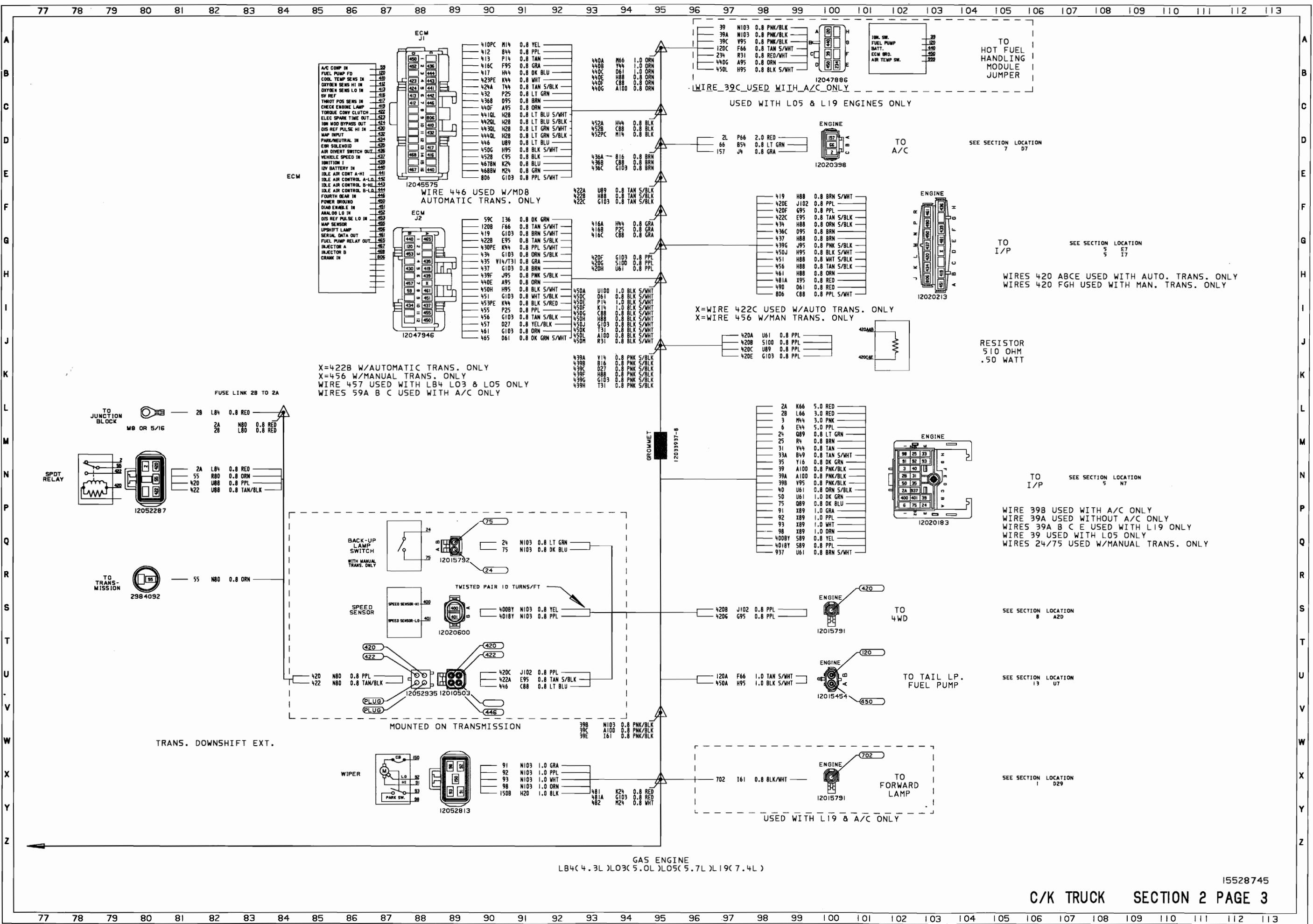
C/K TRUCK FUSE BLOCK





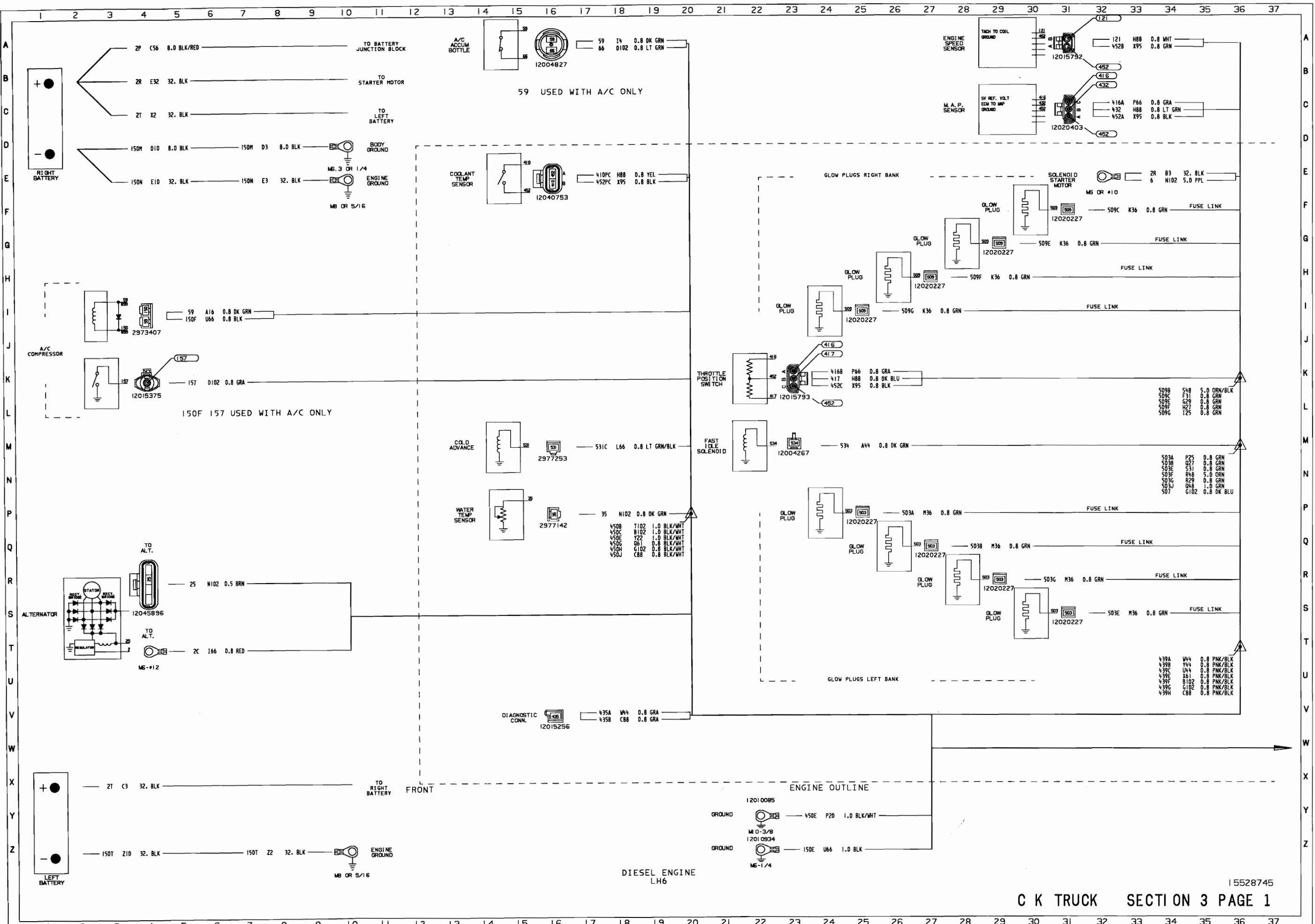


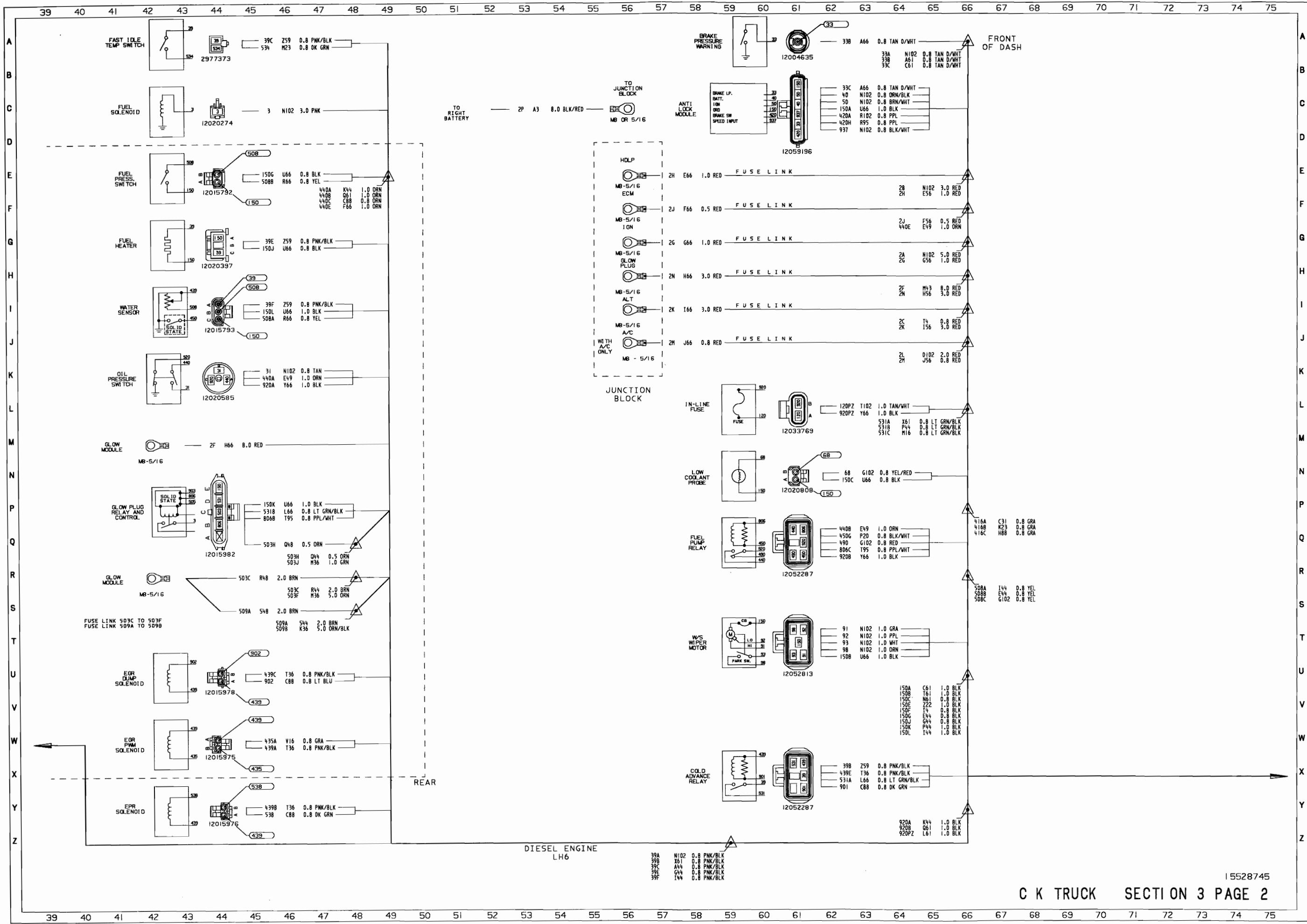


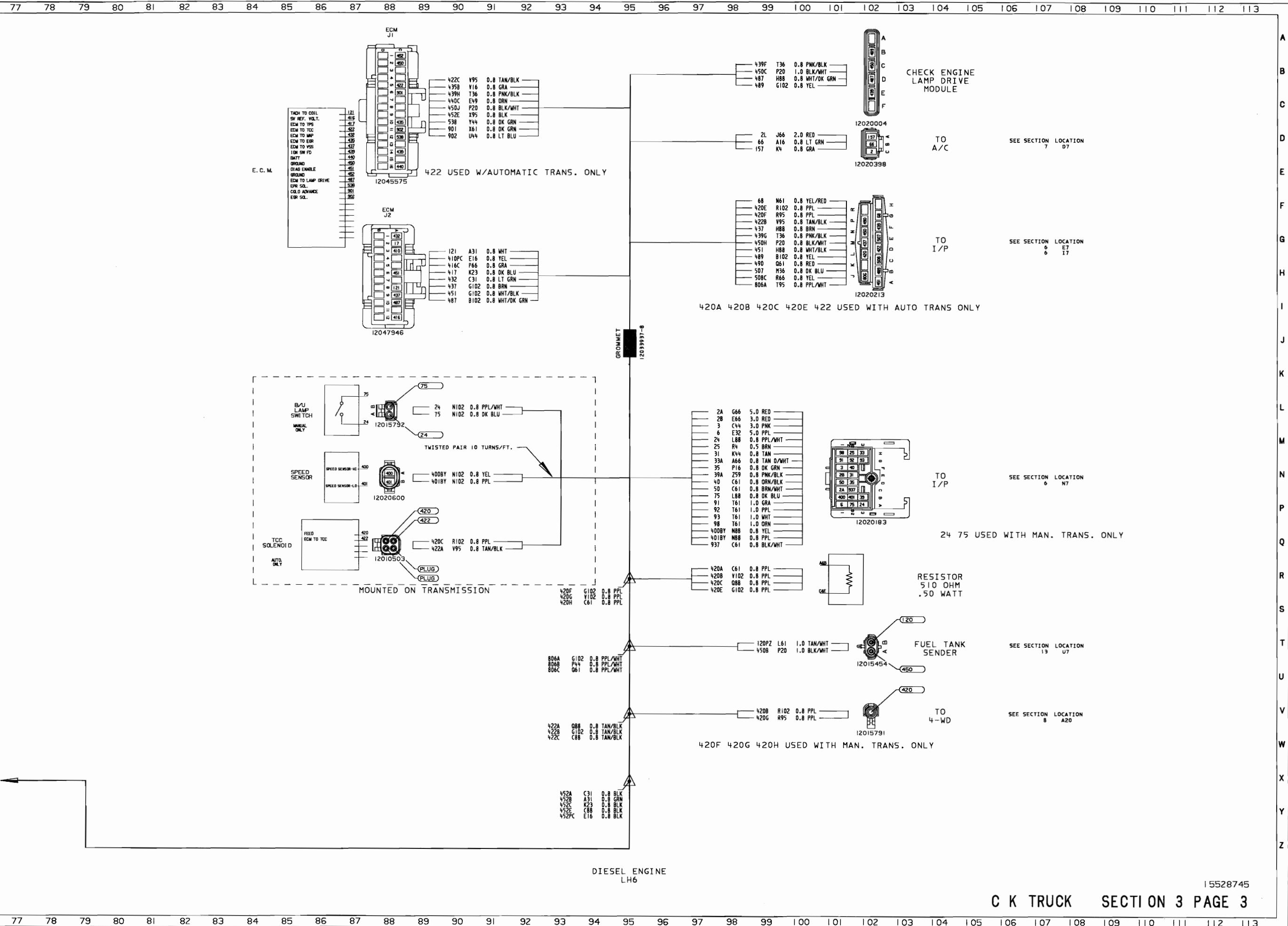


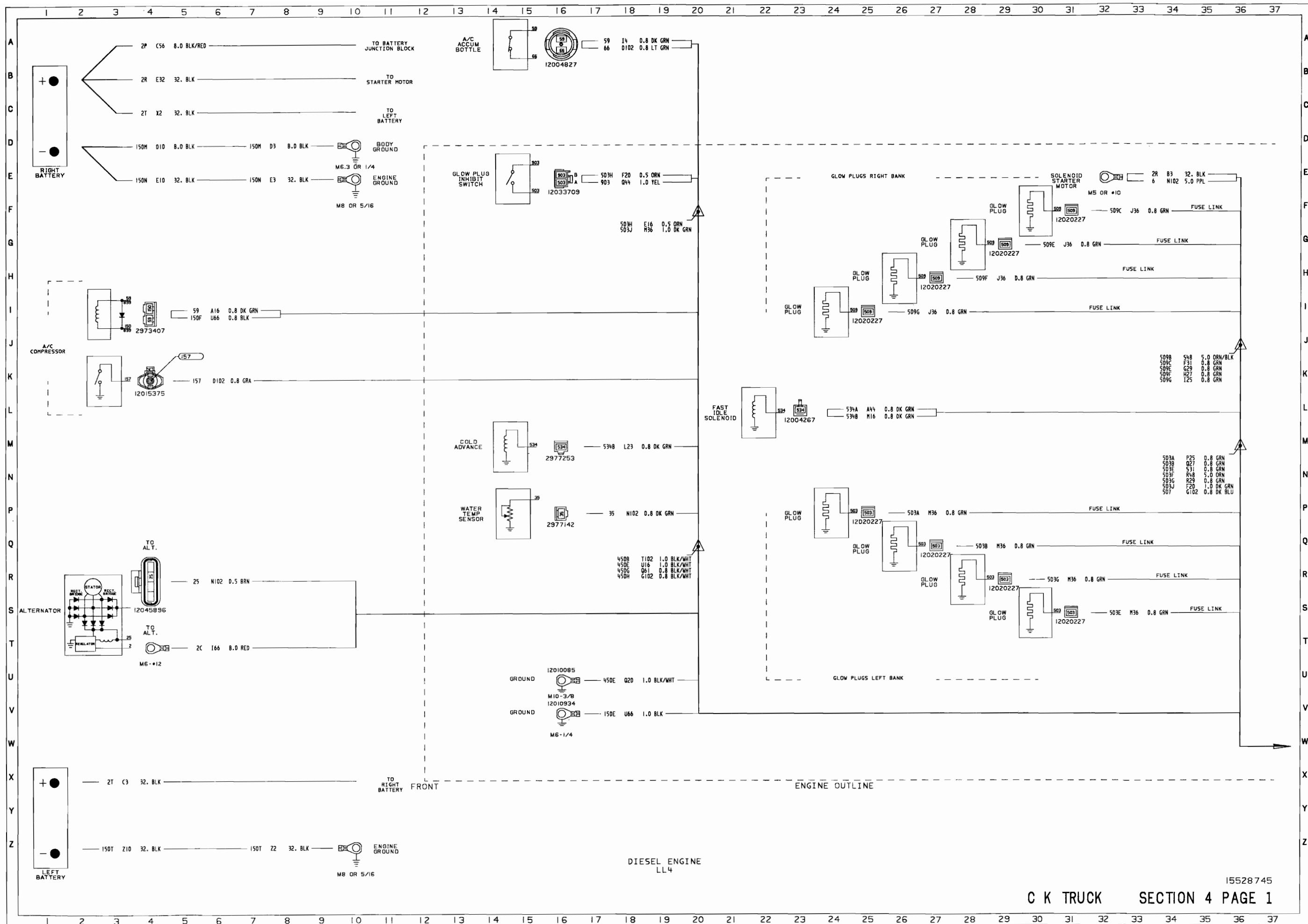
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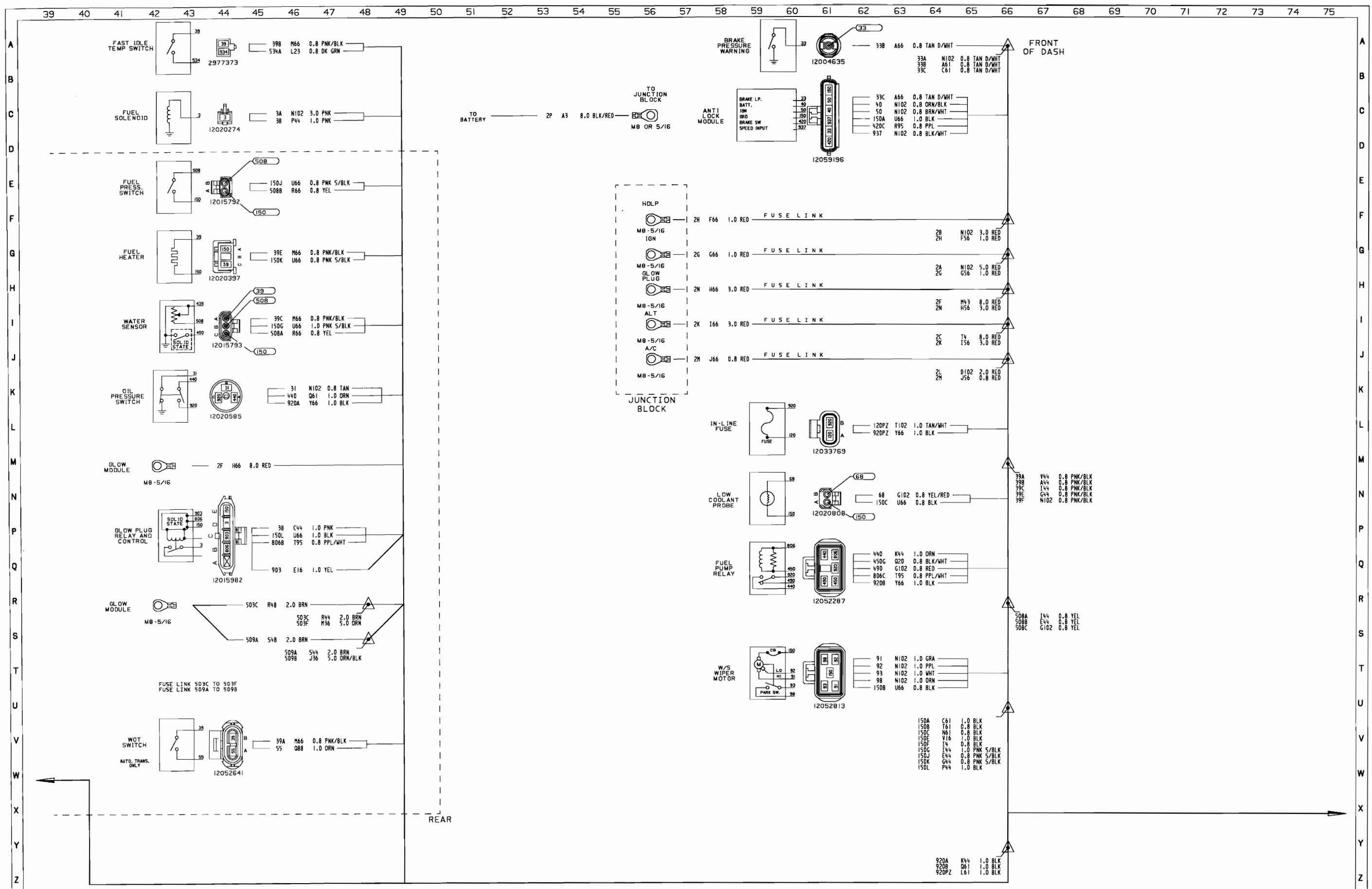
C/K TRUCK SECTION 2 PAGE 3











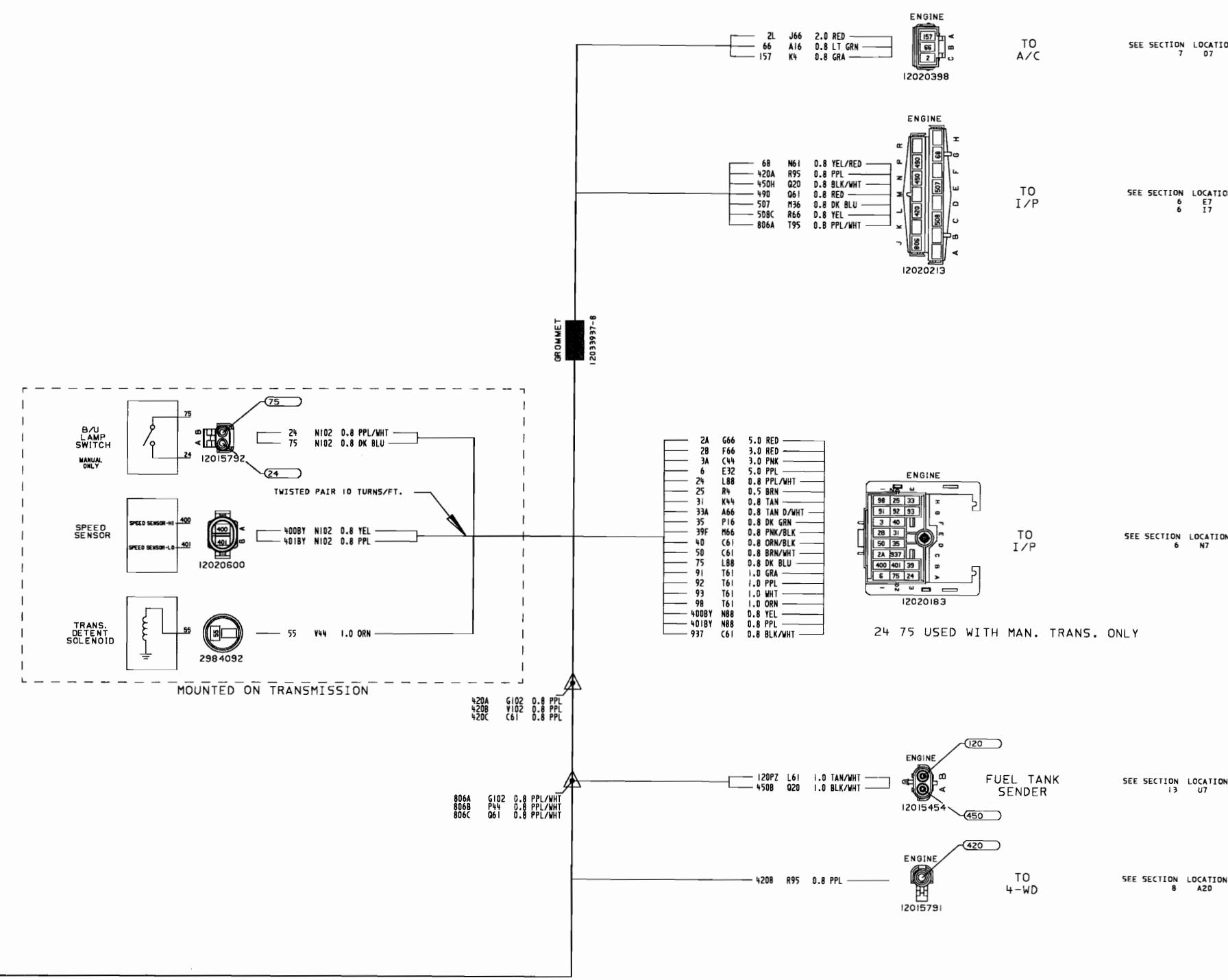
DIESEL ENGINE
LL4

15528745

C K TRUCK SECTION 4 PAGE 2

77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113

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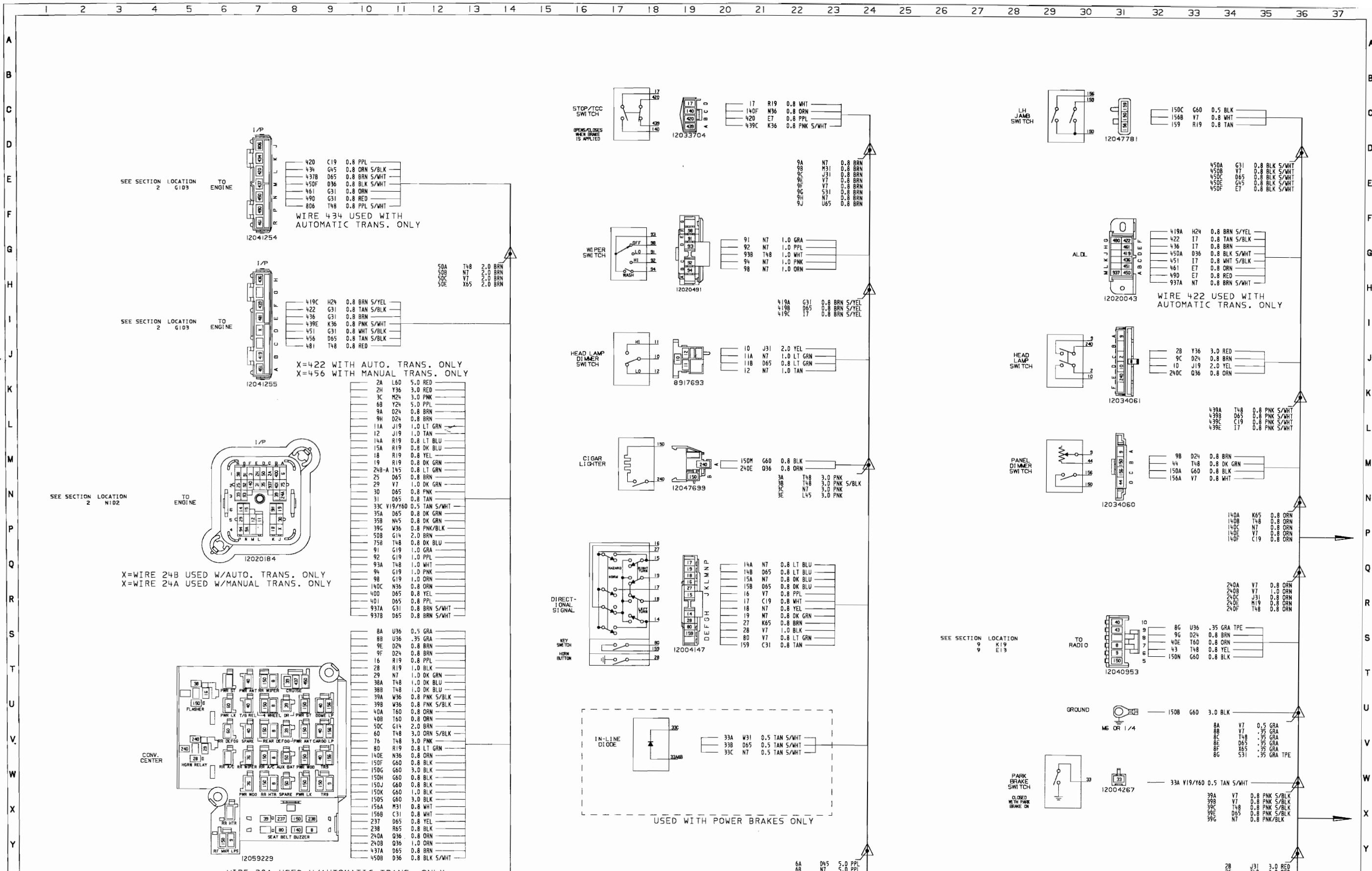


DIESEL ENGINE
LL4

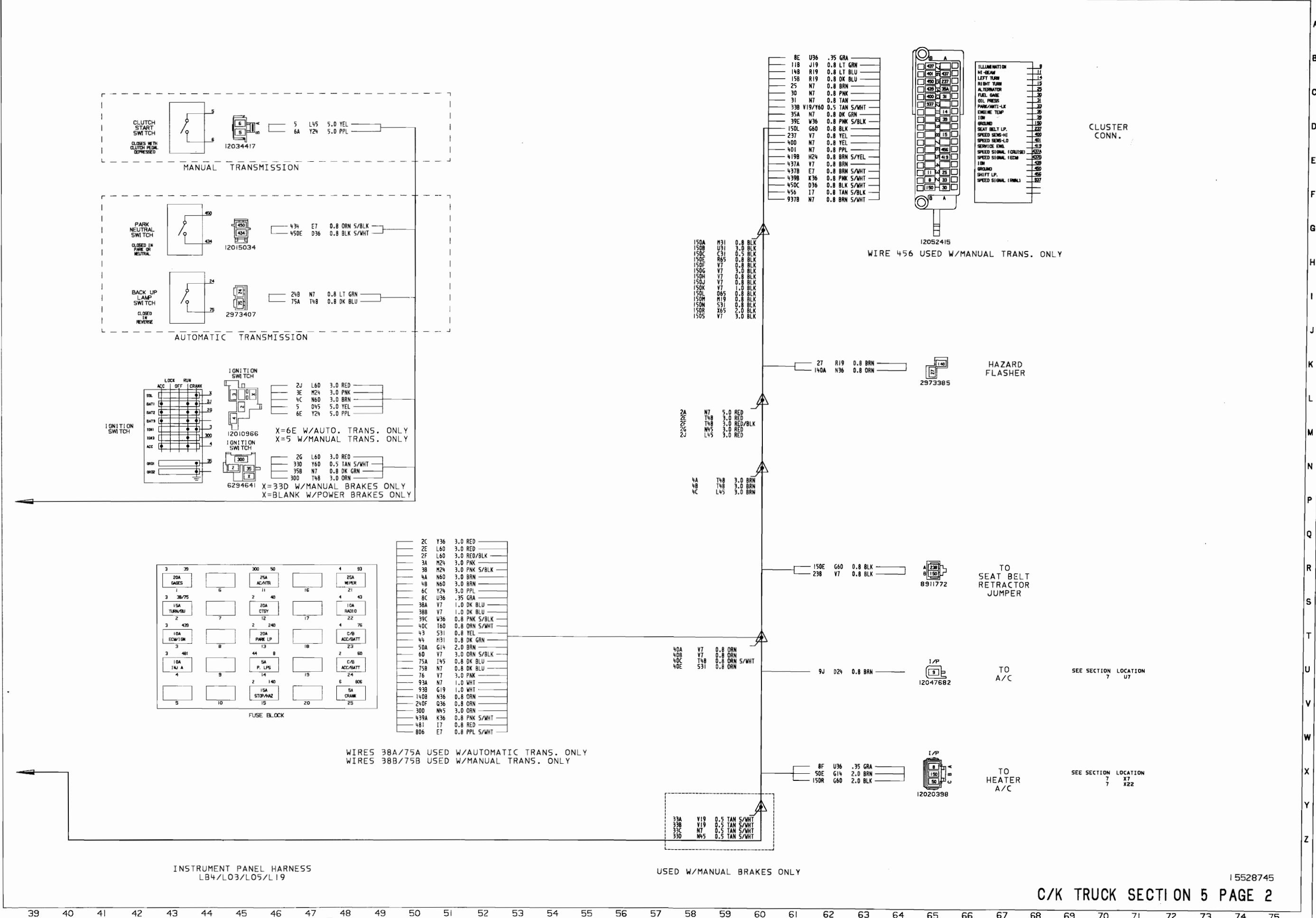
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C K TRUCK SECTION 4 PAGE 3

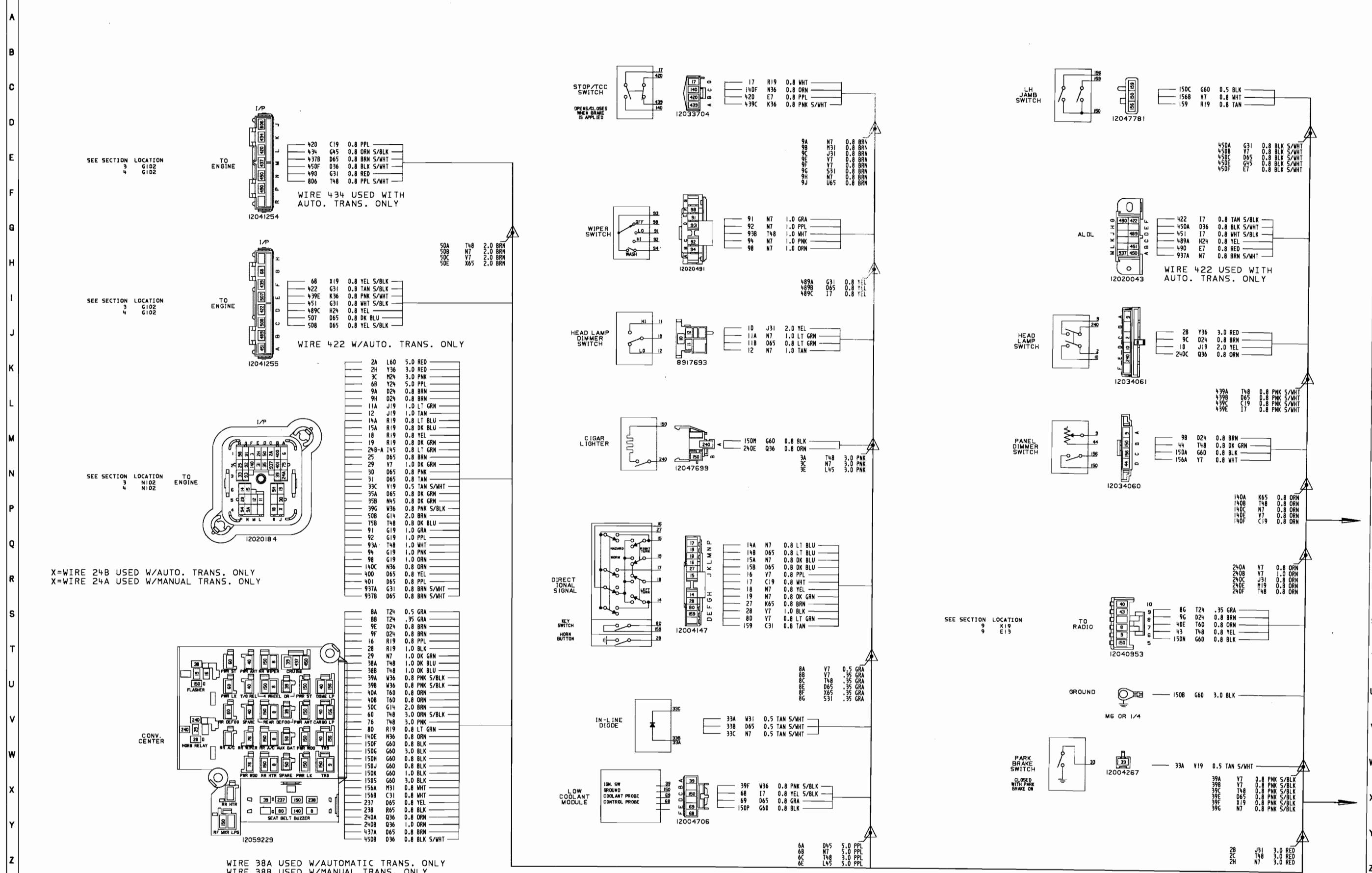
77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113



**INSTRUMENT PANEL HARNESS
LB4/L03/L05/L19**



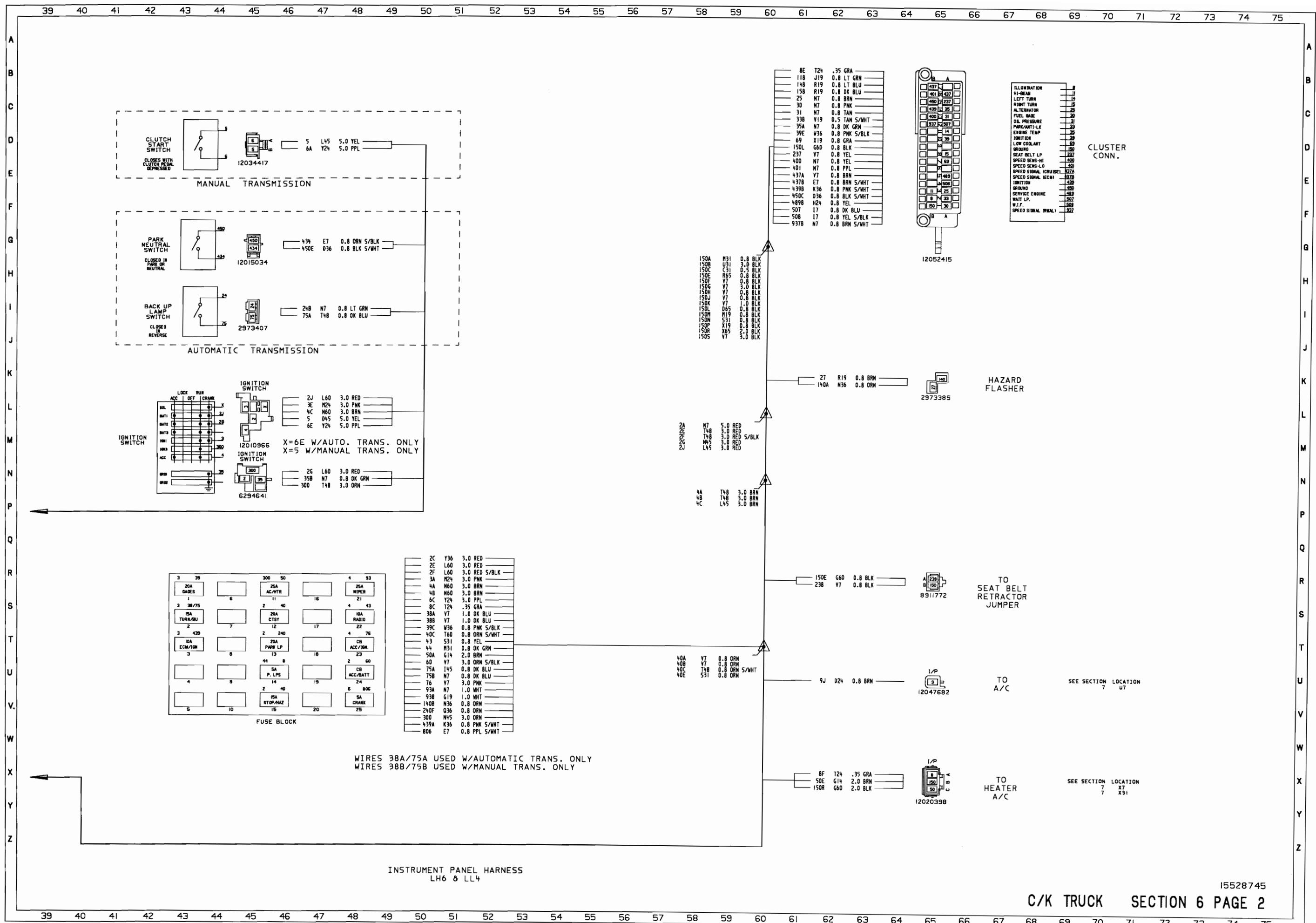
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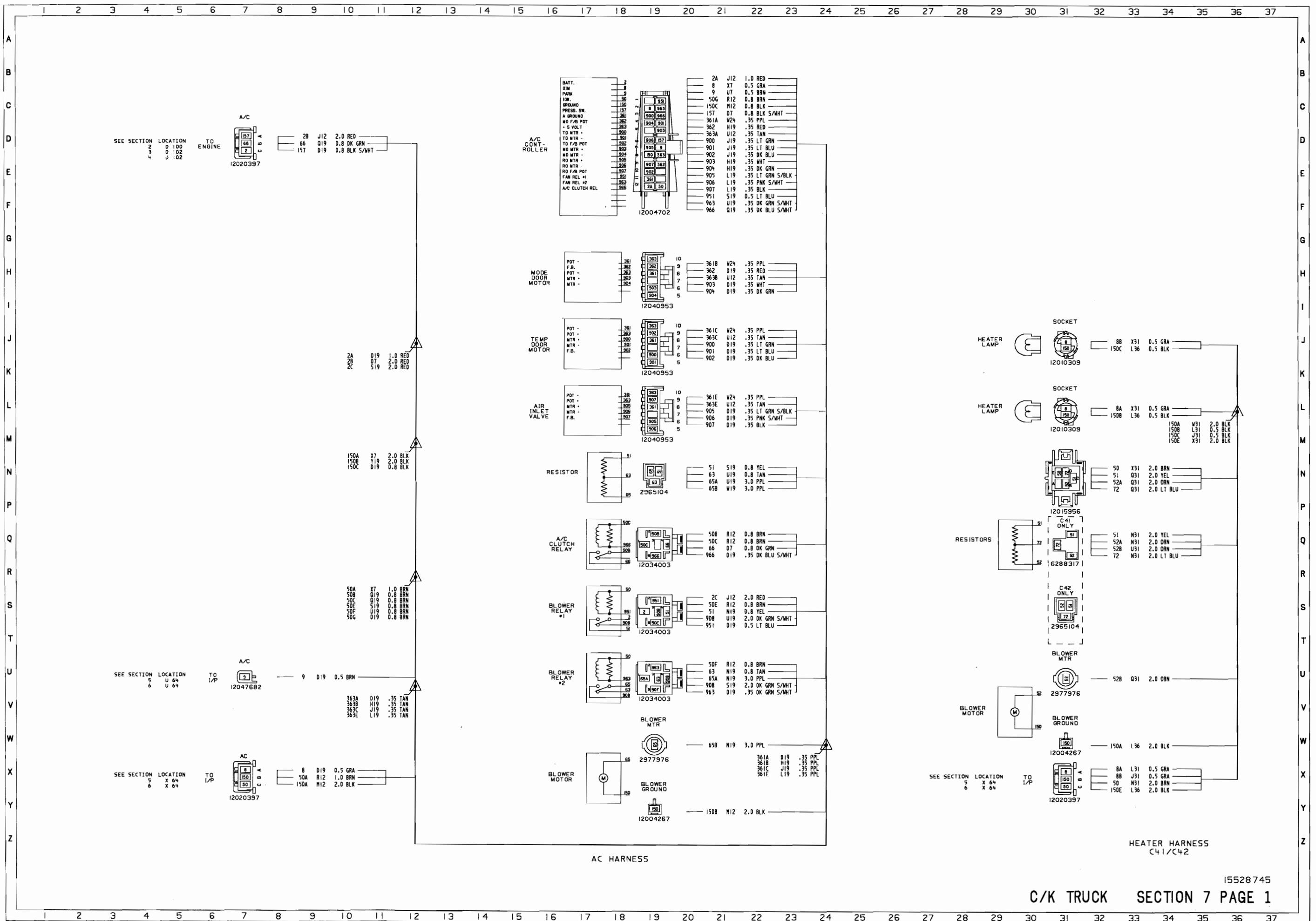


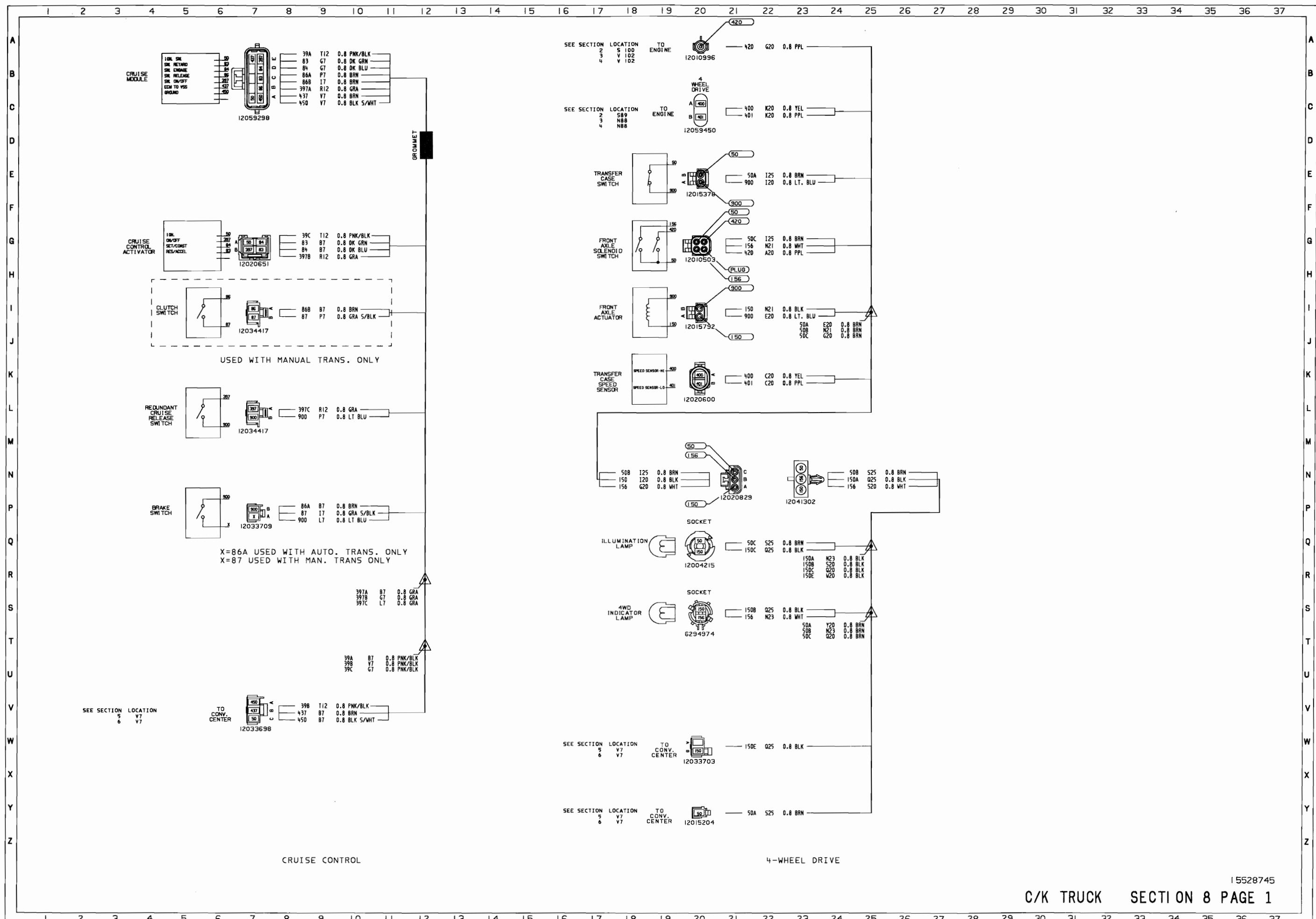
C/K TRUCK SECTION 6 PAGE 1

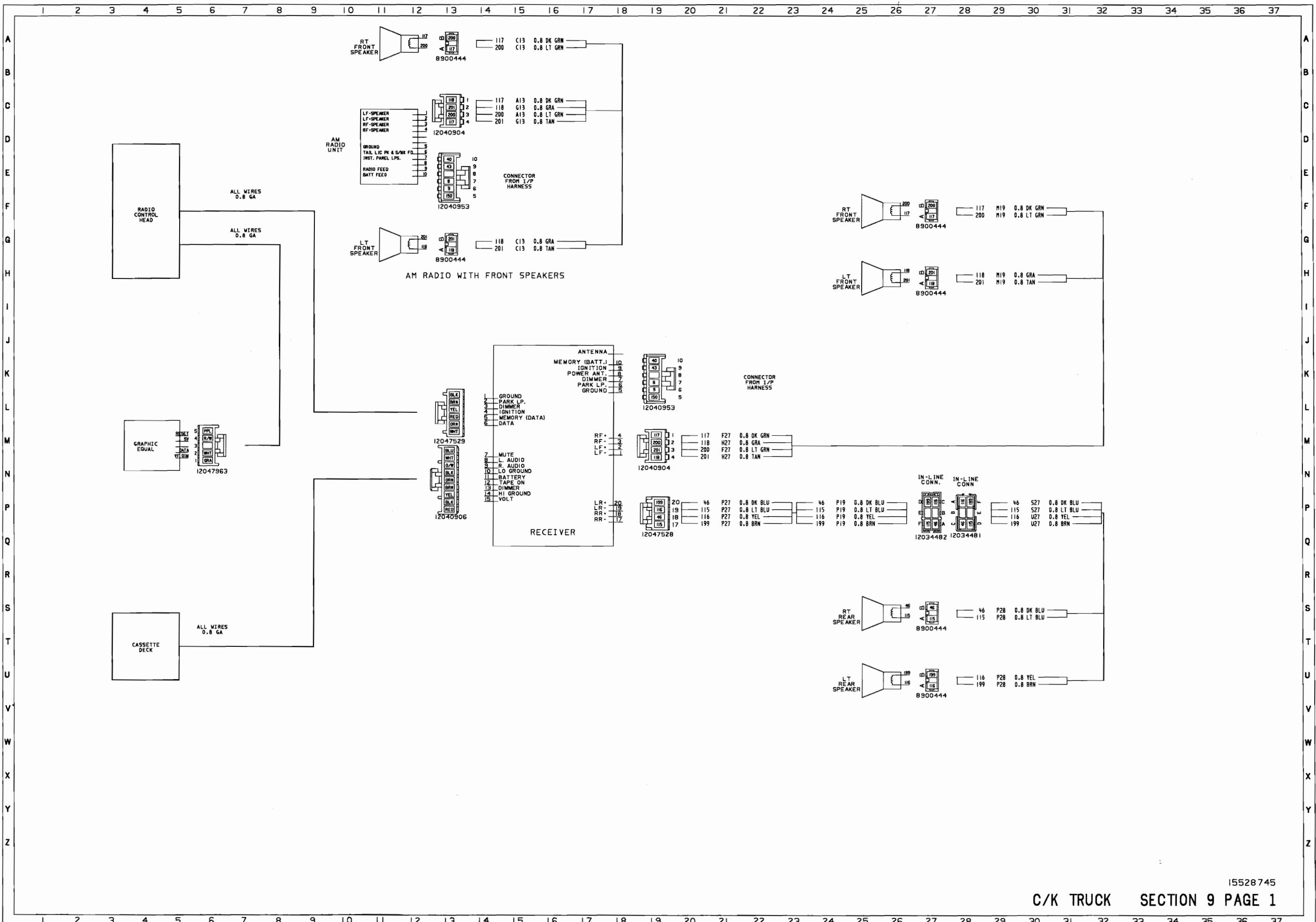
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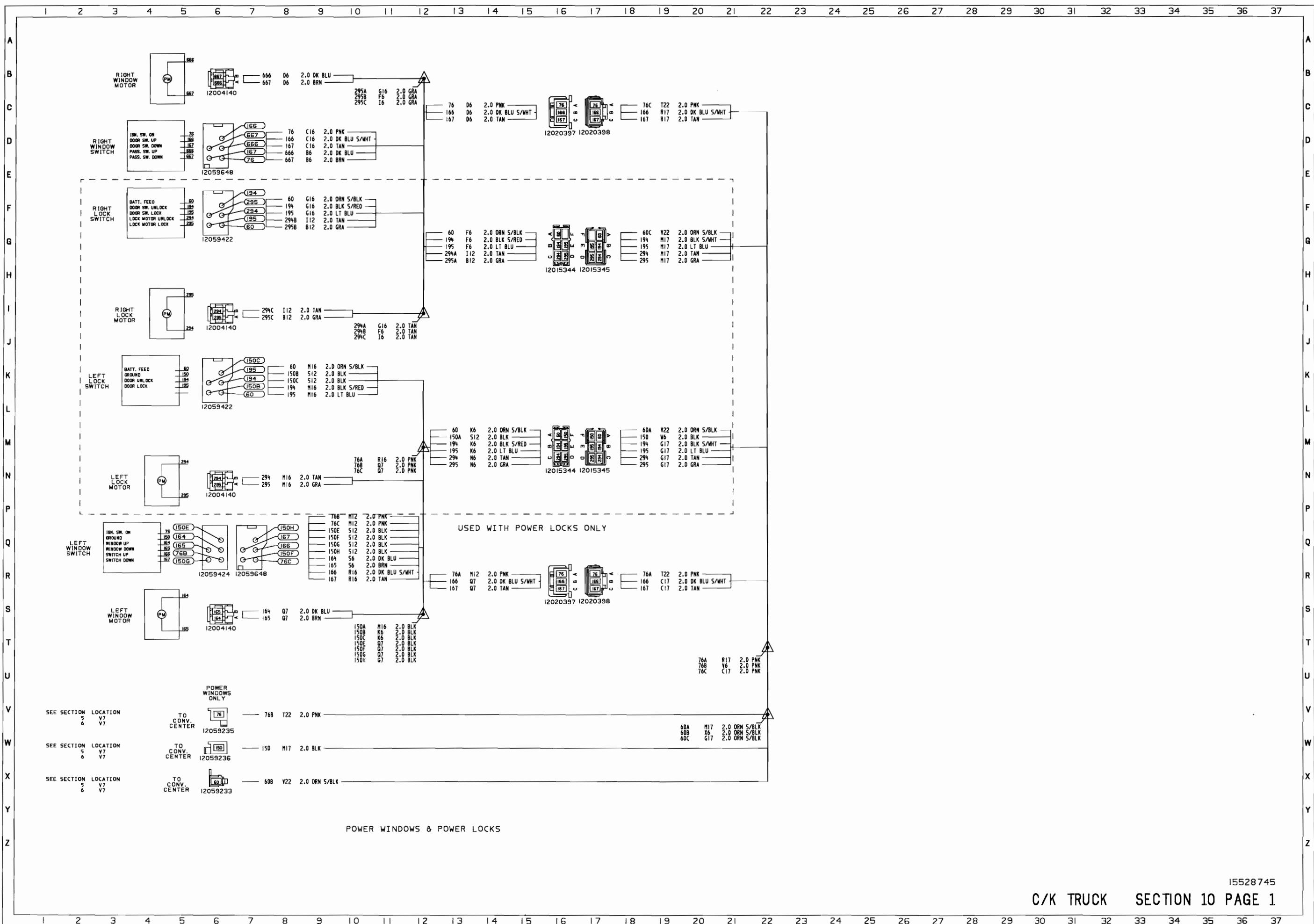
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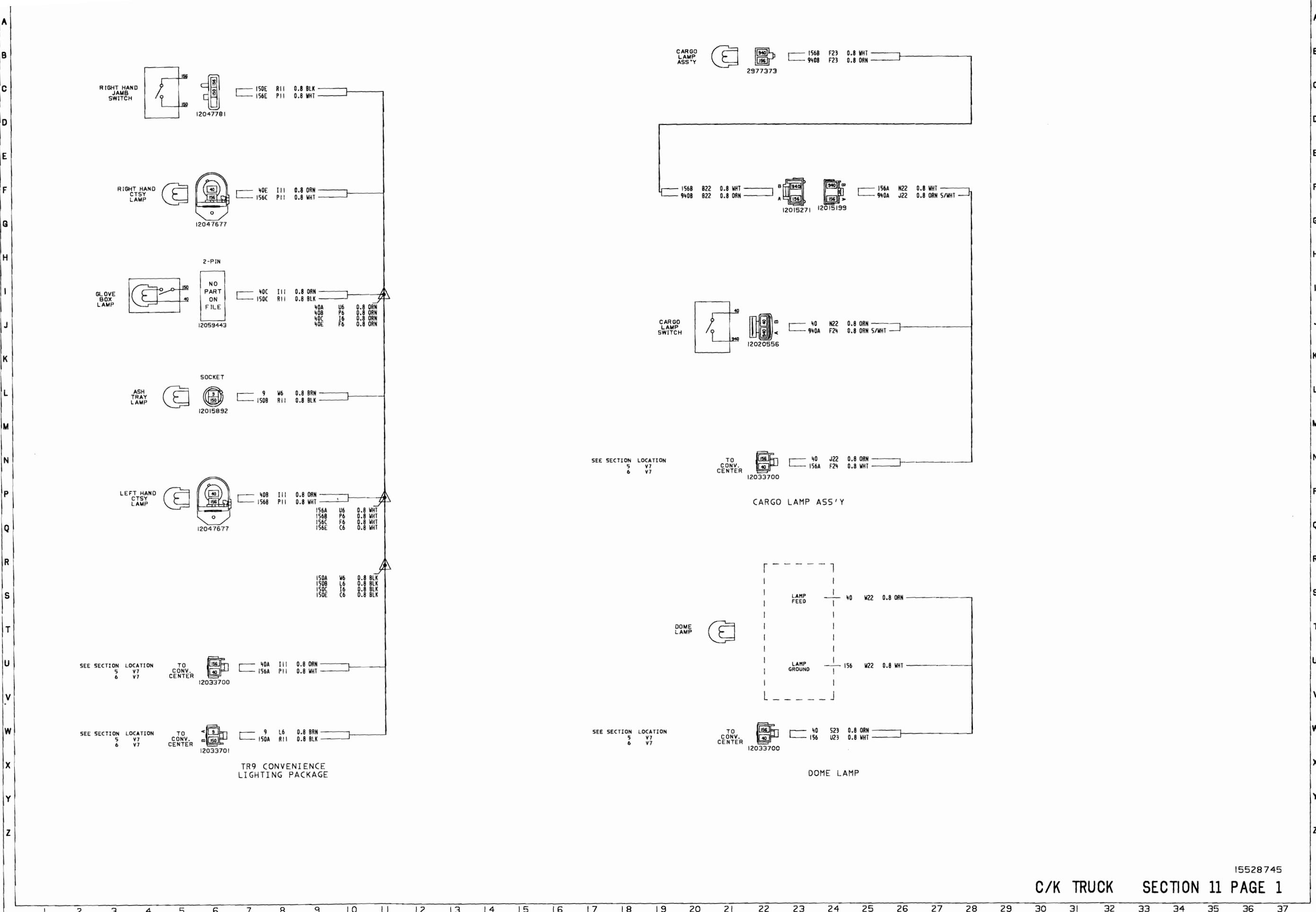


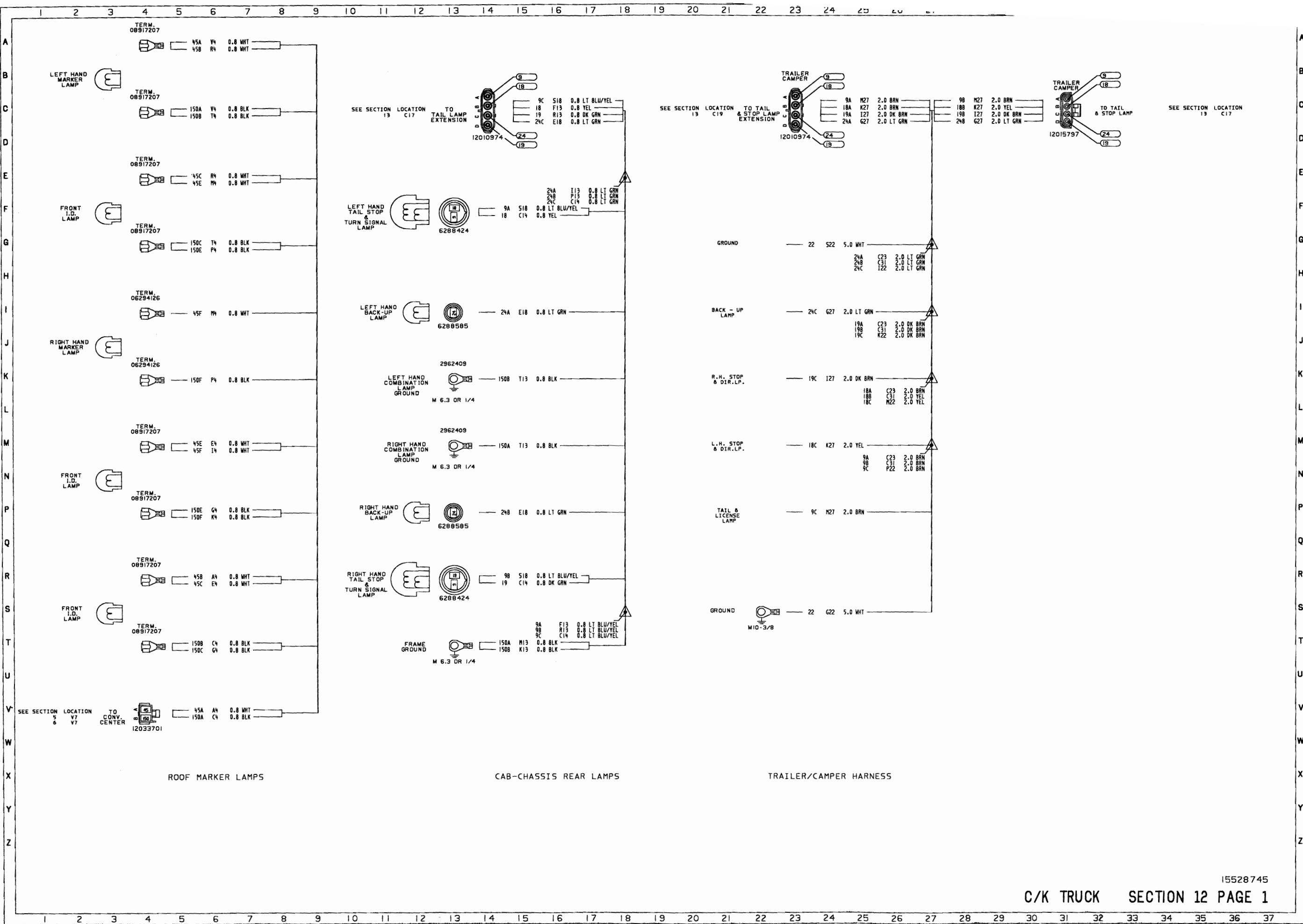


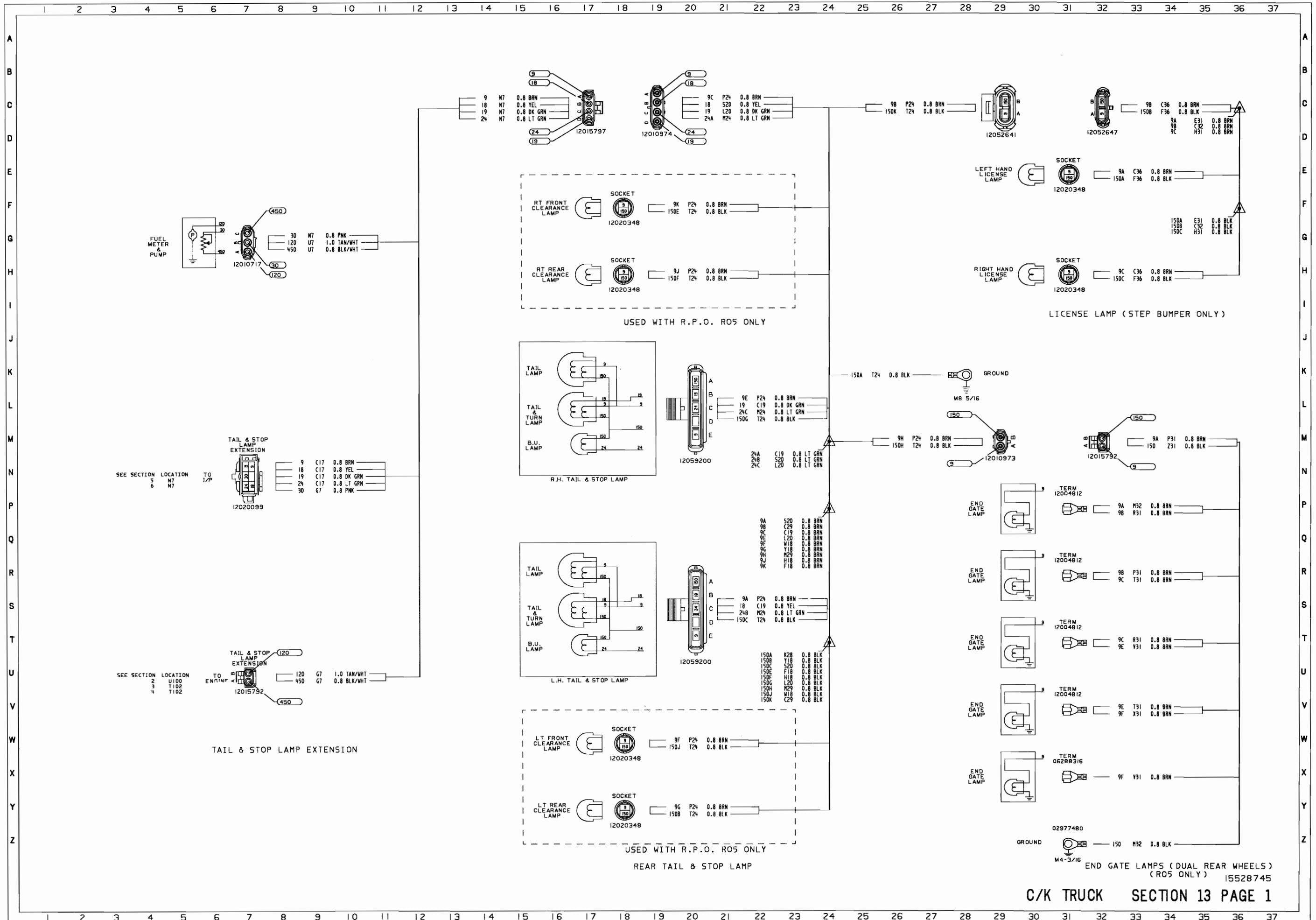


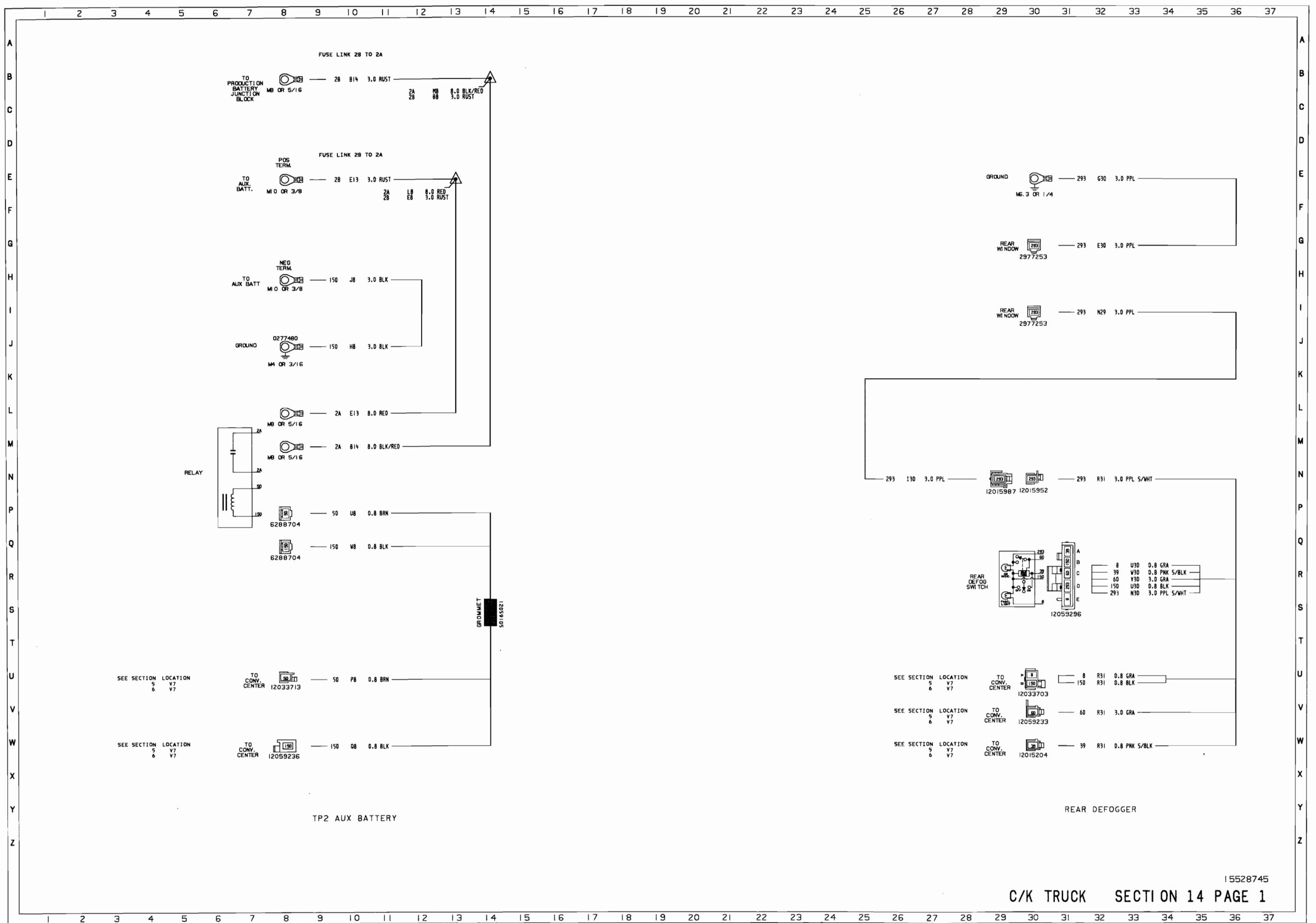






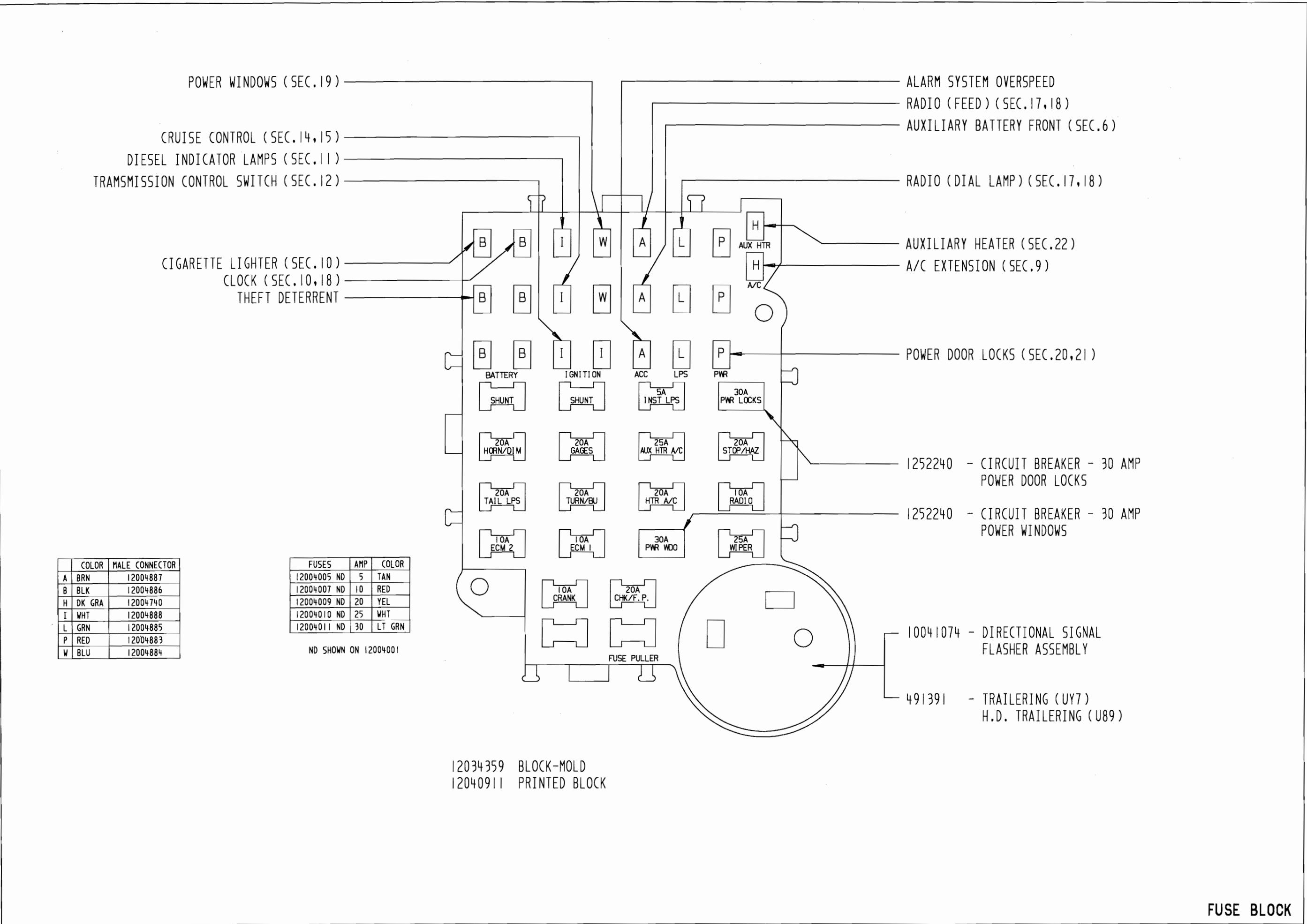


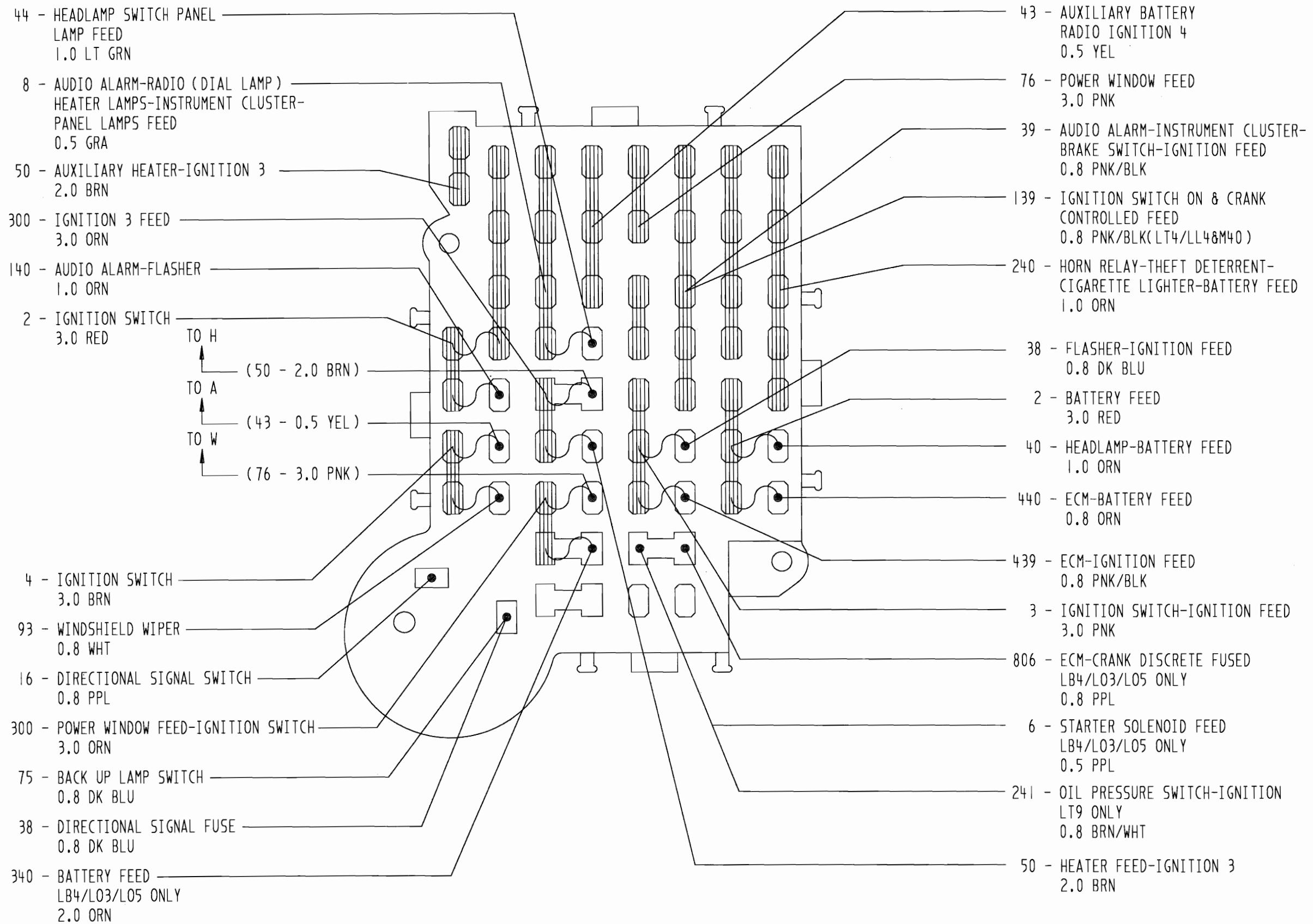




1987 G VAN

| <u>SECTION</u> | <u>DESCRIPTION</u> | <u>SECTION</u> | <u>DESCRIPTION</u> |
|----------------|---|----------------|--------------------------------------|
| 1 | FUSE BLOCK DETAILS | 13 | PULSE WIPER CD4 |
| 2 | FORWARD LAMP | 14 | CRUISE CONTROL MANUAL K34 |
| 3 | ENGINE HARNESS DIESEL | 15 | CRUISE CONTROL AUTOMATIC K34 |
| 4 | V-8 ENGINE HEAVY DUTY LT9 & NB2 | 16 | AUXILIARY LIGHTING -TR9 |
| 5 | V-8 ENGINE HEAVY DUTY LT9 & NA5 | 17 | RADIO EQUIPMENT U63 |
| 6 | TBI GAS ENGINE LB4/L03/L05 8MD8/M40/MY6/M64/M62 | 18 | RADIO EQUIPMENT STEREO UN3 U58 UM6 |
| 7 | AUXILIARY BATTERY TP2 | 19 | POWER WINDOWS -A31 TWO DOOR |
| 8 | BLOWER WIRING | 20 | POWER DOOR LOCKS -AU3 |
| 9 | WIPER MOTOR | 21 | POWER WINDOWS & DOOR LOCKS A31 AU3 |
| 10 | AIR CONDITIONING C60 | 22 | AUXILIARY HEATER C36 |
| 11 | AIR CONDITIONING C69 | 23 | BODY WIRING |
| 12 | INSTRUMENT PANEL (LB4/L03/L06 X LH6/LL4 X LT9) | 24 | 2 DOOR CAB VAN E31 E34 E36 E38 & E39 |
| | I/P DIESEL | 25 | TRAILER WIRING U89 |
| | INSTRUMENT CLUSTER WITH GAGES | 26 | TRAILER WIRING UY7 |
| | INSTRUMENT CLUSTER WITHOUT GAGES | | |
| | BRAKE WARNING LAMP UJ1 | | |

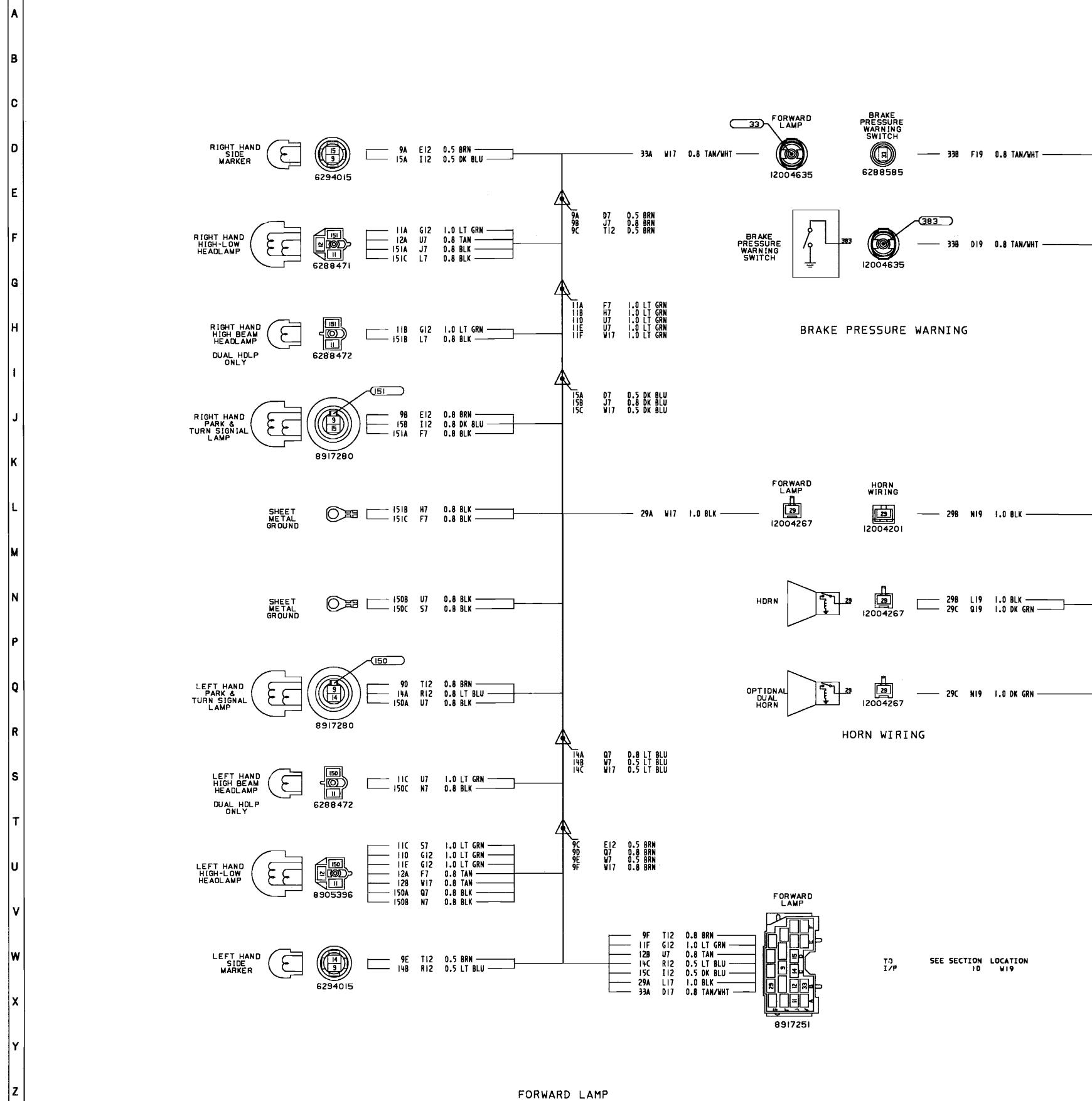




FUSE BLOCK



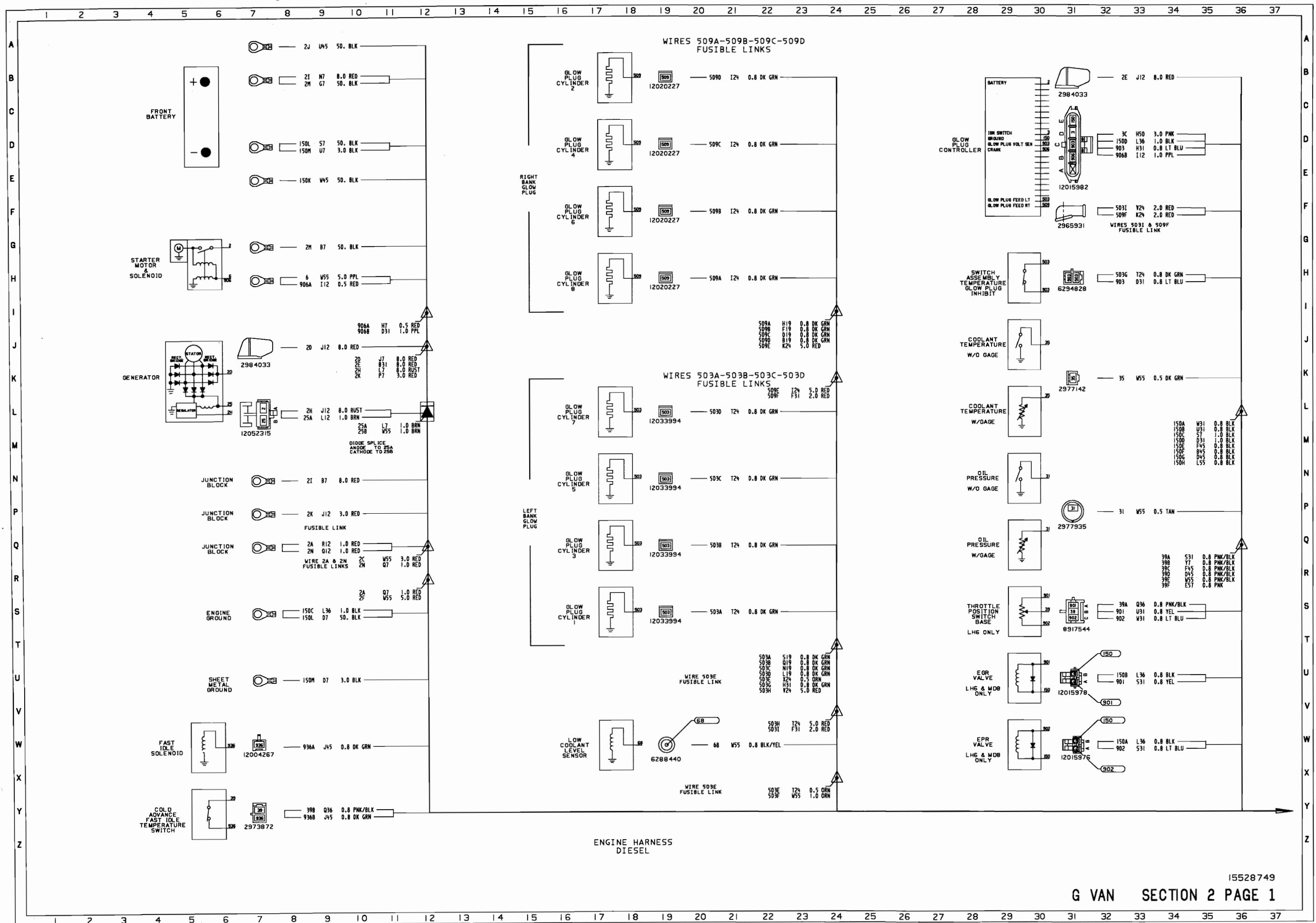
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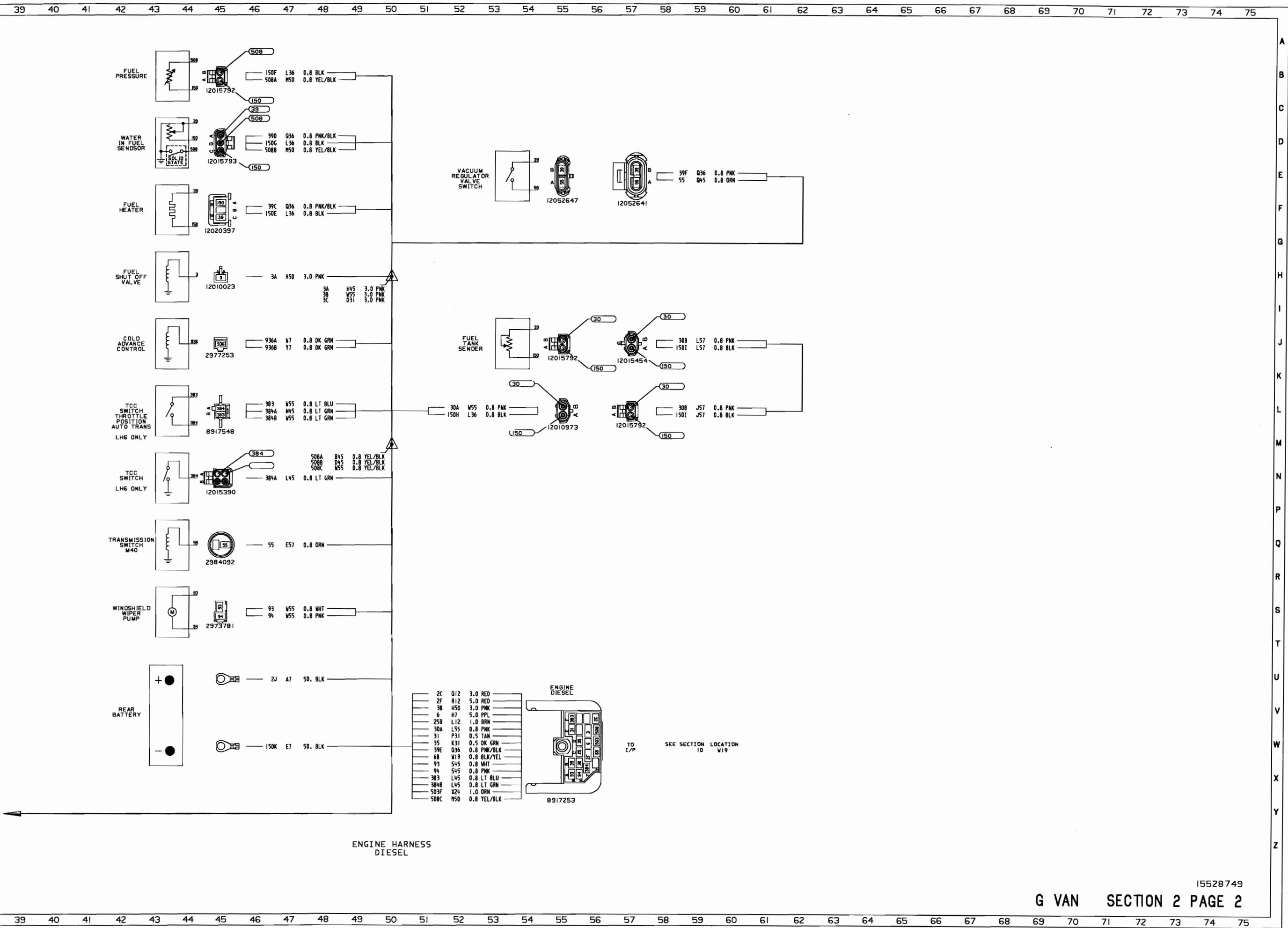


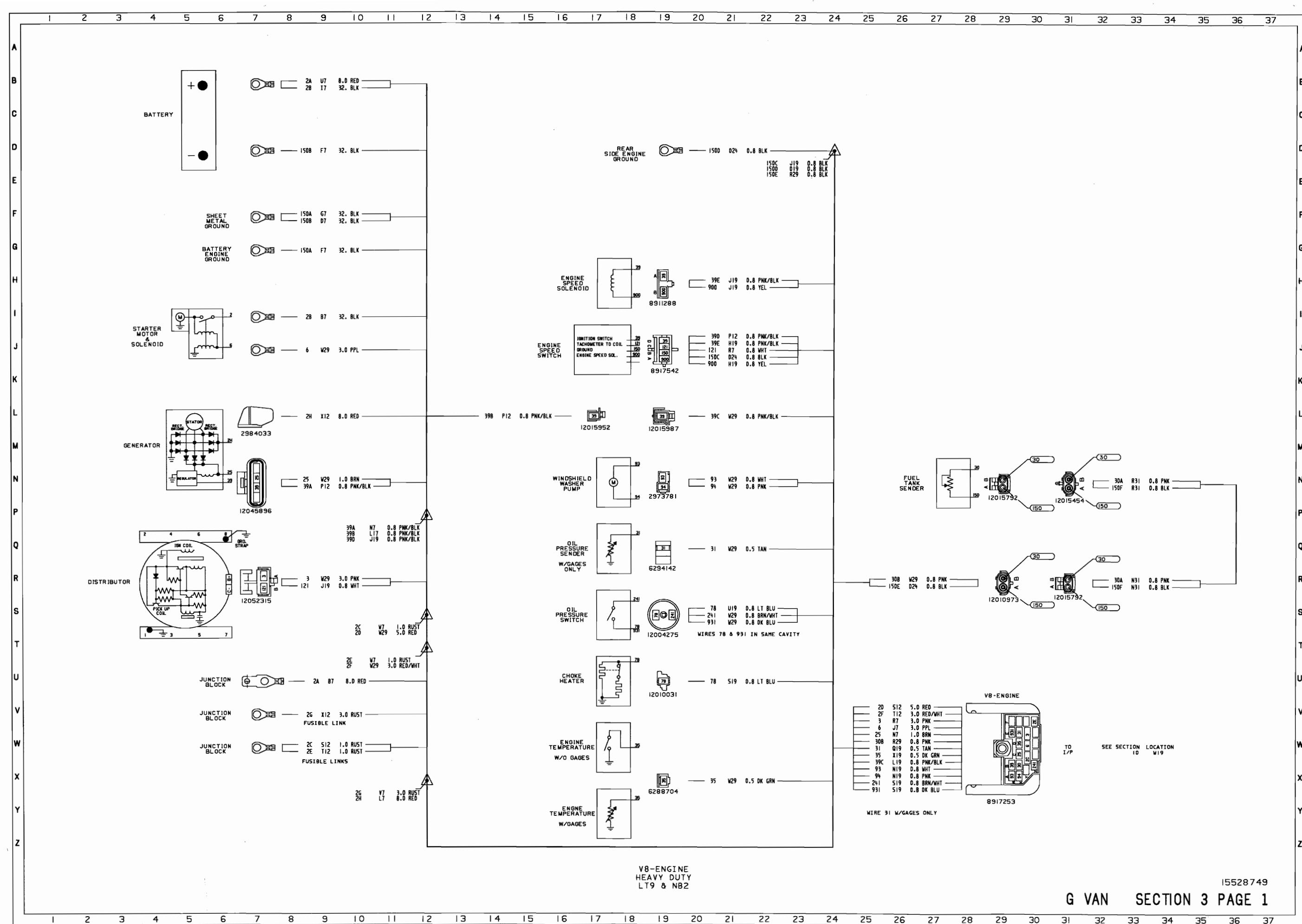
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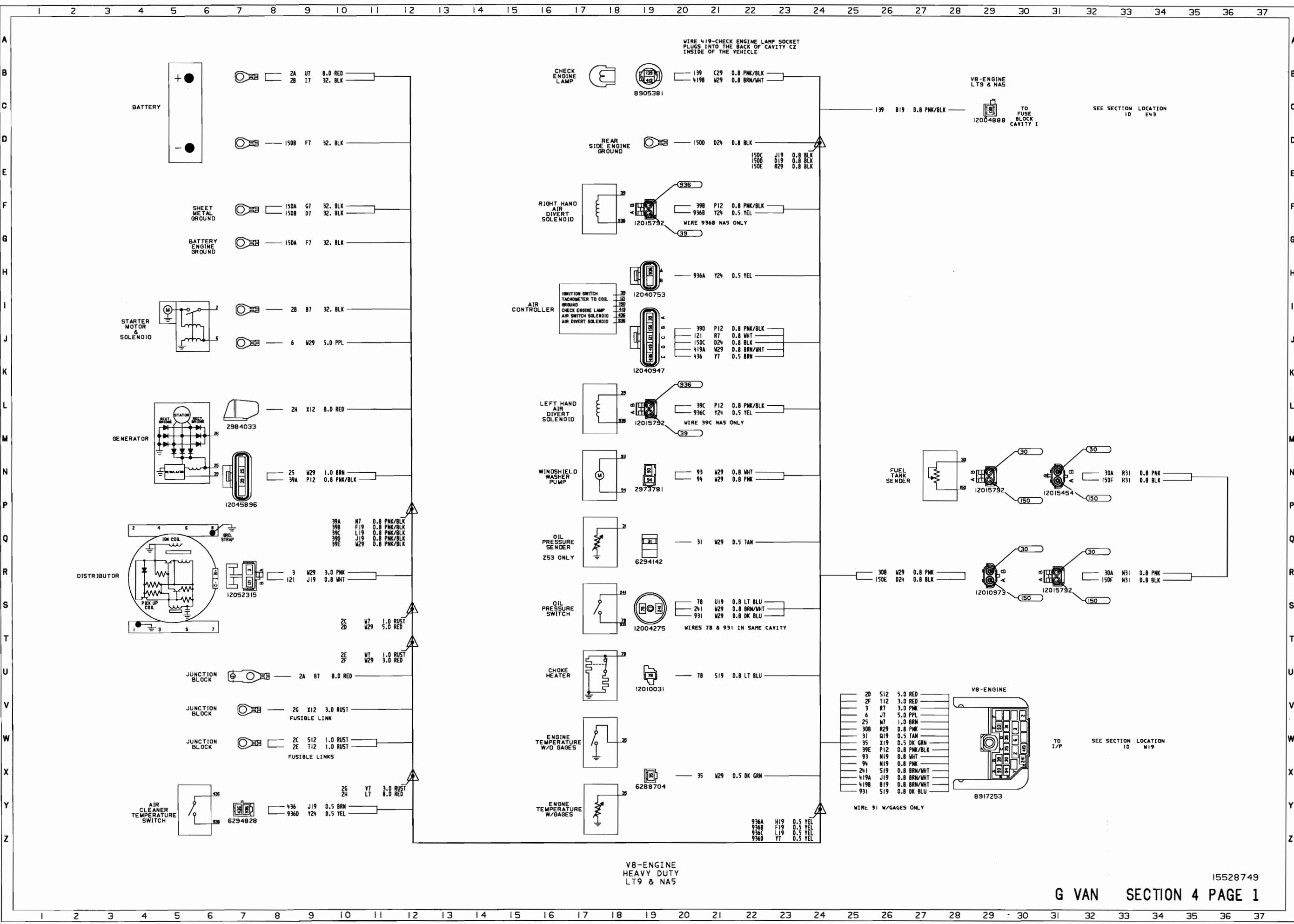
G VAN SECTION 1 PAGE 1

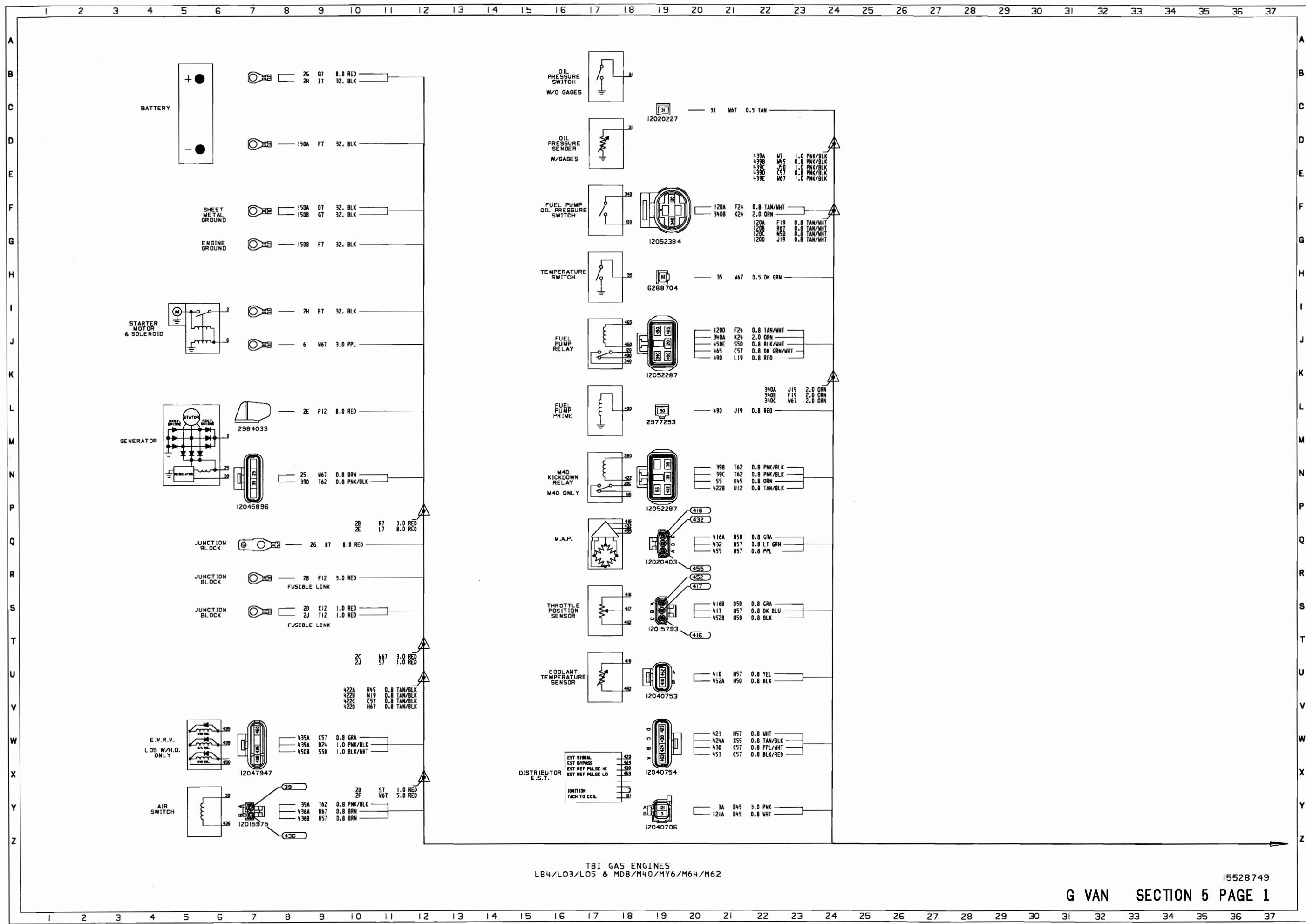
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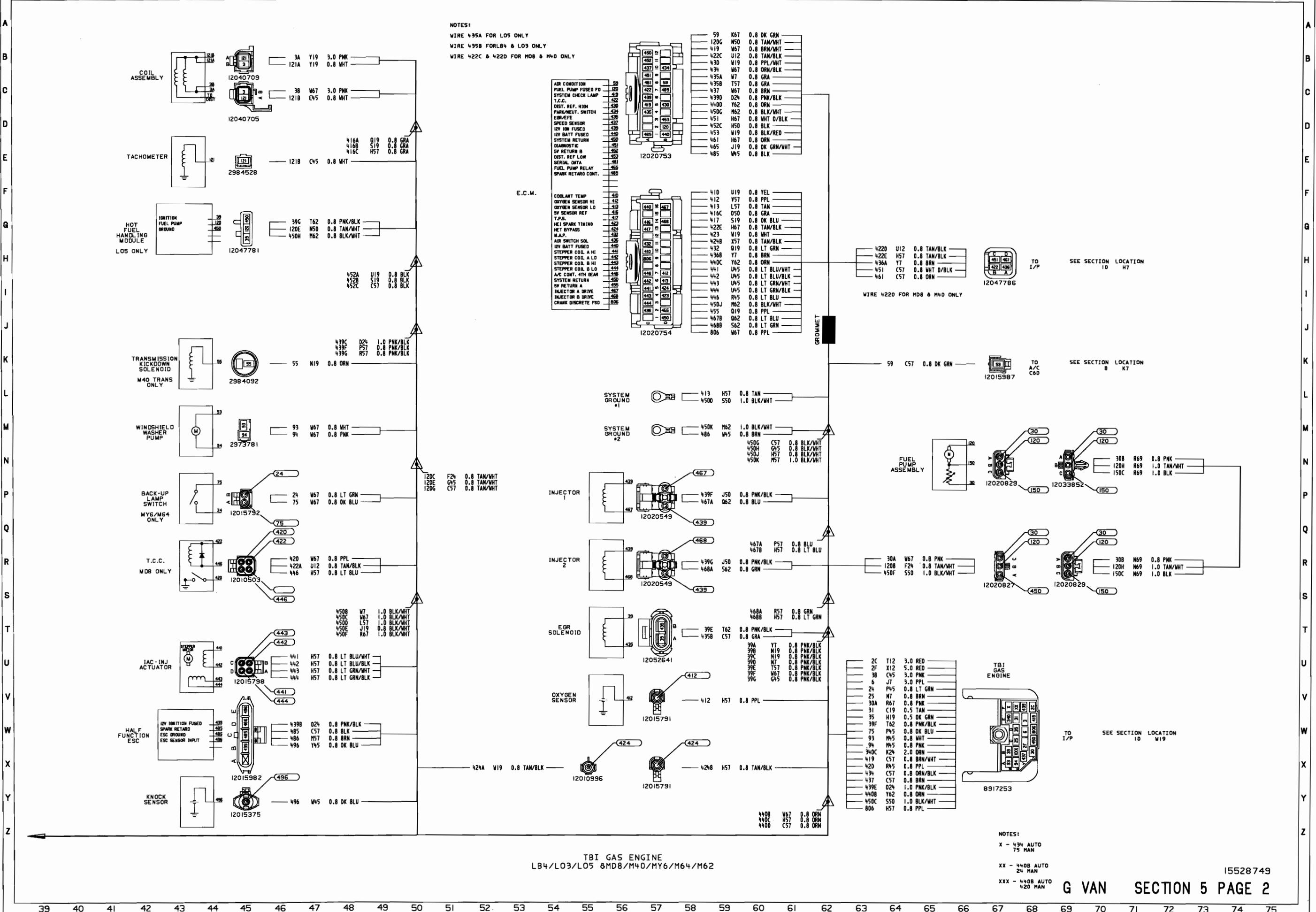


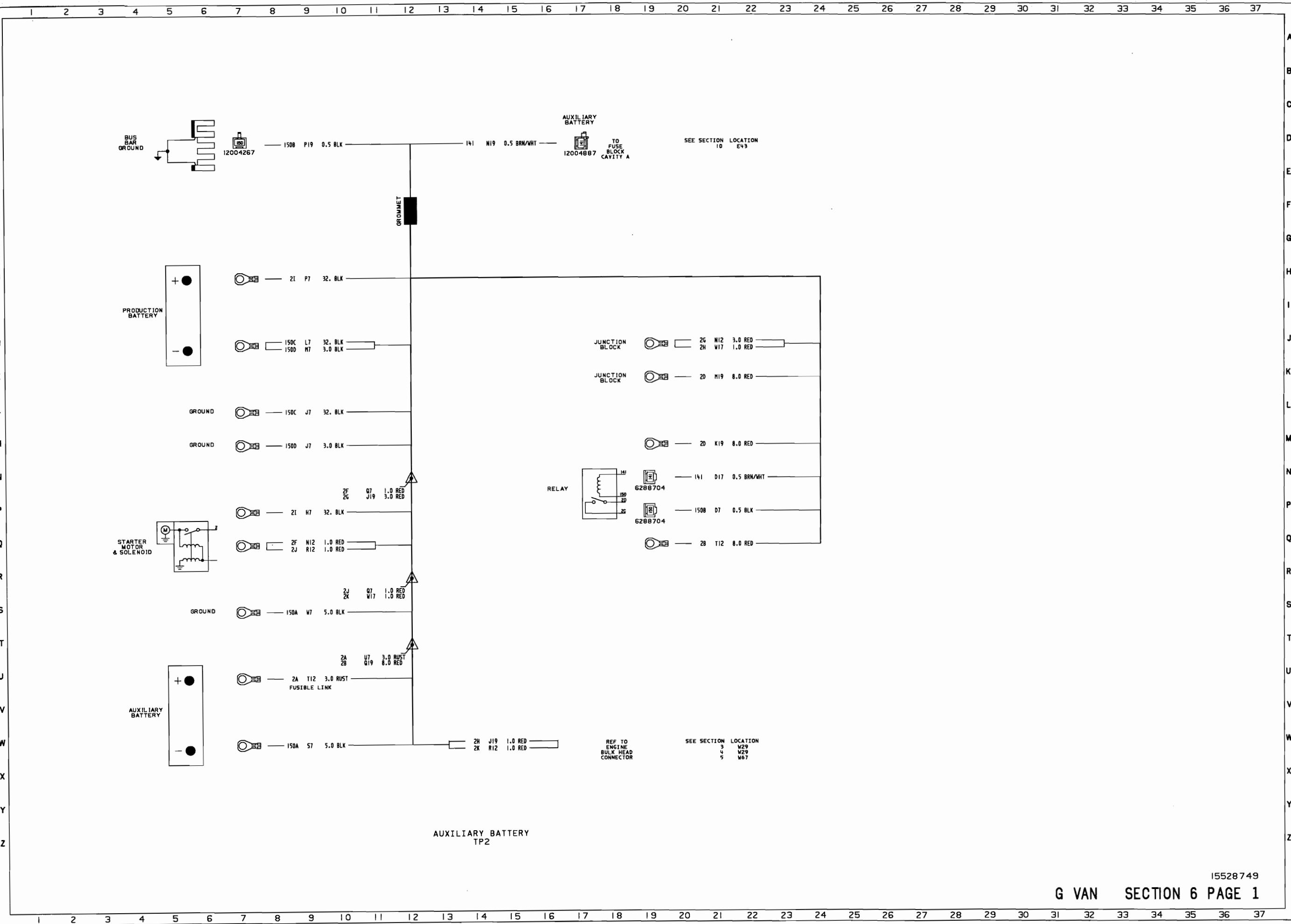


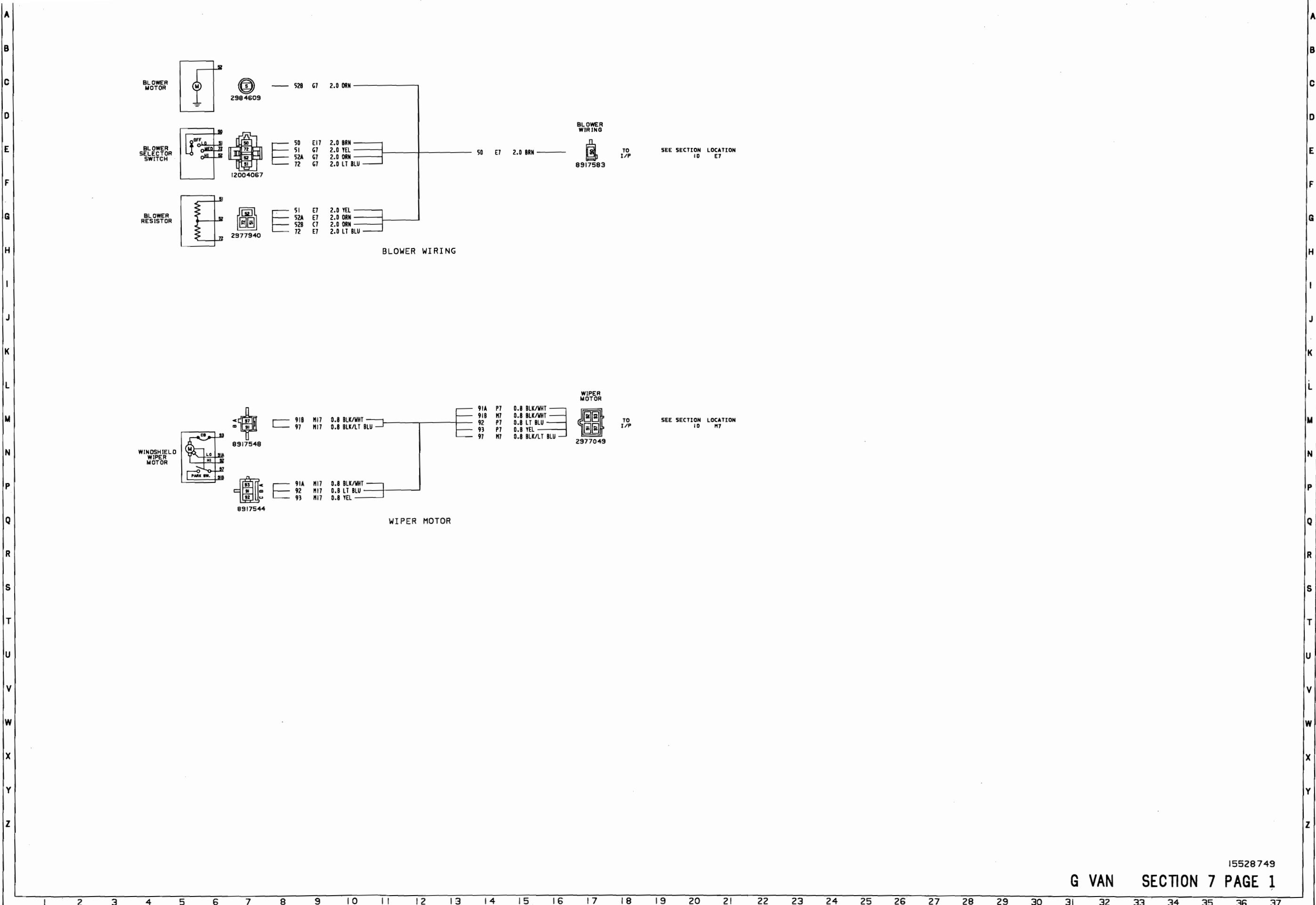


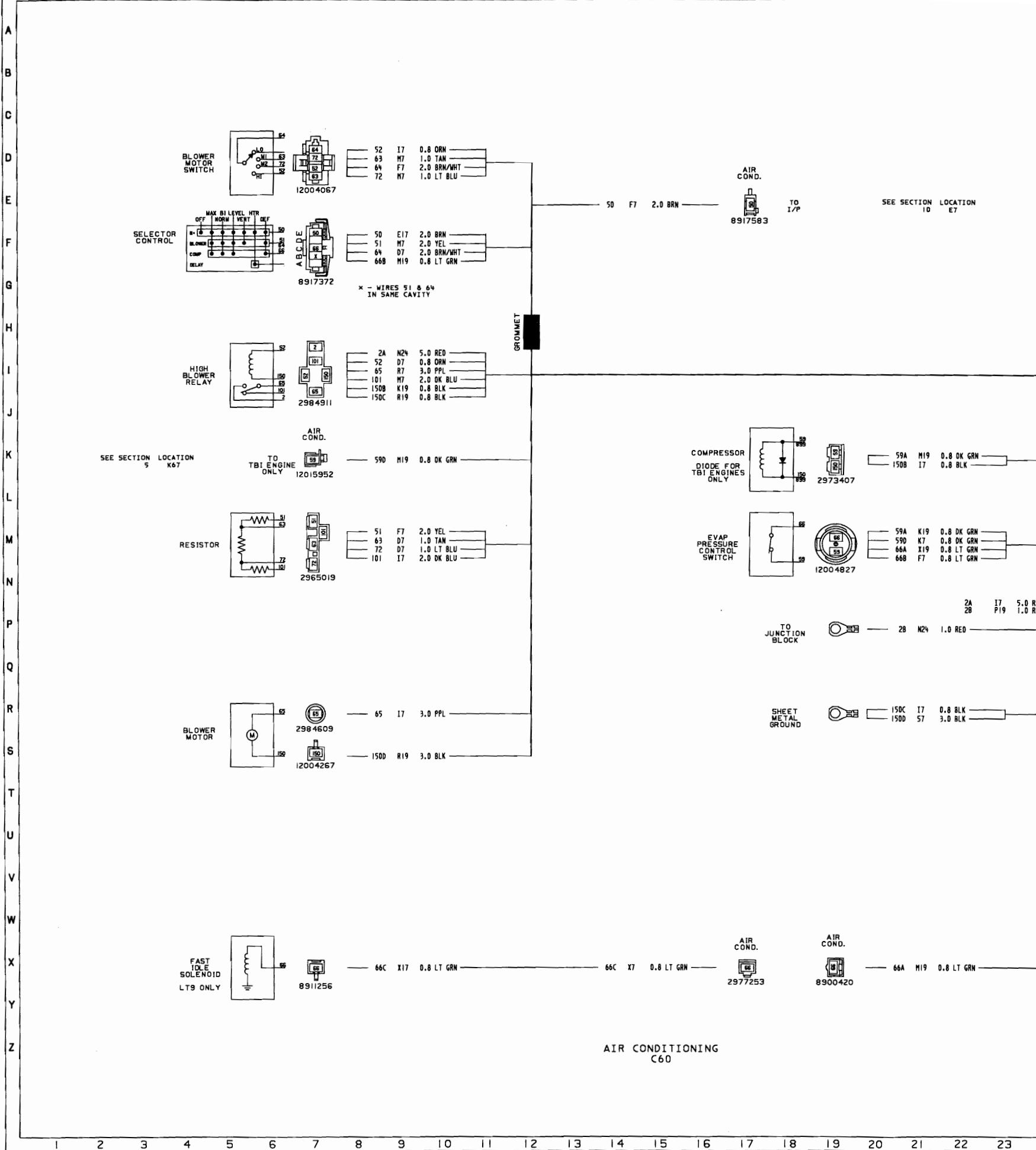


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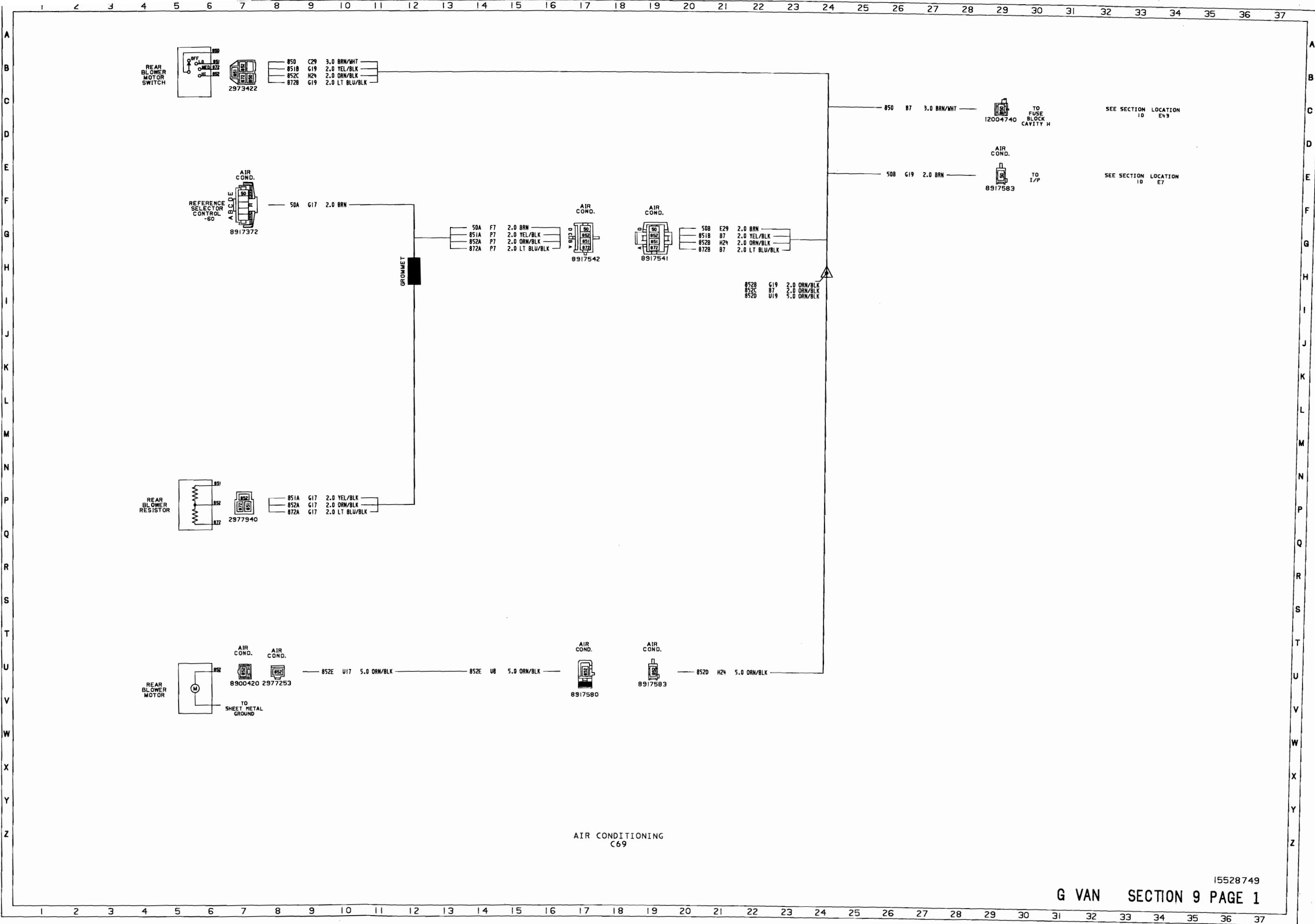


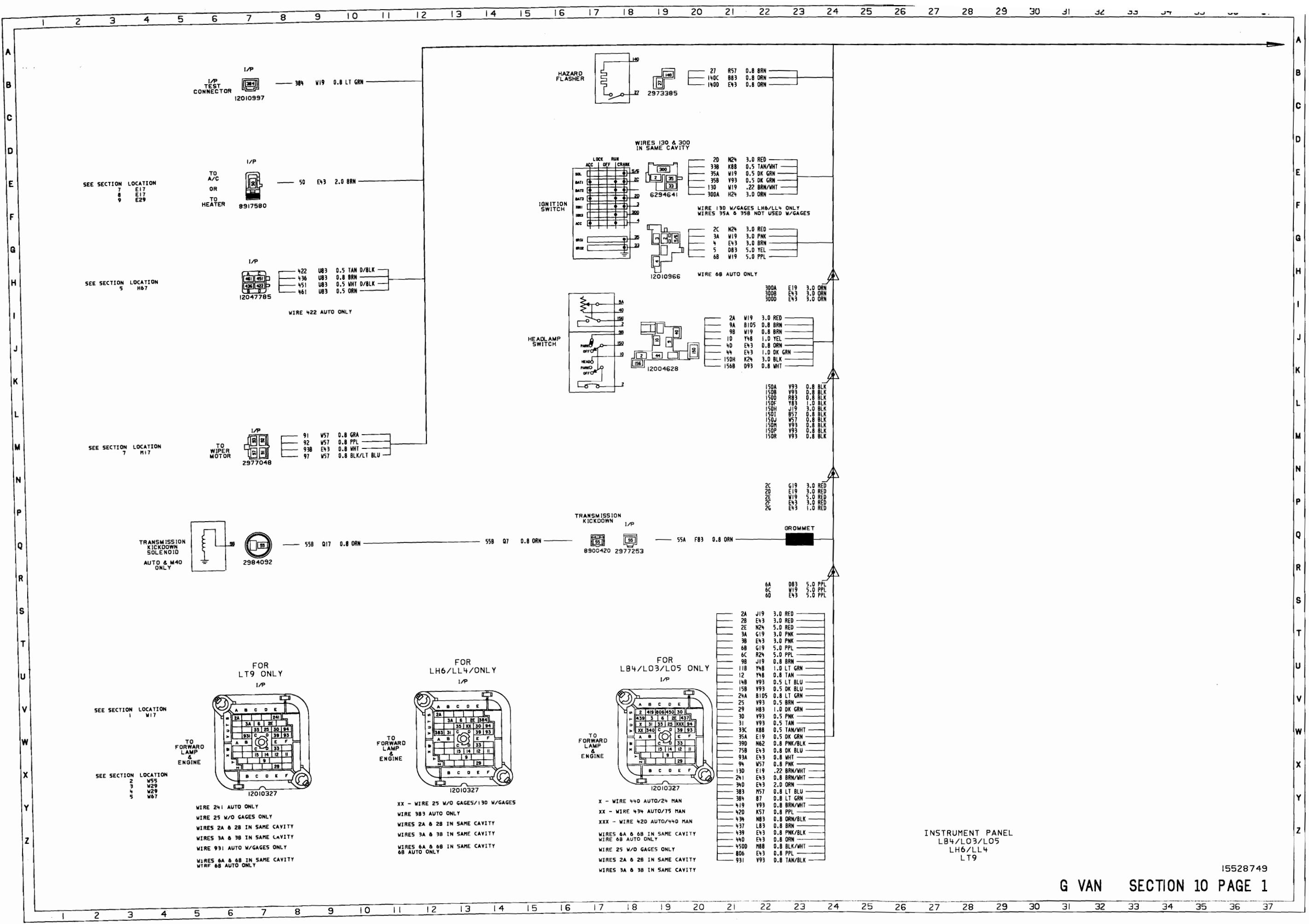


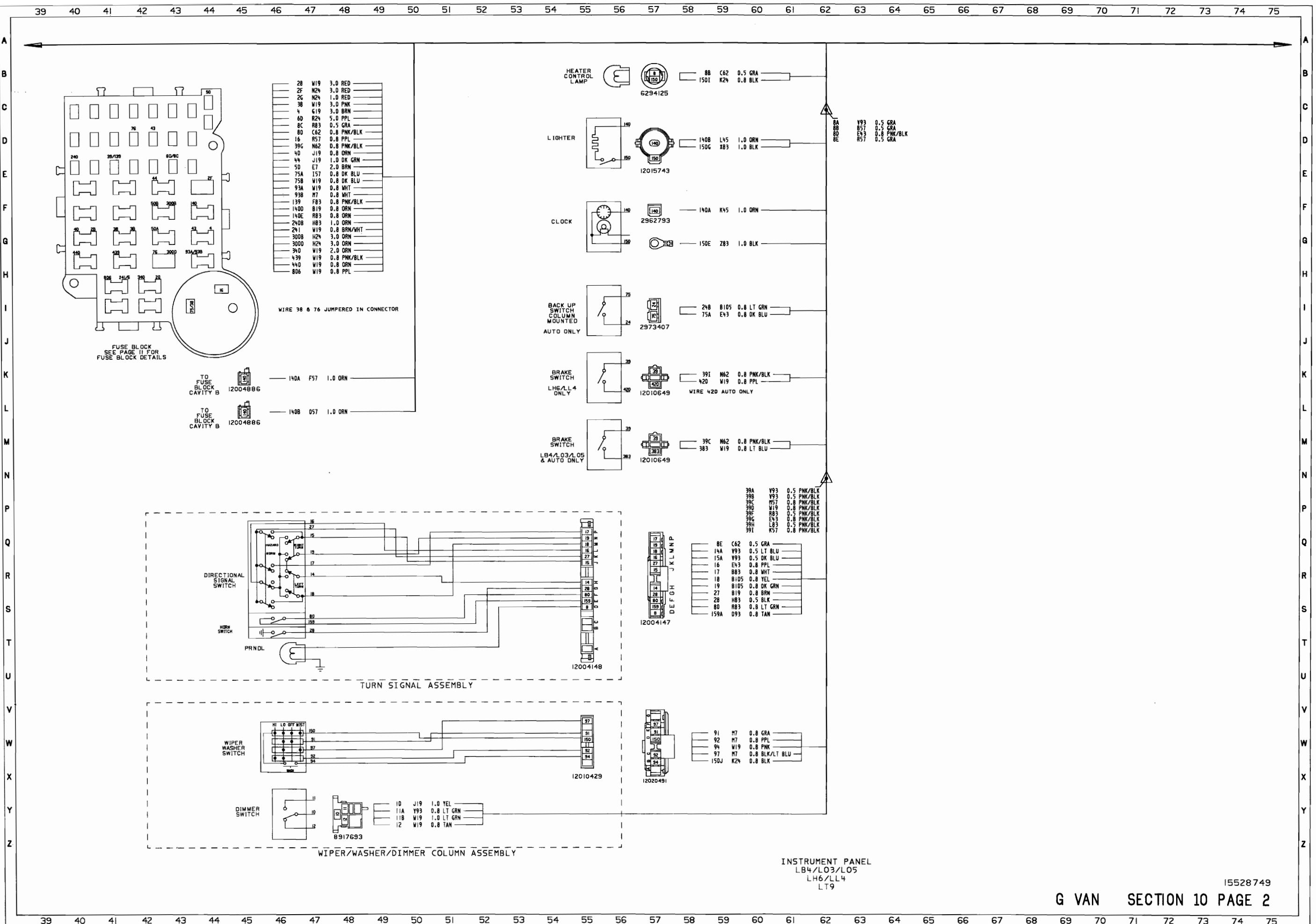
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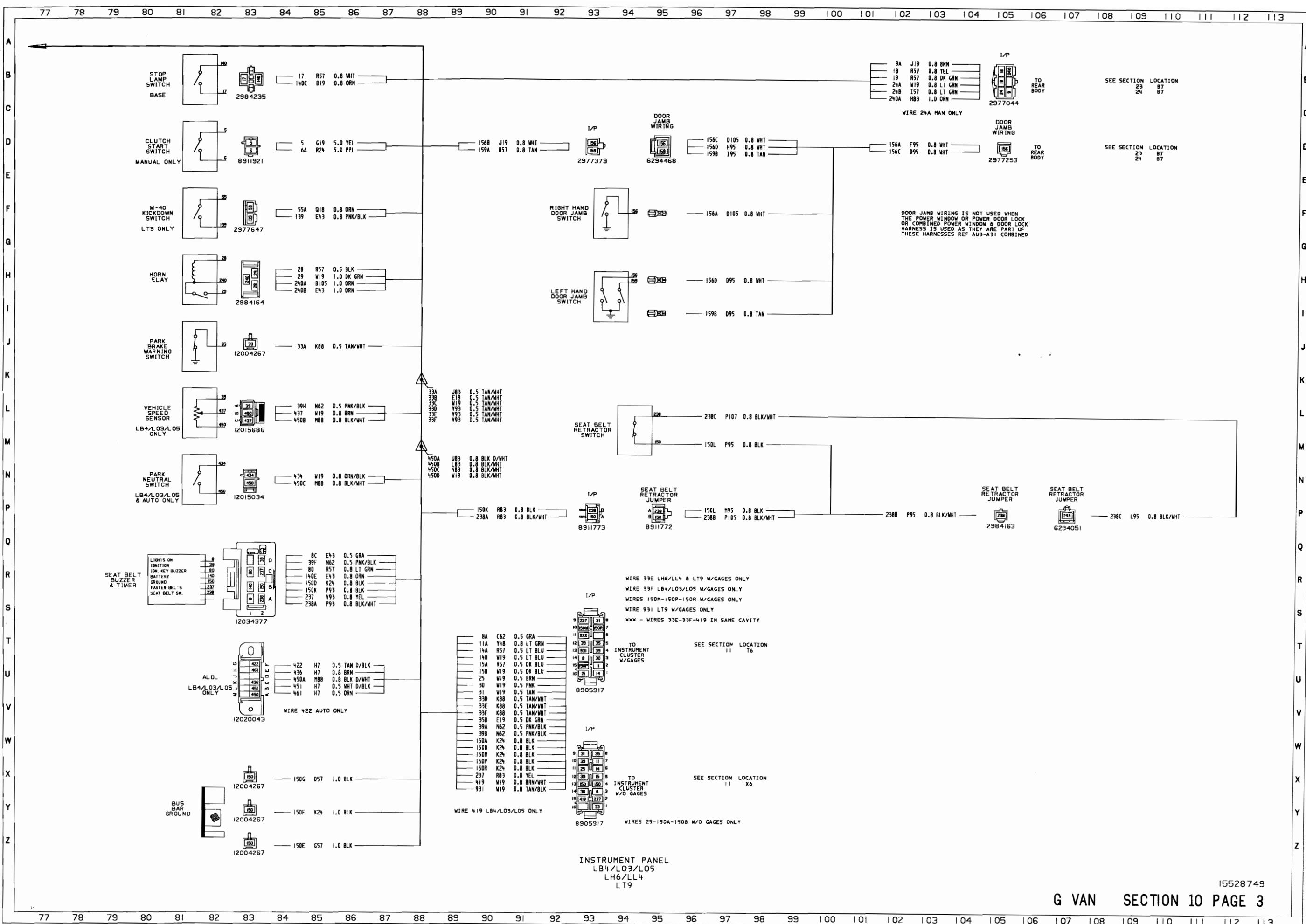
G VAN SECTION 8 PAGE 1

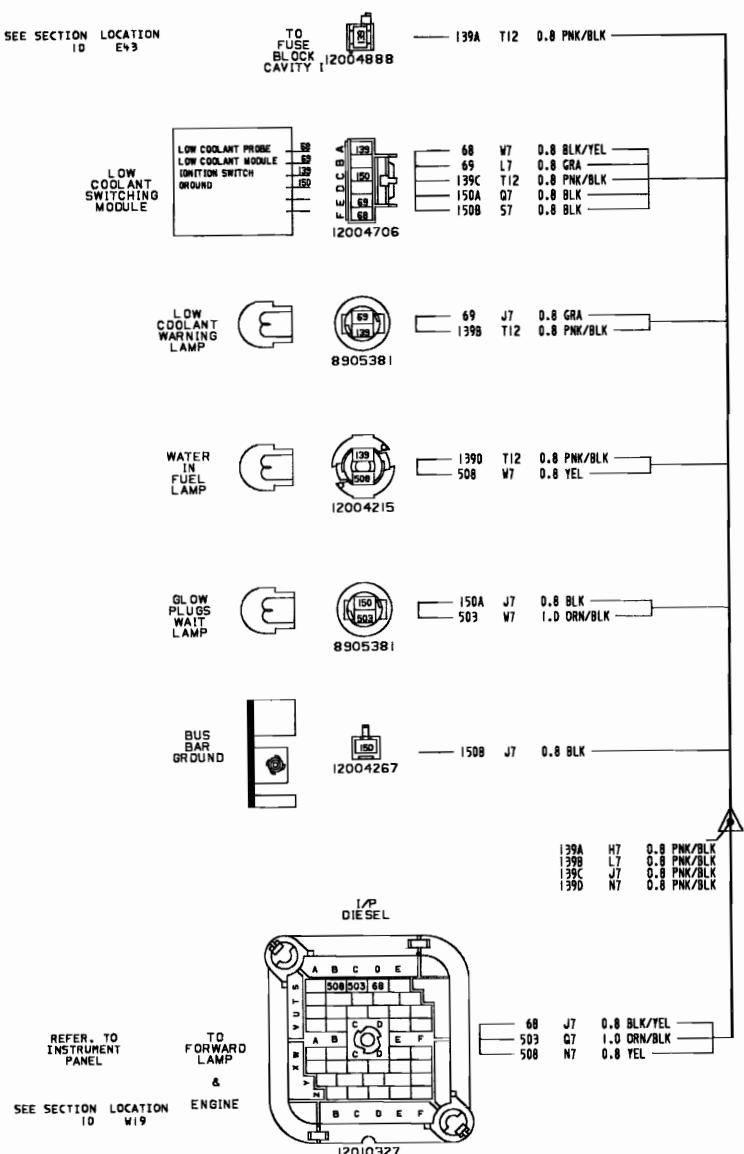
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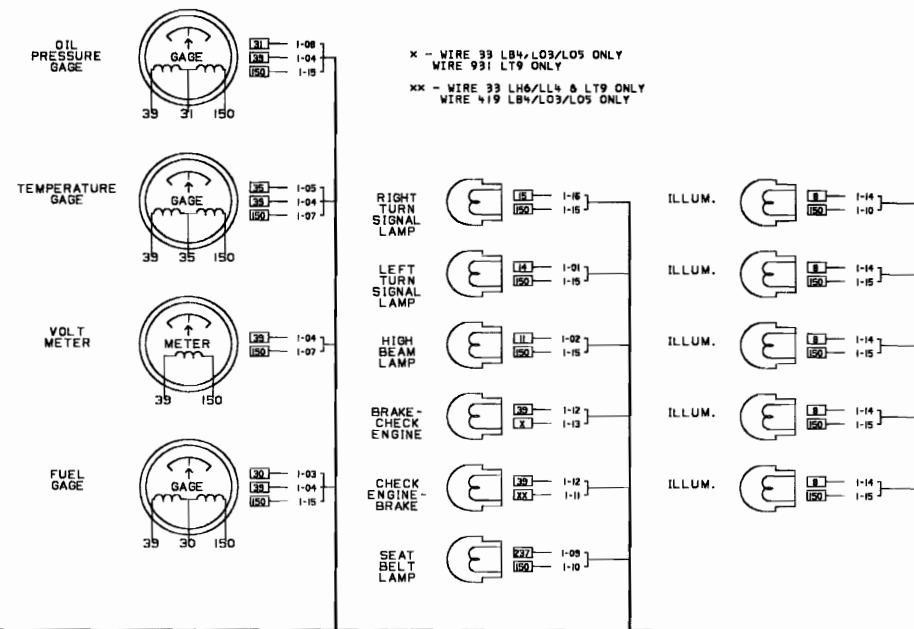




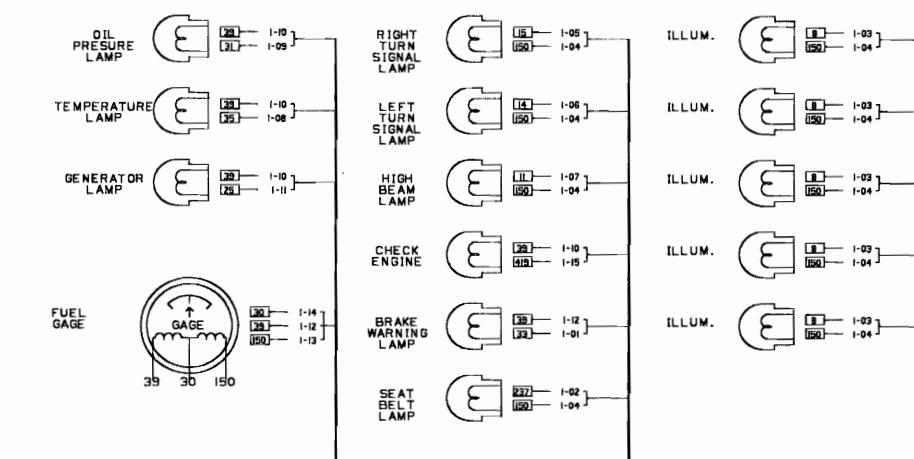
I/P DIESEL (ONLY)

SEE SECTION LOCATION
1B 103

SEE SECTION LOCATION

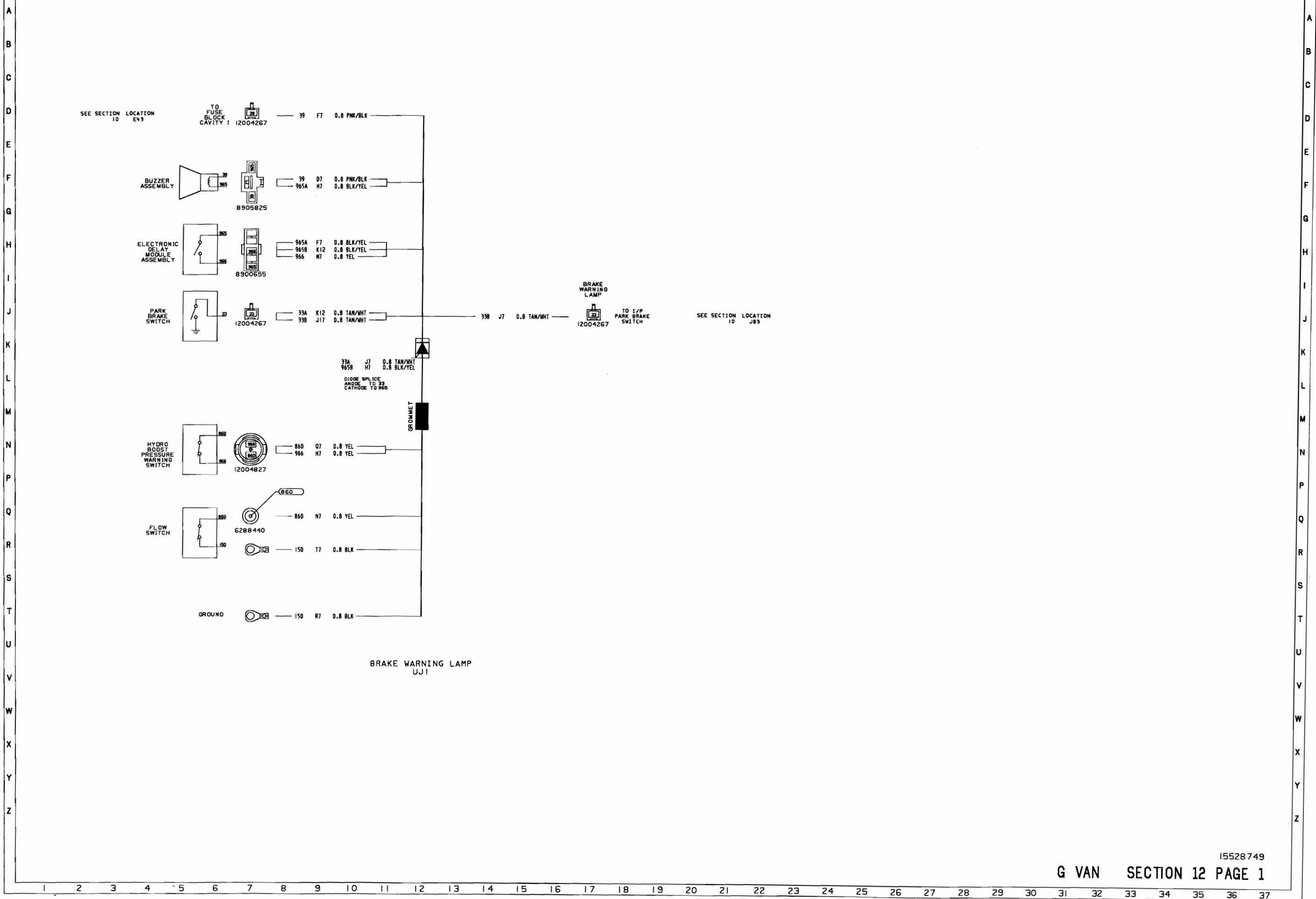


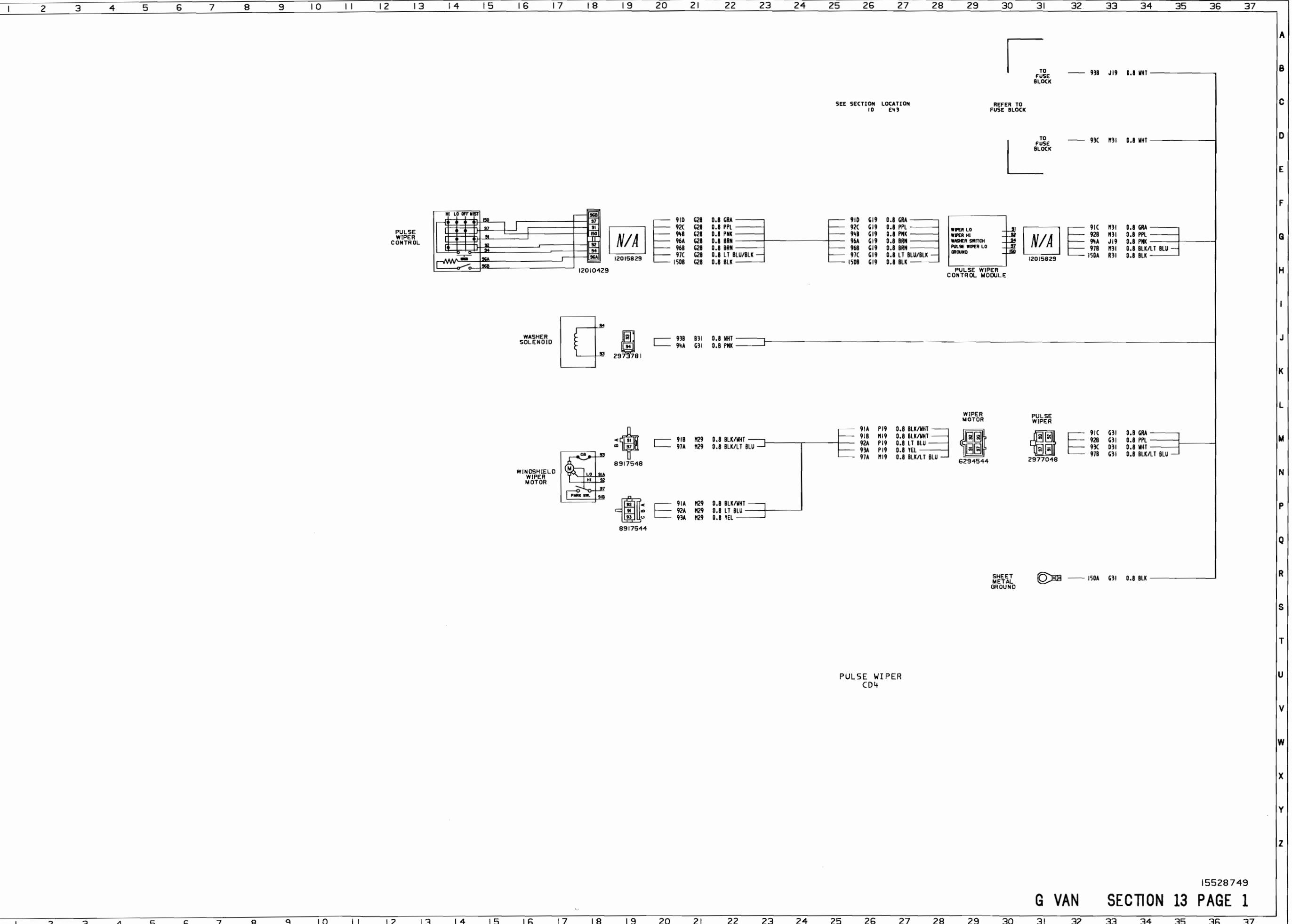
INSTRUMENT CLUSTER WITH GAGES

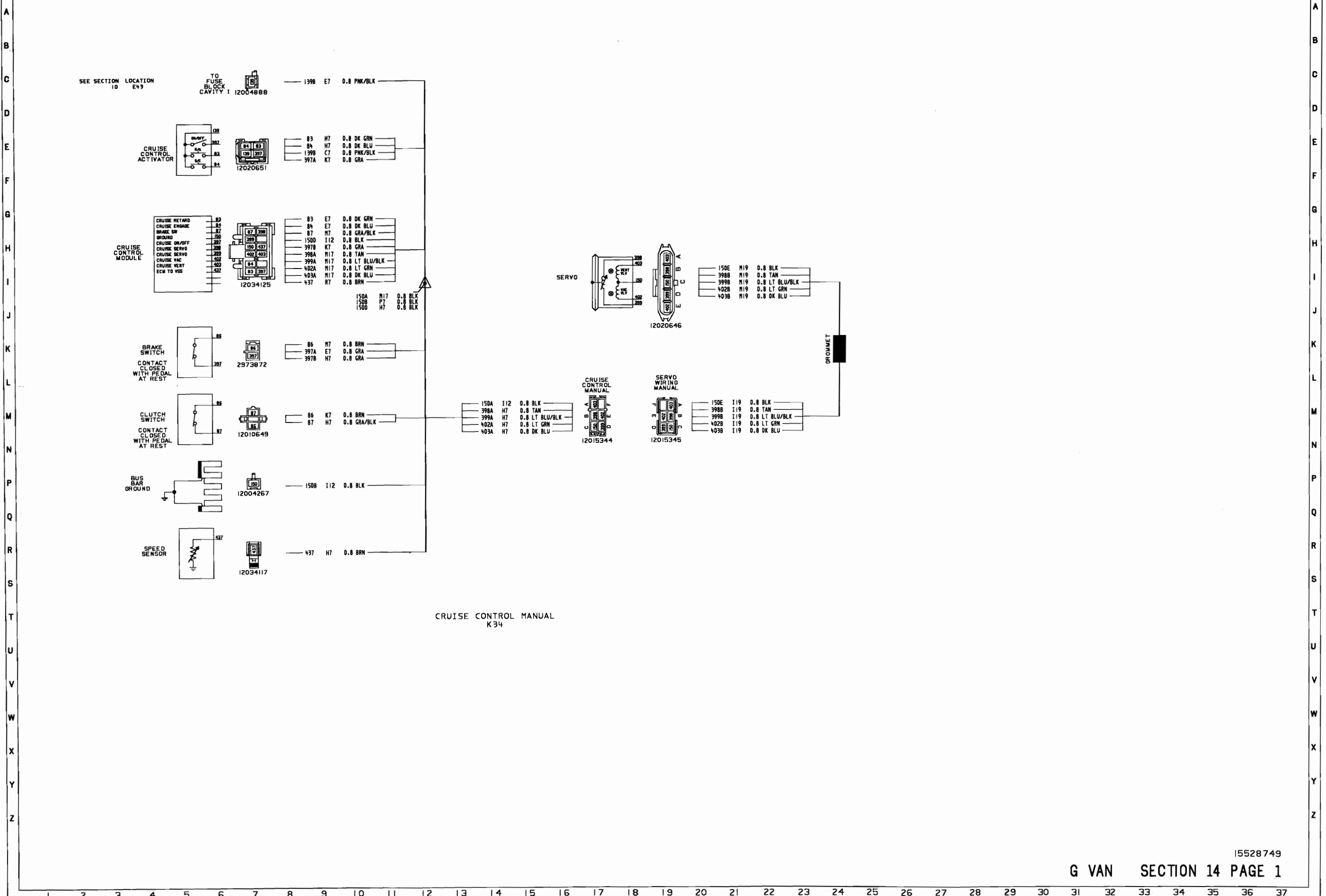


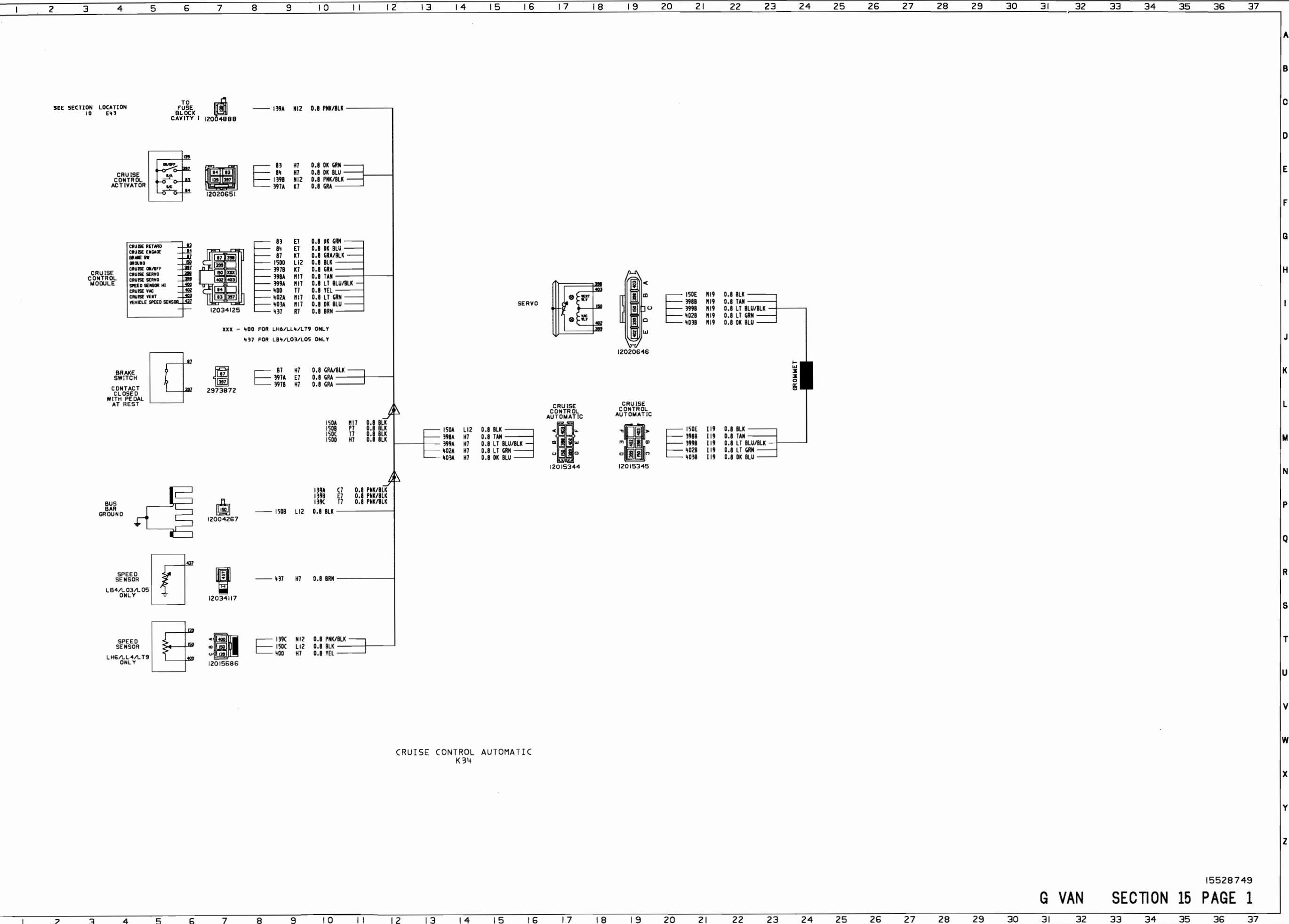
INSTRUMENT CLUSTER WITHOUT GAGES

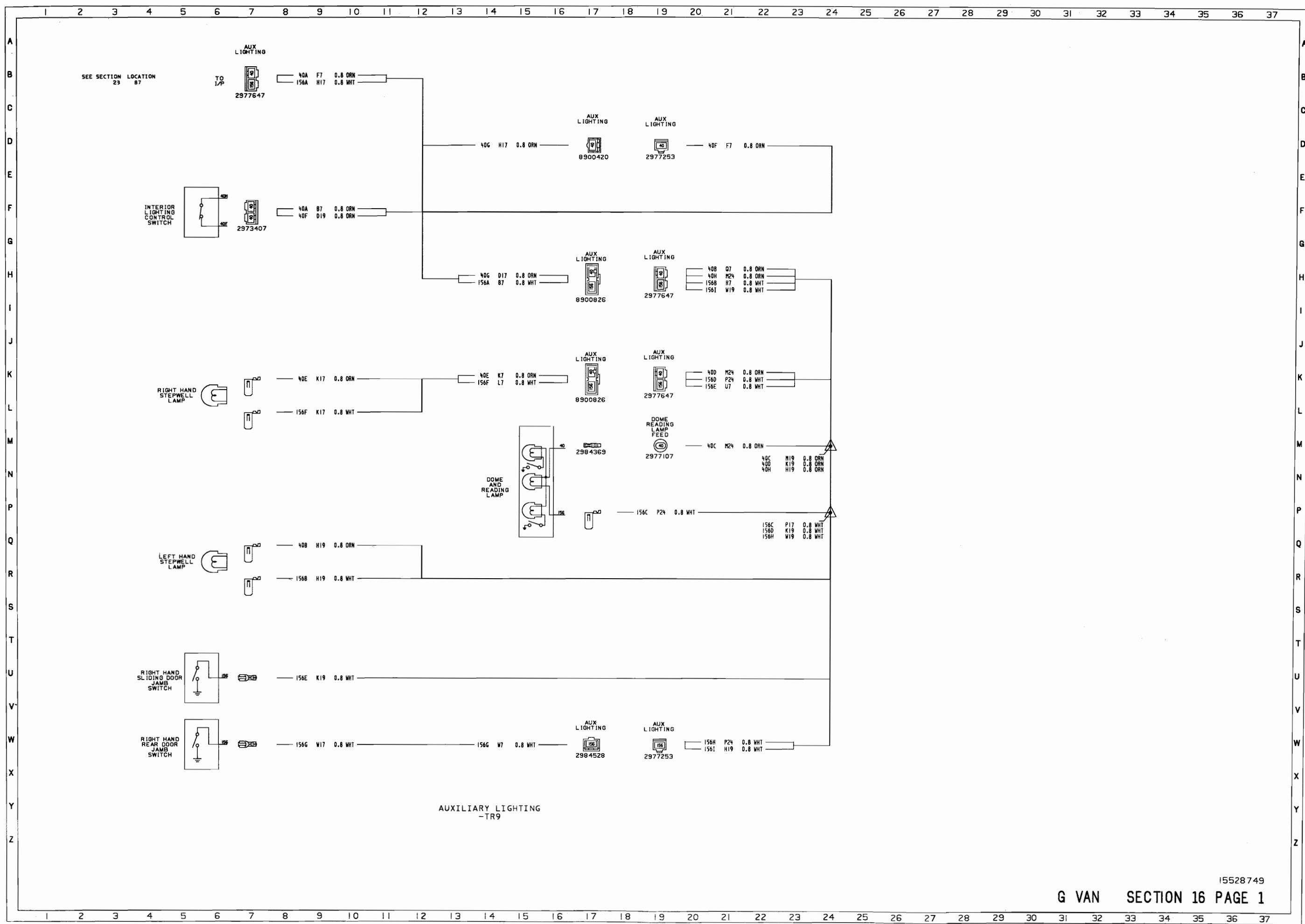
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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37

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SEE SECTION LOCATION
ID E43

TO
FUSE
BLOCK
CAVITY A
I2004887

43 K19 0.8 YEL

SEE SECTION LOCATION
ID E43

TO
FUSE
BLOCK
CAVITY L
I2004885

8 K19 0.8 GRA

RIGHT
FRONT
SPEAKER
200
117
8900444

117 M19 0.8 DK GRN
200 M19 0.8 LT GRN

RADIO
RCVR

INST. PANEL LPS.
RADIO FEED
GROUND
43
150
I2004543

8 D19 0.8 GRA
43 B19 0.8 YEL
150 W19 0.8 BLK

RT. FRT. SPEAKER RET.
LT. FRT. SPEAKER RET.
RT. FRT. SPEAKER FD.
LT. FRT. SPEAKER FD.
200
117
118
200
201
I2004544

117 F19 0.8 DK GRN
118 S19 0.8 GRA
200 F19 0.8 LT GRN
201 S19 0.8 TAN

LEFT
FRONT
SPEAKER
201
119
8900444

118 M19 0.8 GRA
201 M19 0.8 TAN

BUS
BAR
GROUND
I2004267

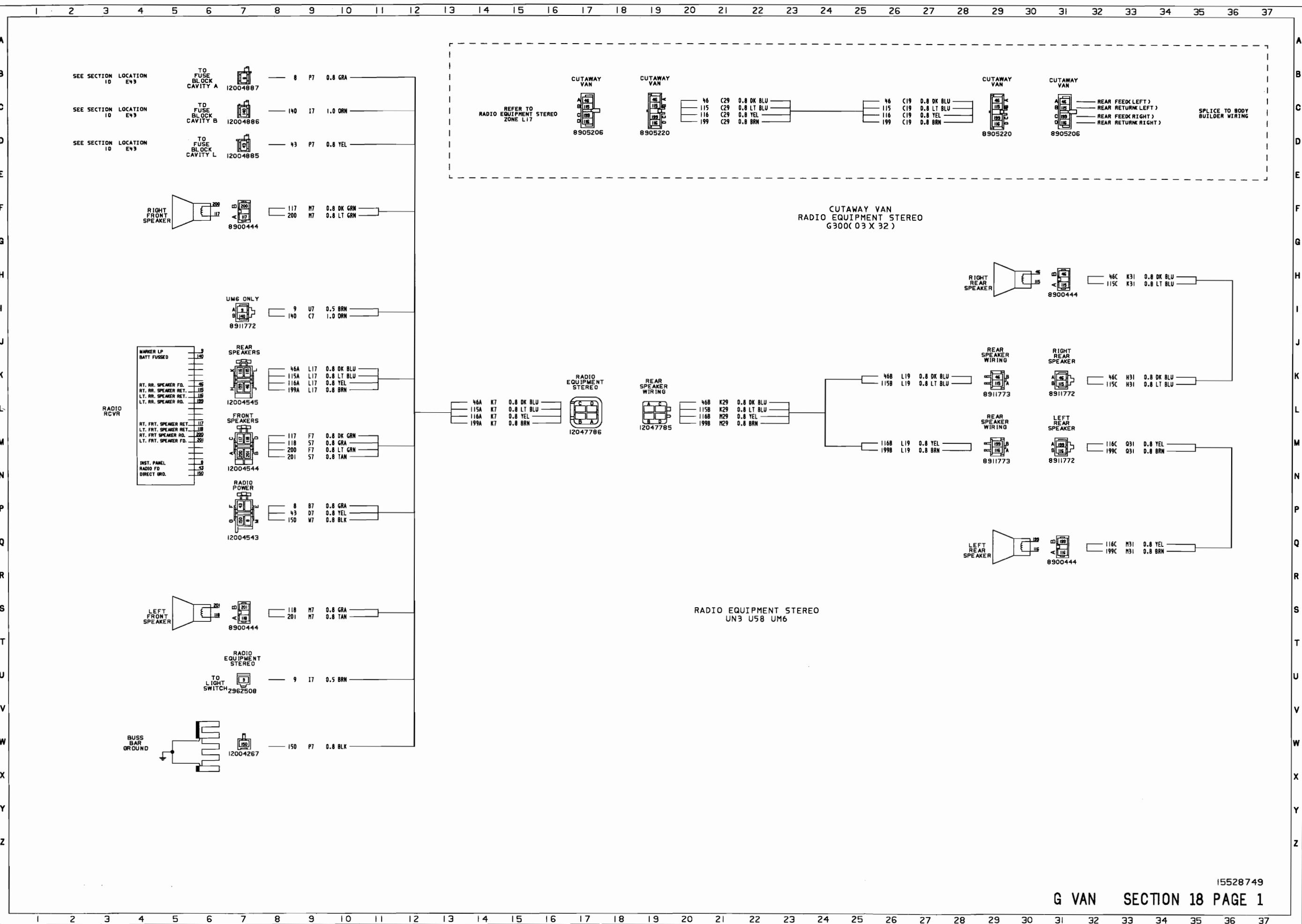
150 K19 0.8 BLK

RADIO EQUIPMENT
U63

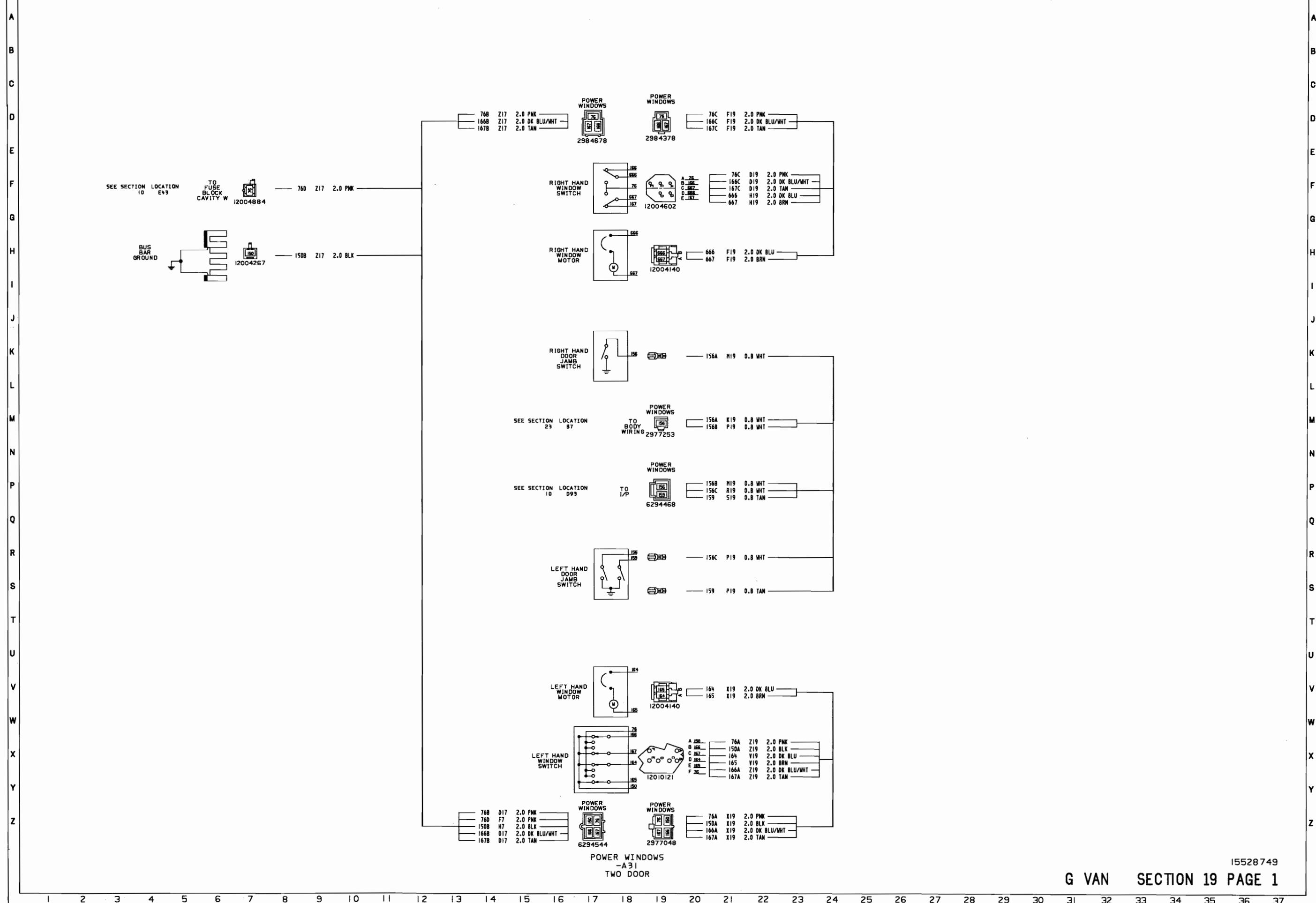
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G VAN SECTION 17 PAGE 1

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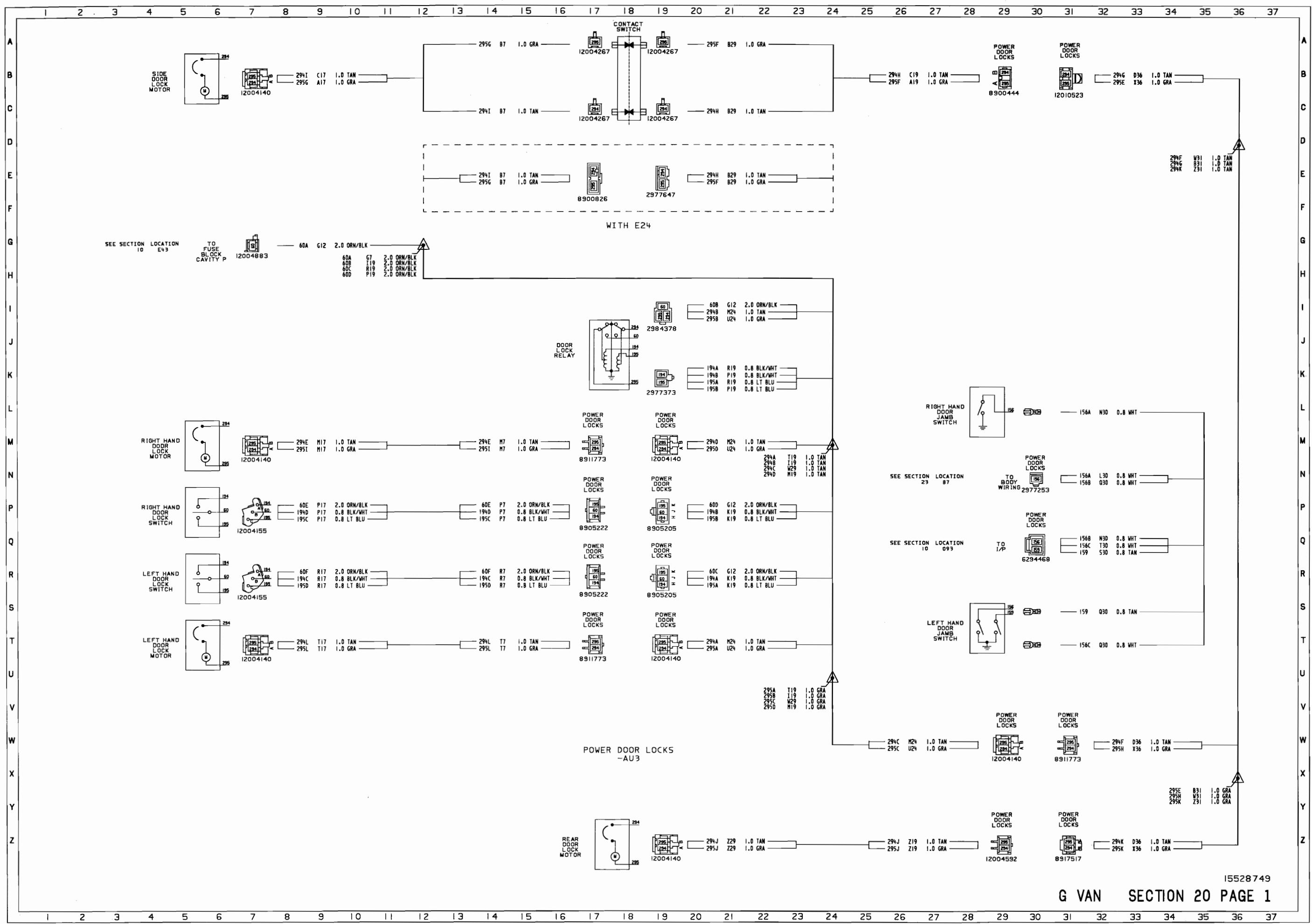
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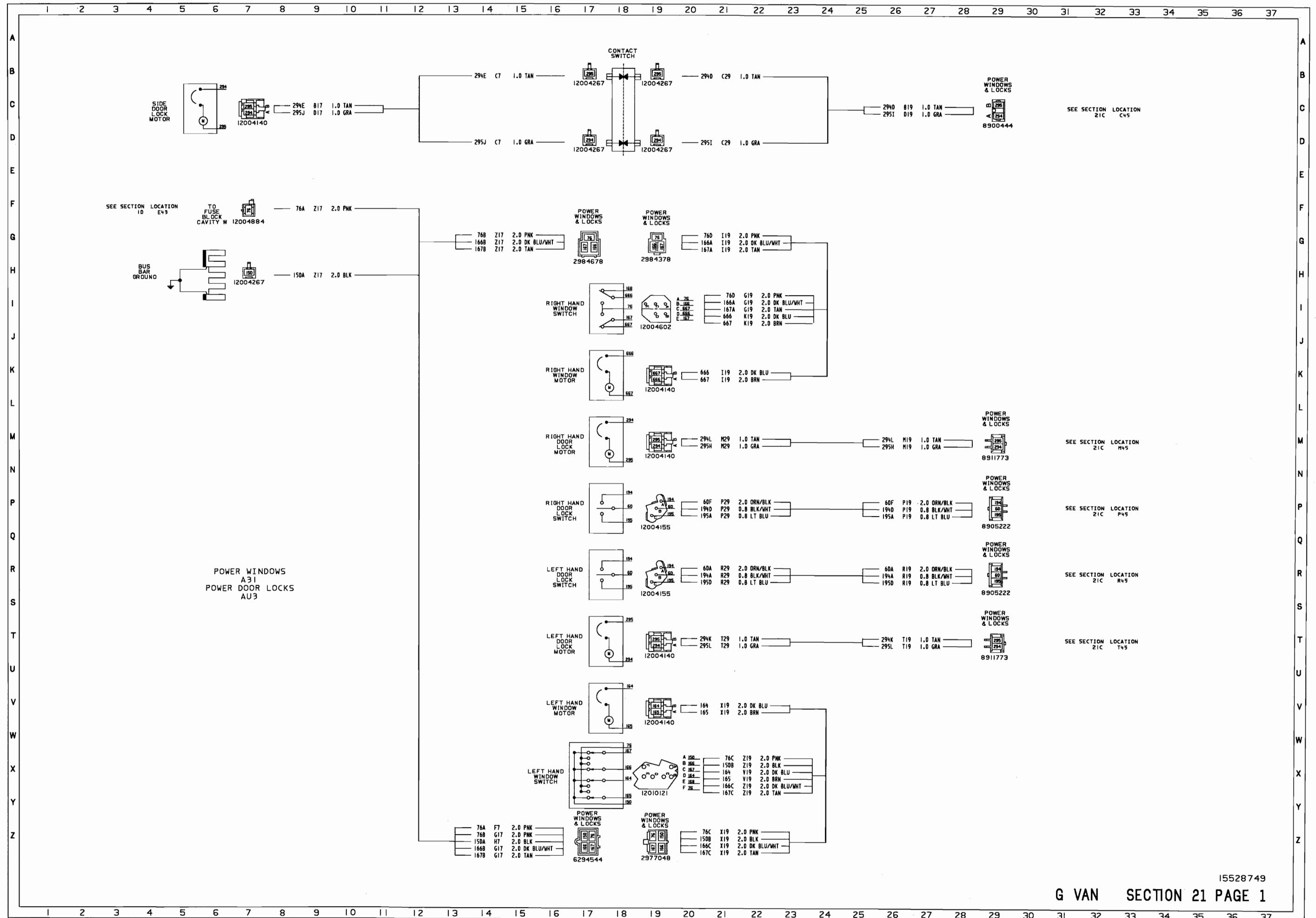


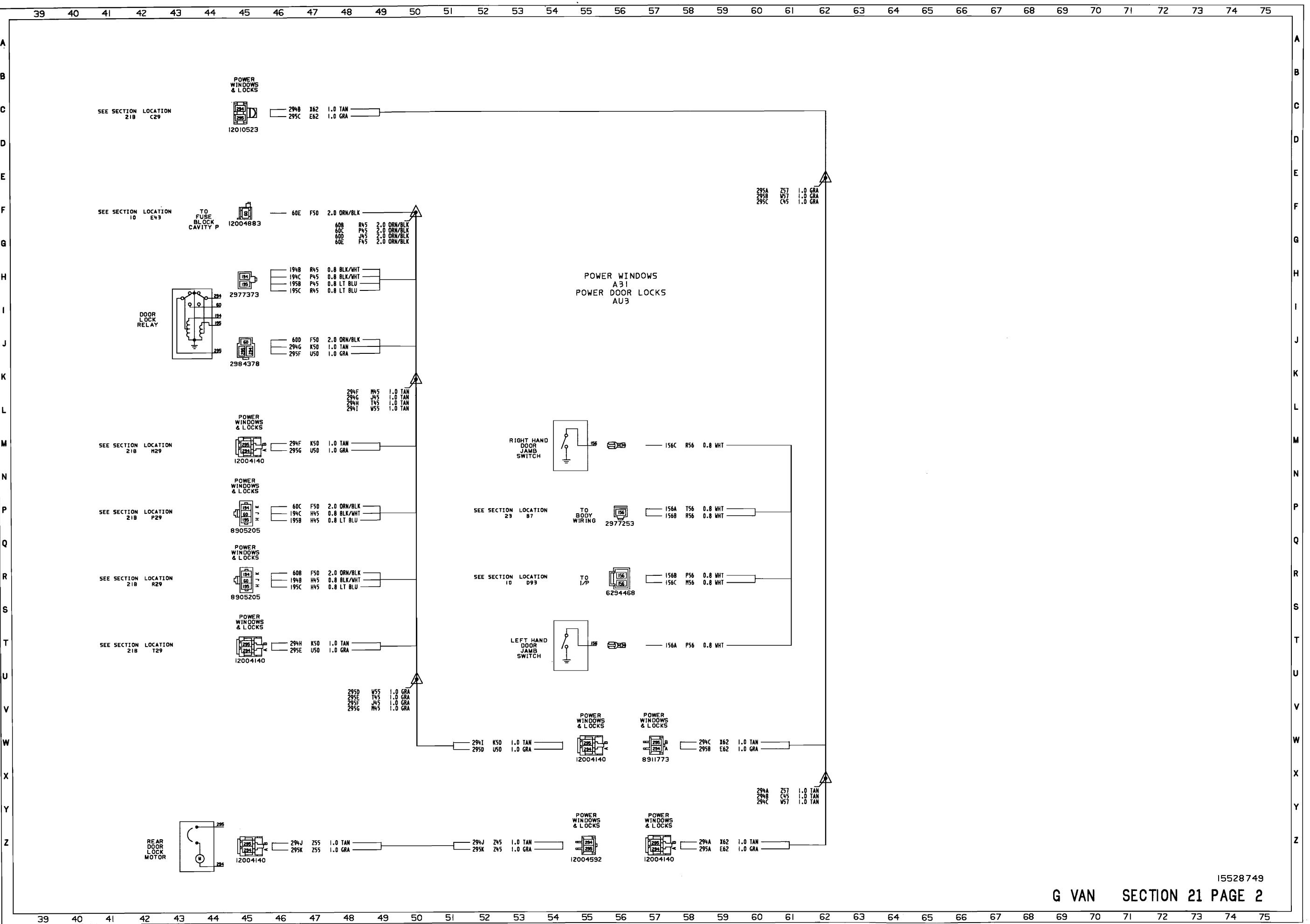
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G VAN SECTION 19 PAGE 1

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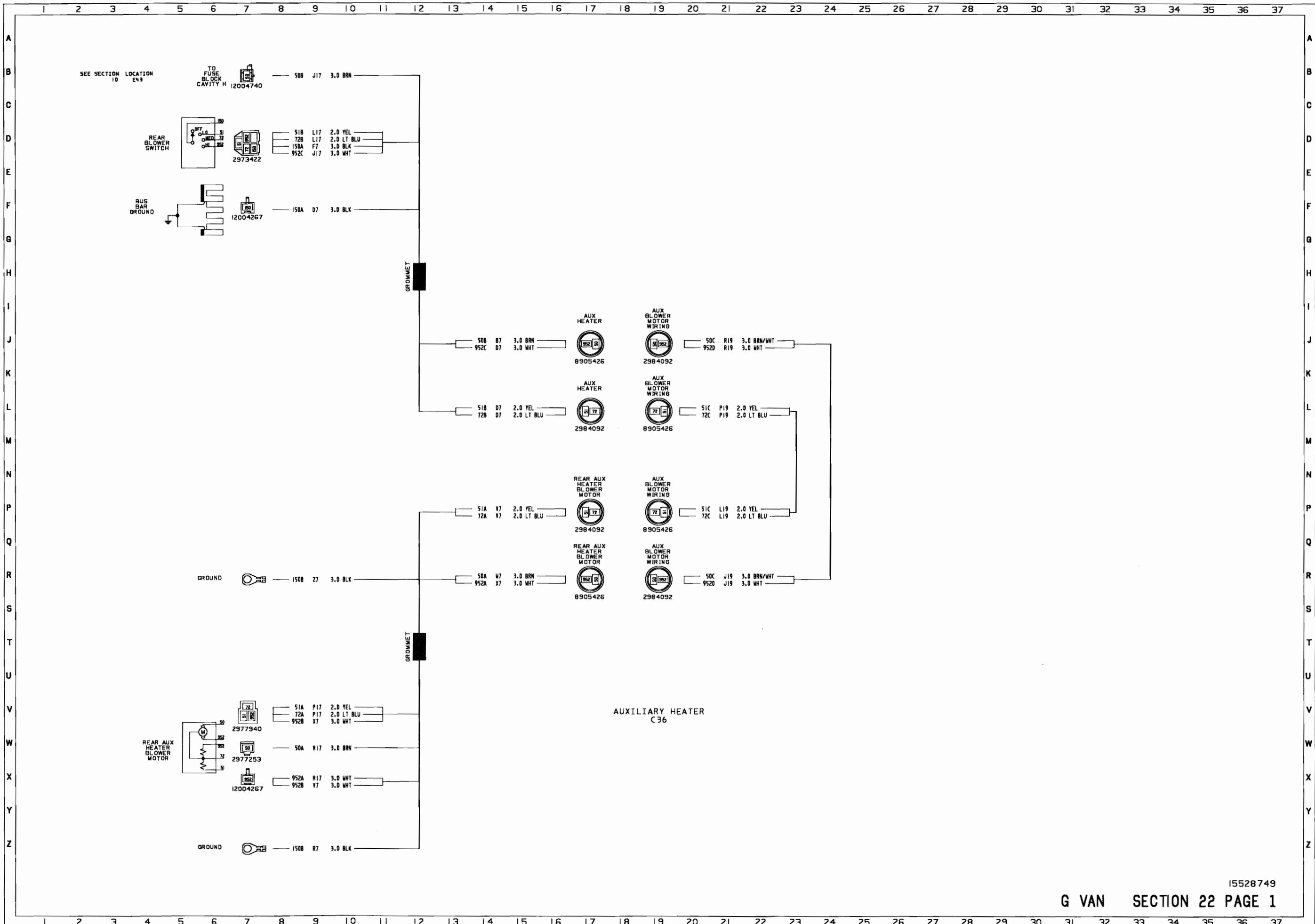


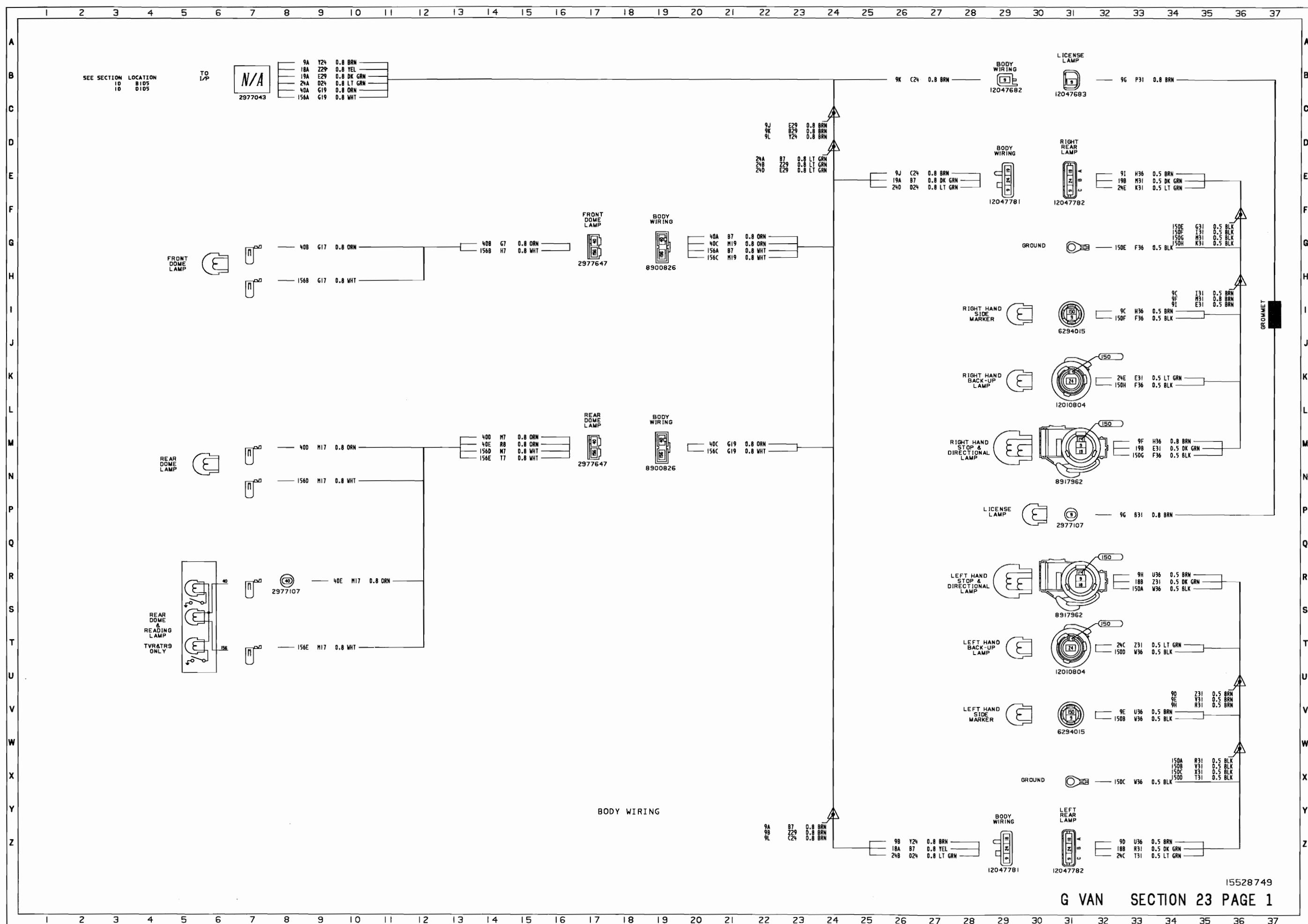


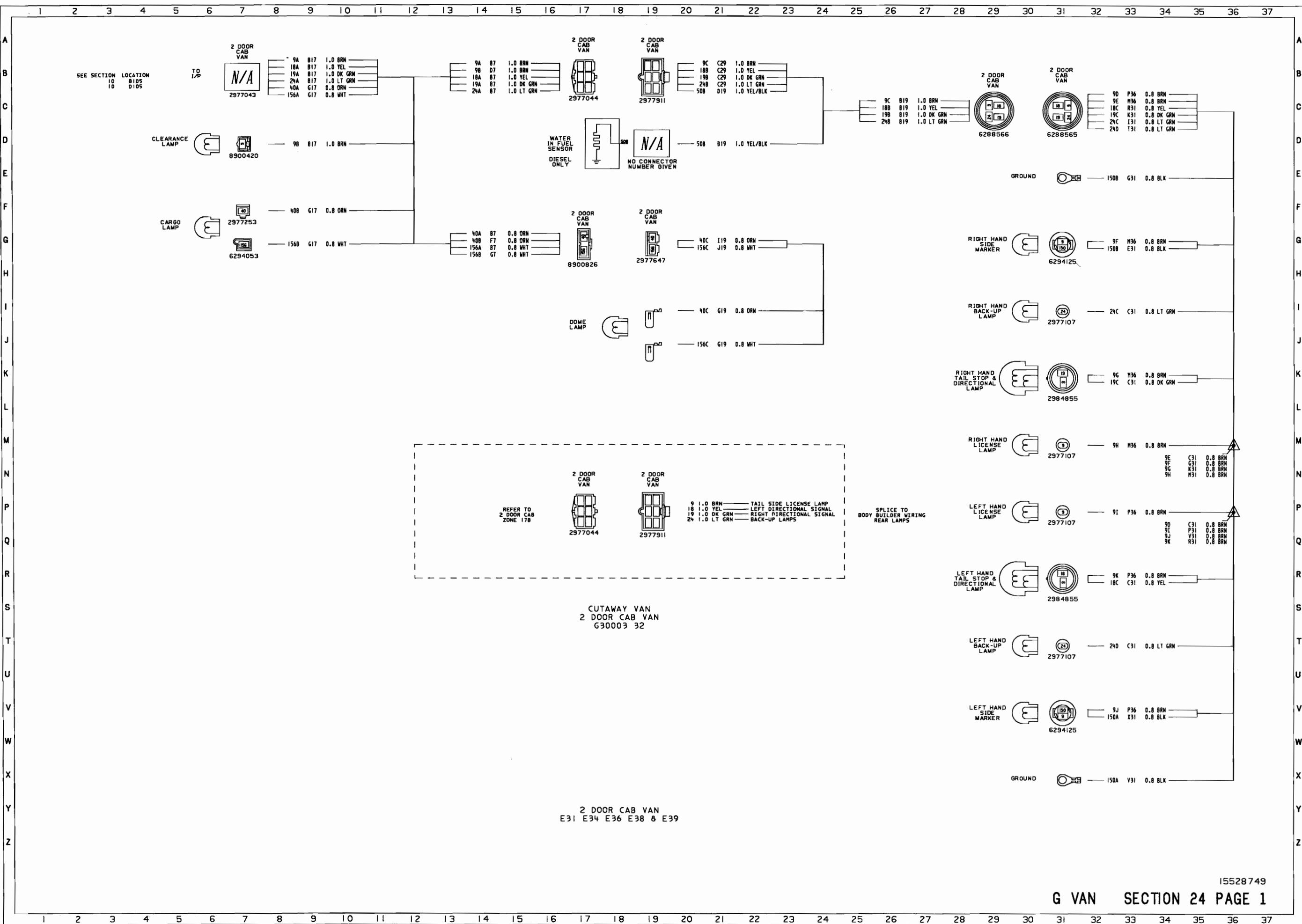


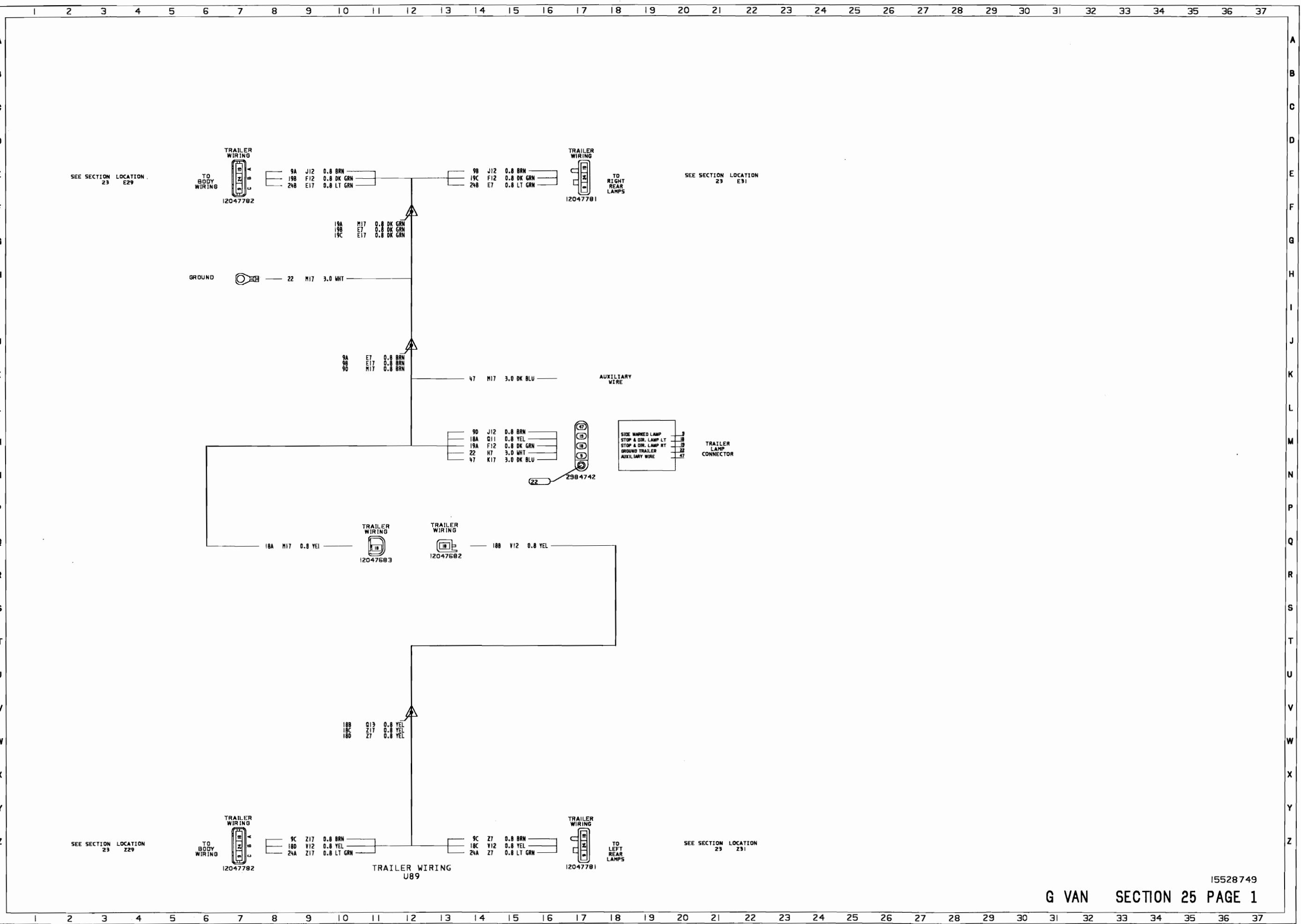
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G VAN SECTION 21 PAGE 2



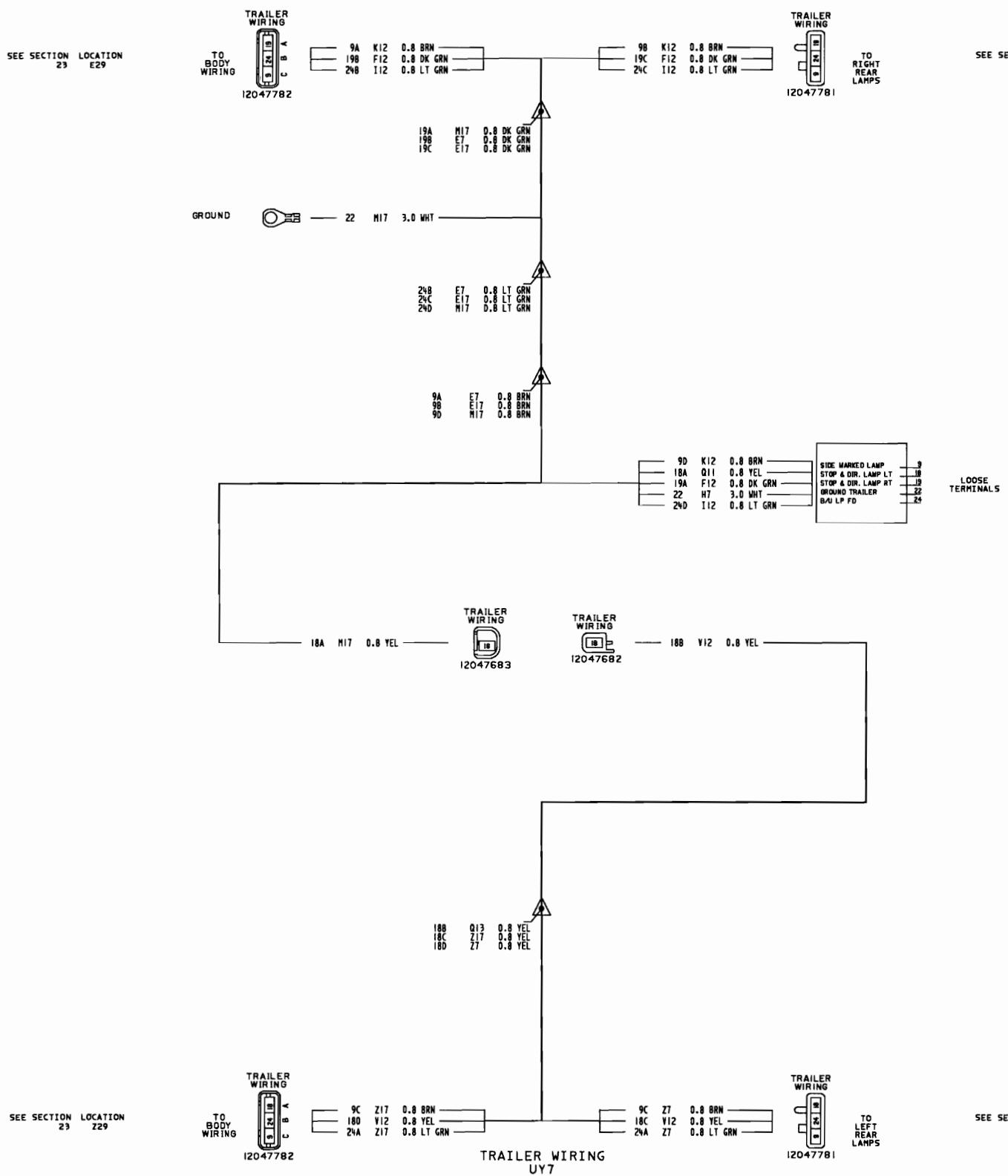






1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37

A
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15528749

G VAN SECTION 26 PAGE 1

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37

1987 P TRUCK

| <u>SECTION</u> | <u>DESCRIPTION</u> |
|----------------|--|
| 1 | FUSE BLOCK DETAILS |
| 2 | FORWARD LAMP |
| 3 | ENGINE HARNESS (L05) |
| 4 | ENGINE HARNESS (LL4) |
| 5 | ENGINE HARNESS (LT9) |
| 6 | ENGINE HARNESS (LE8) MAG SWITCH |
| 7 | INSTRUMENT PANEL (LE8/LL4) |
| 8 | INSTRUMENT PANEL (LL4/LT9/LE8) |
| 9 | INSTRUMENT PANEL (L05) |
| 10 | INSTRUMENT PANEL (LL4) |
| 11 | PARK BRAKE SWITCH OPTION |
| 12 | BODY WIRING |
| 13 | REAR LAMP WIRING |
| 14 | TBI DRIVE AWAY (L05) DRIVE AWAY (LE8/LT9) |
| 15 | ENGINE HARNESS (L25)L6) |

CAVITY 'W' CIRCUIT 50
 IGNITION "ON" 25A FUSED FEED
 -HEATER & A/C

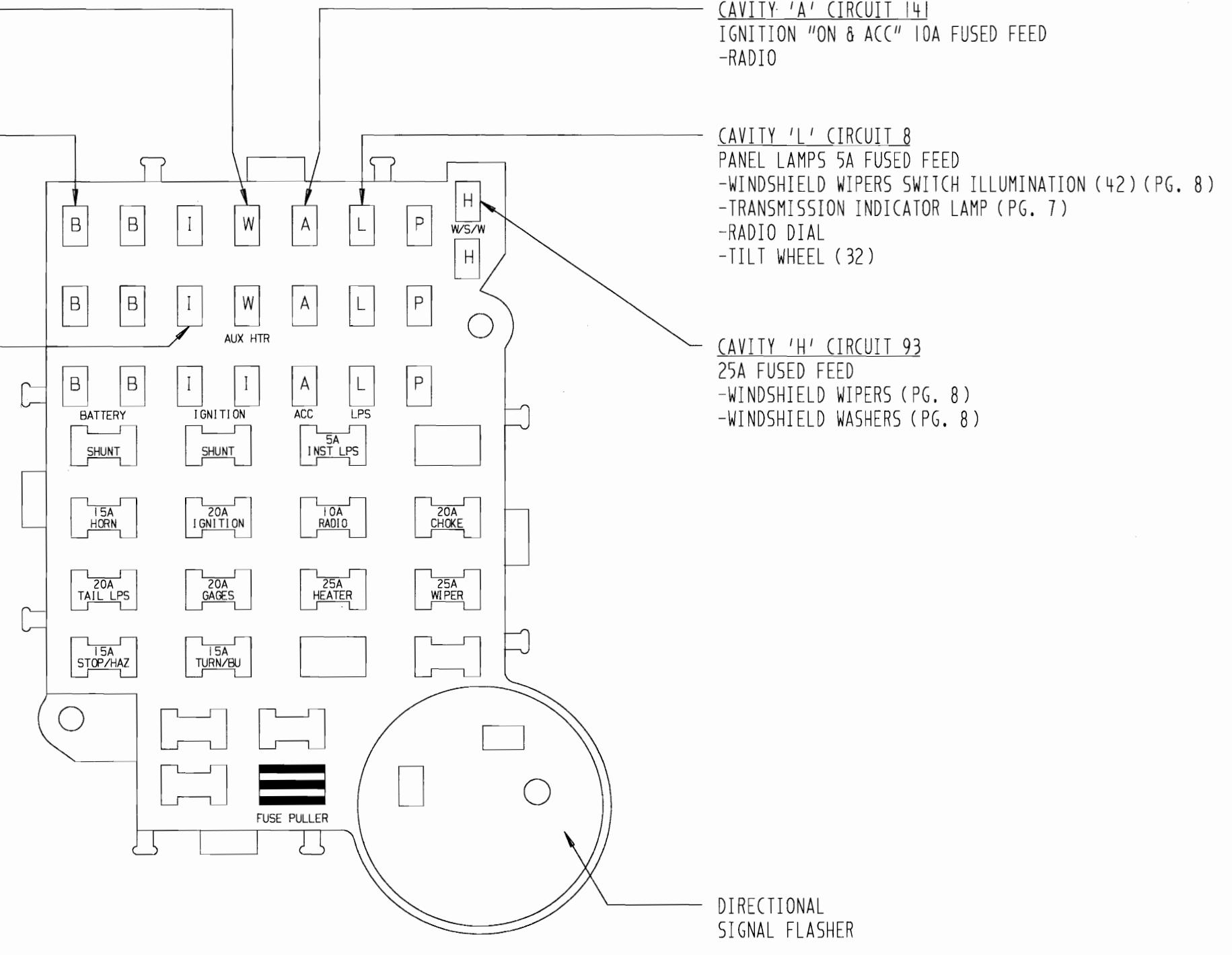
CAVITY 'B' CIRCUIT 140
 BATTERY 15A FUSED FEED
 -CLOCK
 -CIGAR LIGHTER
 -DOOR JAMB SWITCH
 -DOME/CARGO LAMPS
 -HAZARD FLASHERS & STOP LAMPS (PG. 7,8)

CAVITY 'I' CIRCUIT 39
 IGNITION "ON & CRANK" 20A FUSED FEED
 -AUTO TRANS (PG. 6)
 -DIESEL INDICATOR LAMP (PG. 10)
 -BRAKE WARNING (PG. 11)
 -LOW COOLANT INDICATOR/CHOKE LAMPS (PG. 10)
 -FUEL PUMP FEED (PG. 10)

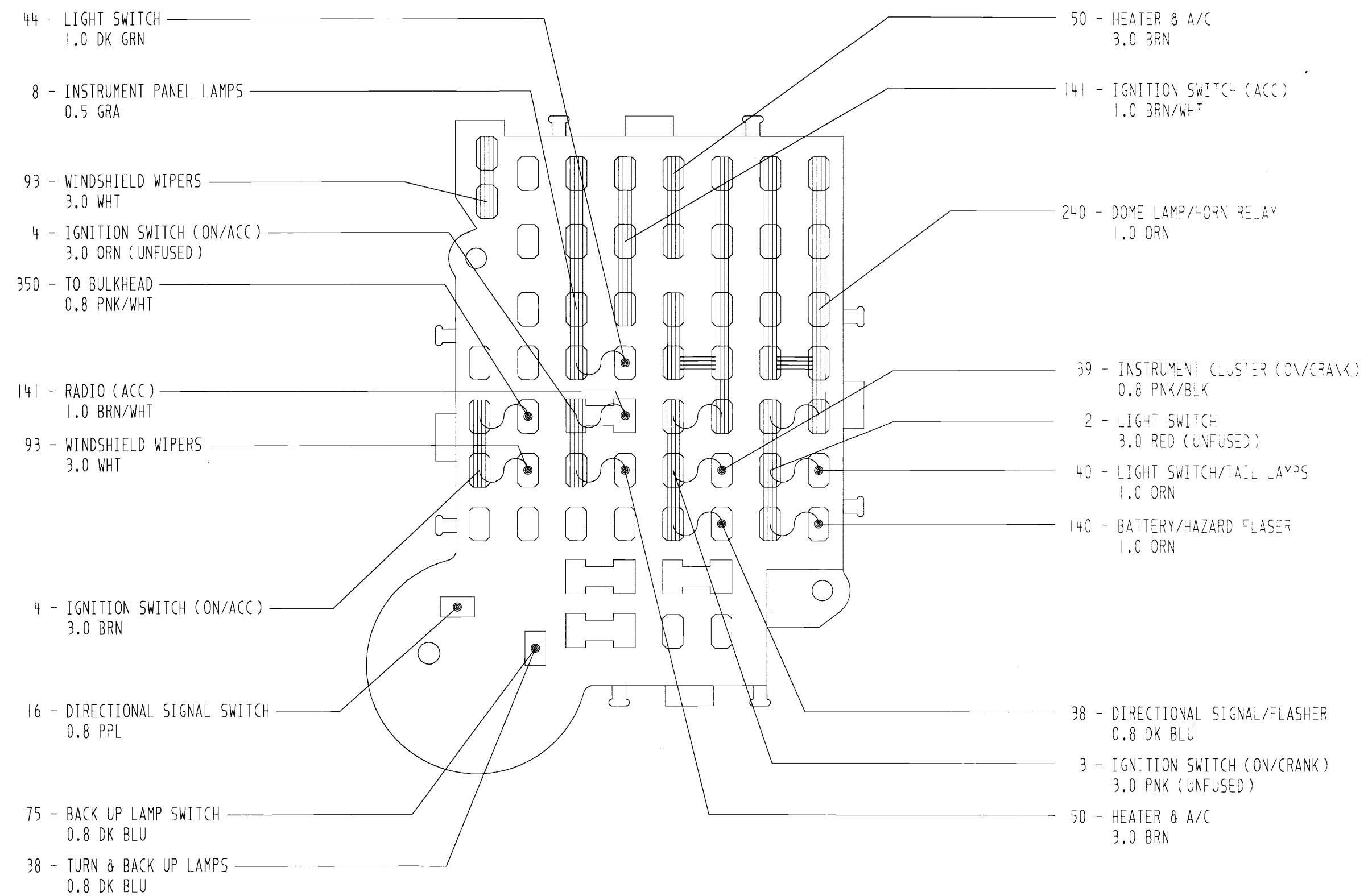
| | COLOR | MALE CONNECTOR |
|---|--------|----------------|
| A | BRN | 12004887 |
| B | BLK | 12004886 |
| H | DK GRA | 12004740 |
| I | WHT | 12004888 |
| L | GRN | 12004885 |
| P | RED | 12004883 |
| W | BLU | 12004884 |

| FUSES | AMP | COLOR |
|-------------|-----|--------|
| 12004003 ND | 3 | VIO |
| 12004006 ND | 75 | BRN |
| 12004005 ND | 5 | TAN |
| 12004007 ND | 10 | RED |
| 12004008 ND | 15 | LT BLU |
| 12004009 ND | 20 | YEL |
| 12004010 ND | 25 | WHT |
| 12004011 ND | 30 | LT GRN |

ND SHOWN ON 12004001



P TRUCK FUSE BLOCK



P TRUCK FUSE BLOCK

CAVITY 'W' CIRCUIT 50
 IGNITION "ON" 25A FUSED FEED
 -HEATER & A/C

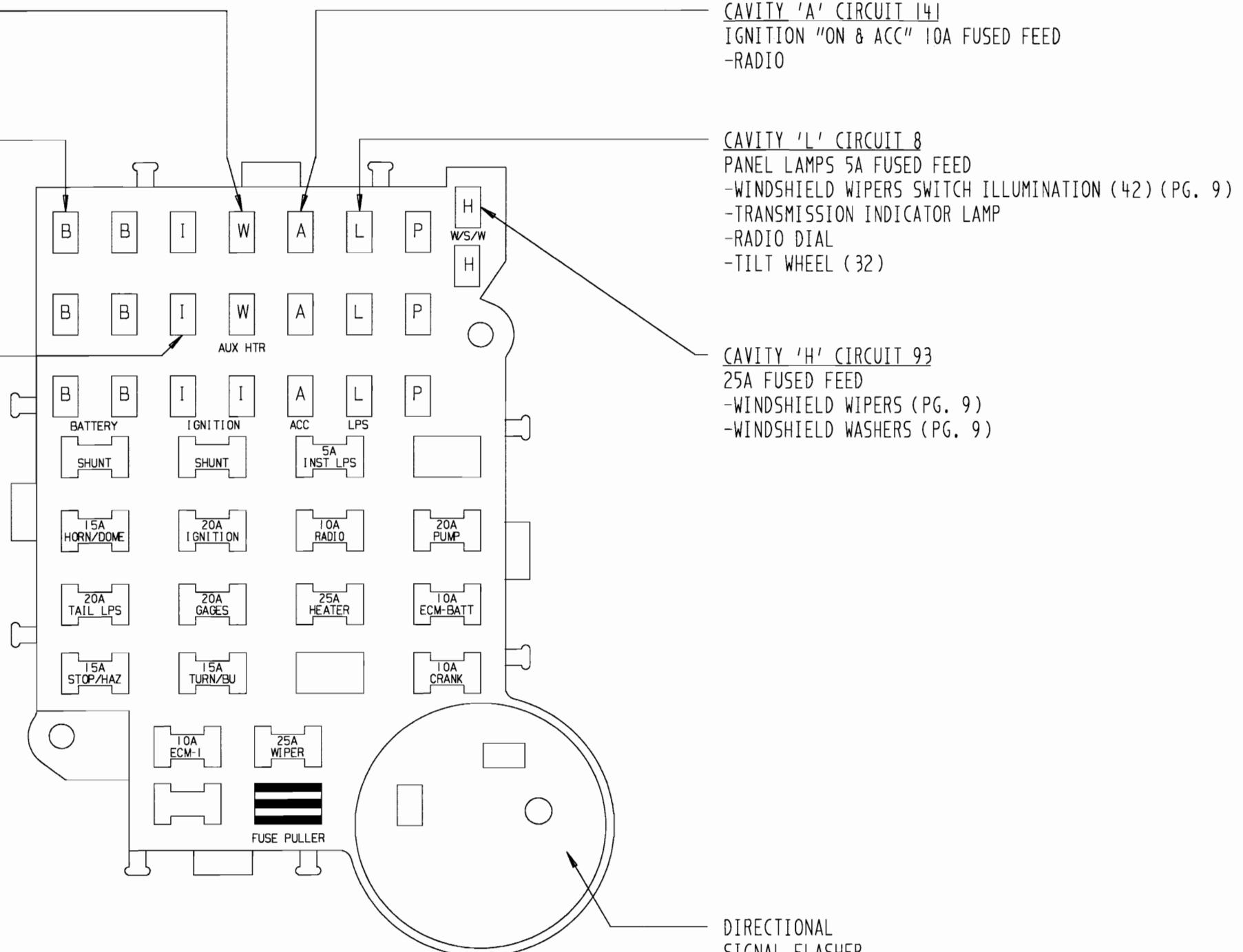
CAVITY 'B' CIRCUIT 140
 BATTERY 15A FUSED FEED
 -CLOCK
 -CIGAR LIGHTER
 -DOOR JAMB SWITCH
 -DOME/CARGO LAMPS
 -HAZARD FLASHERS & STOP LAMPS (PG. 9)

CAVITY 'I' CIRCUIT 39
 IGNITION "ON & CRANK" 20A FUSED FEED
 -AUTO TRANS (PG. 2)
 -DIESEL INDICATOR LAMP (PG. 10)
 -BRAKE WARNING (PG. 2,11)
 -LOW COOLANT INDICATOR/CHOKE LAMPS (PG. 10)
 -FUEL PUMP FEED (PG. 2)

| | COLOR | MALE CONNECTOR |
|---|--------|----------------|
| A | BRN | 12004887 |
| B | BLK | 12004886 |
| H | DK GRA | 12004740 |
| I | WHT | 12004888 |
| L | GRN | 12004885 |
| P | RED | 12004883 |
| W | BLU | 12004884 |

| FUSES | AMP | COLOR |
|-------------|-----|--------|
| 12004003 ND | 3 | VIO |
| 12004006 ND | 75 | BRN |
| 12004005 ND | 5 | TAN |
| 12004007 ND | 10 | RED |
| 12004008 ND | 15 | LT BLU |
| 12004009 ND | 20 | YEL |
| 12004010 ND | 25 | WHT |
| 12004011 ND | 30 | LT GRN |

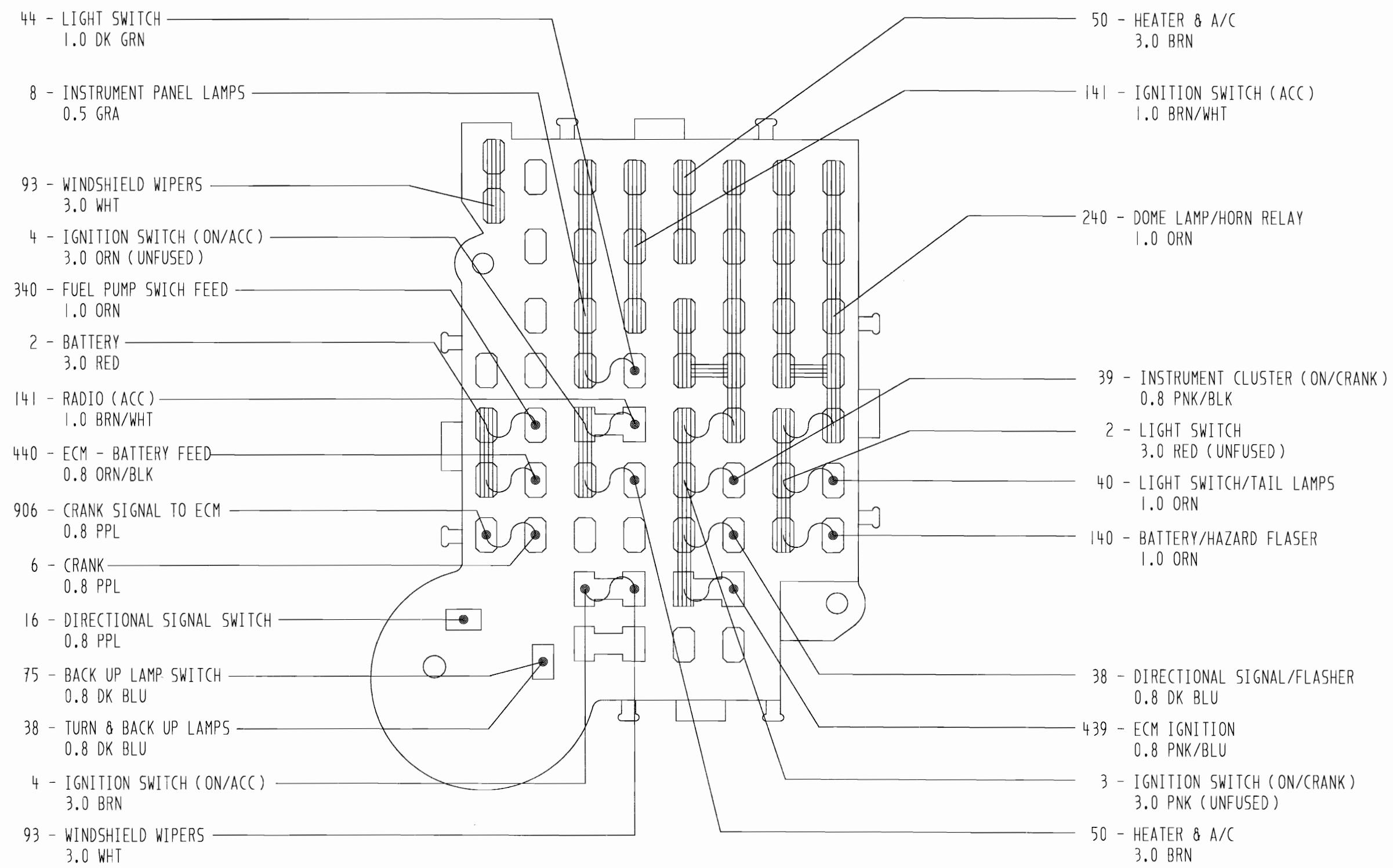
ND SHOWN ON 12004001



12034359 FUSE BLOCK

L05 ONLY

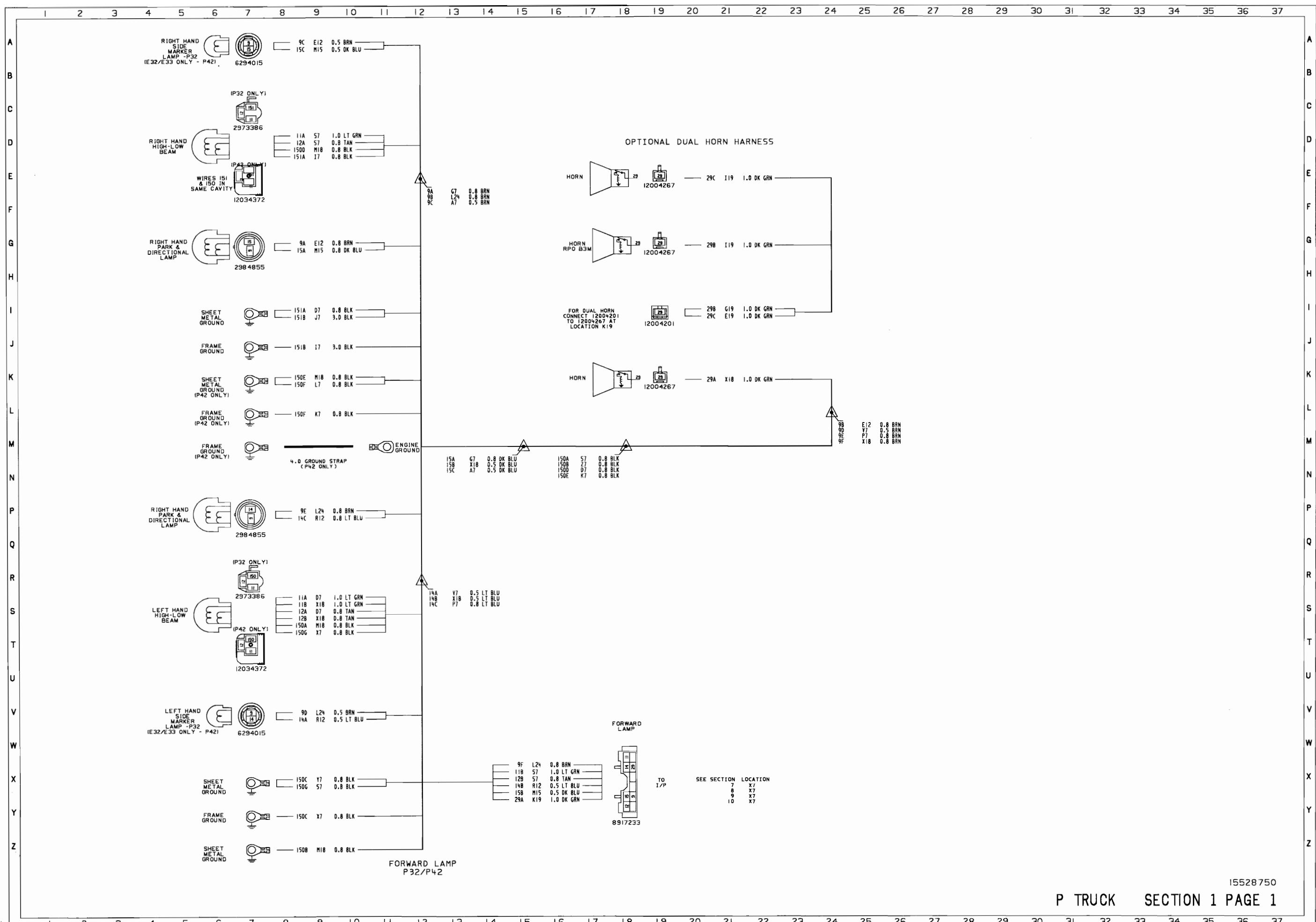
P TRUCK FUSE BLOCK

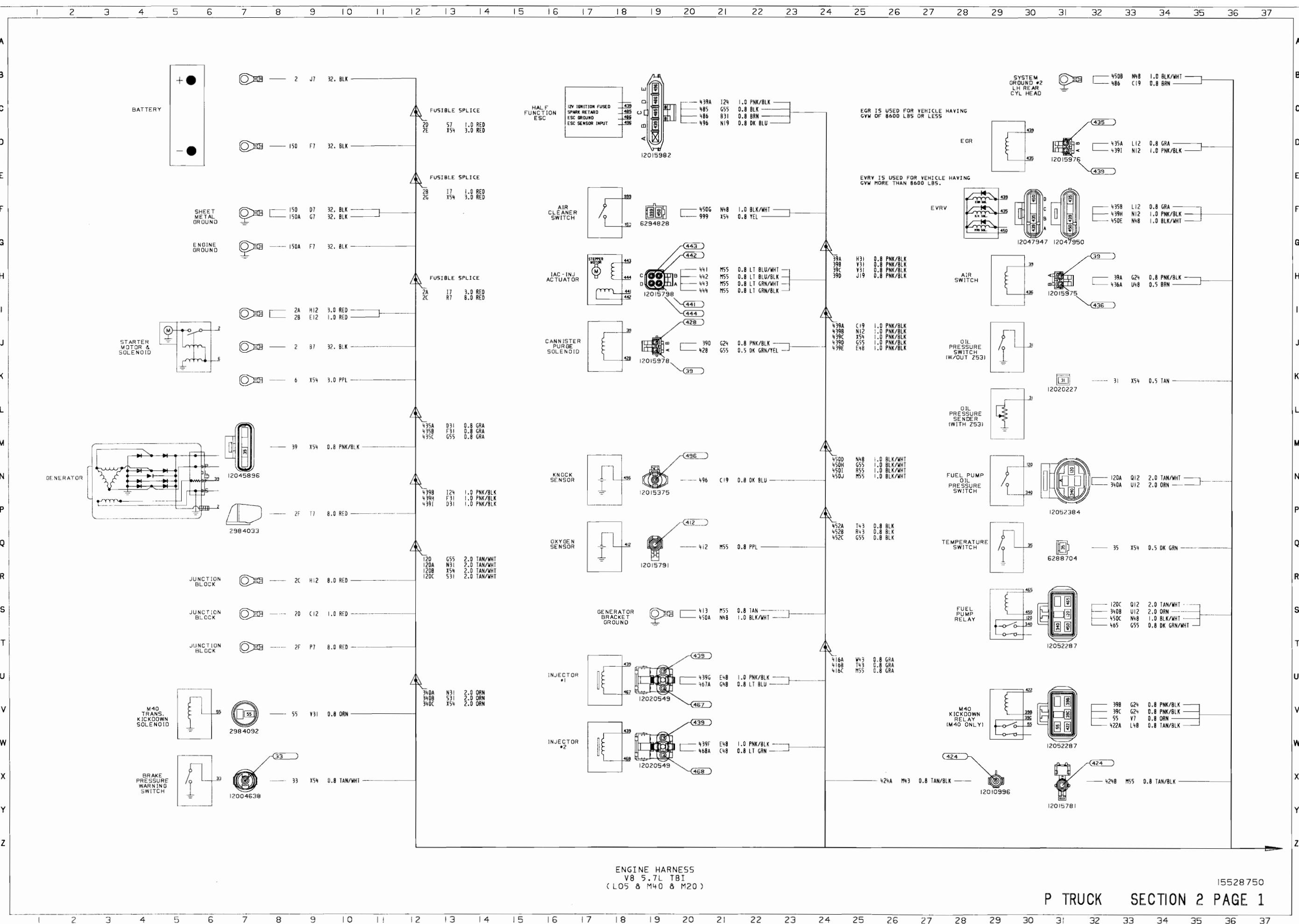


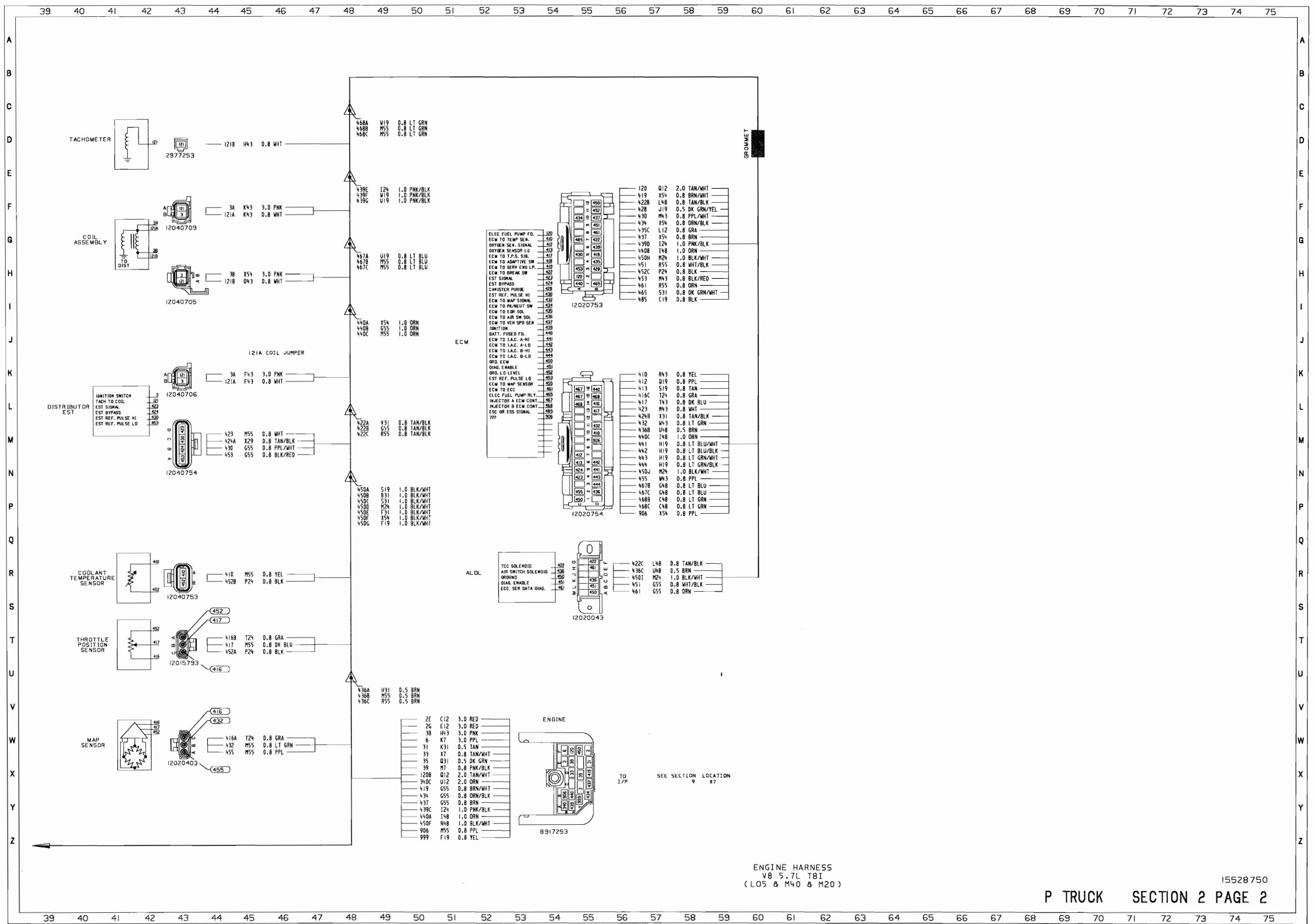
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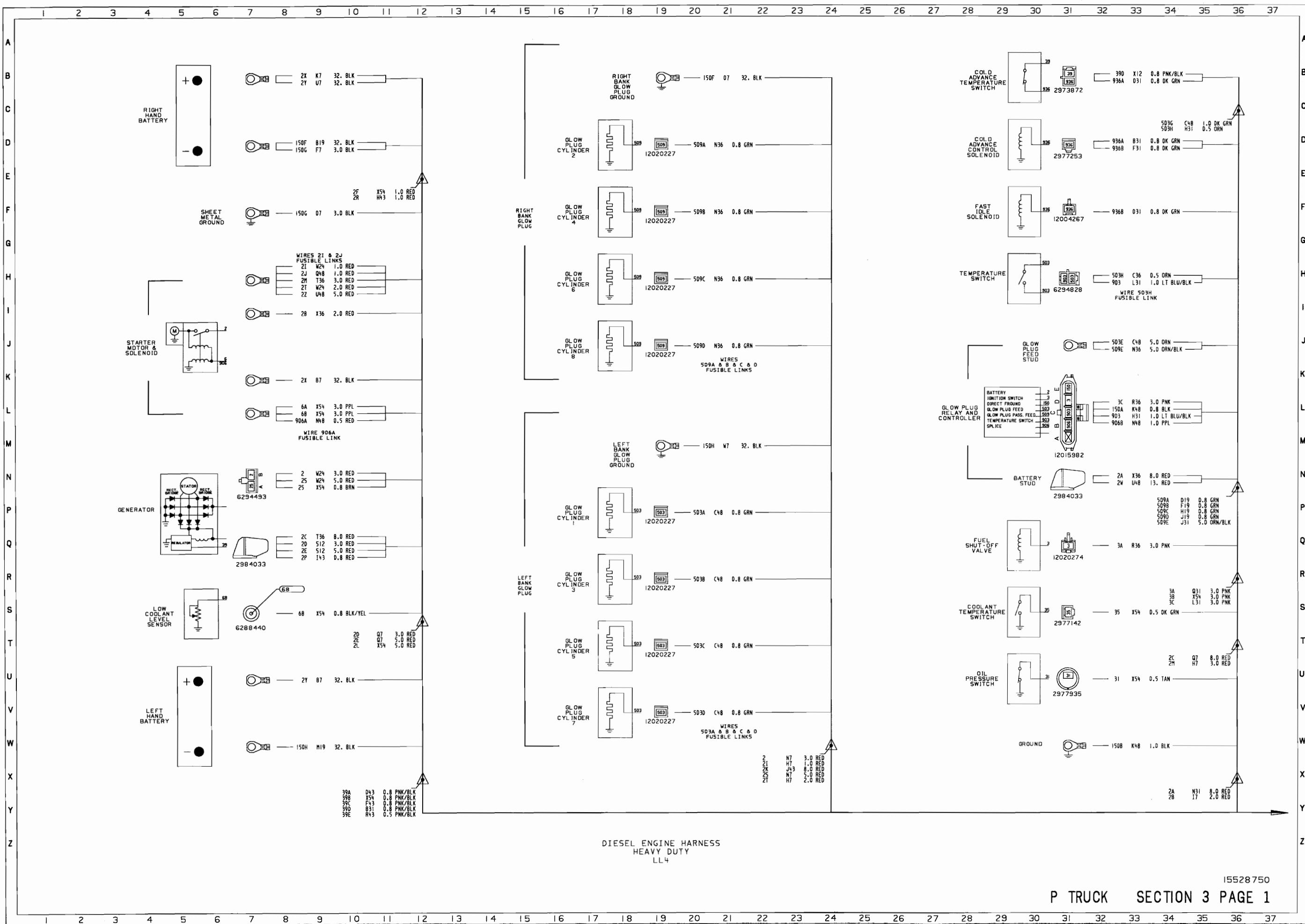
P TRUCK FUSE BLOCK





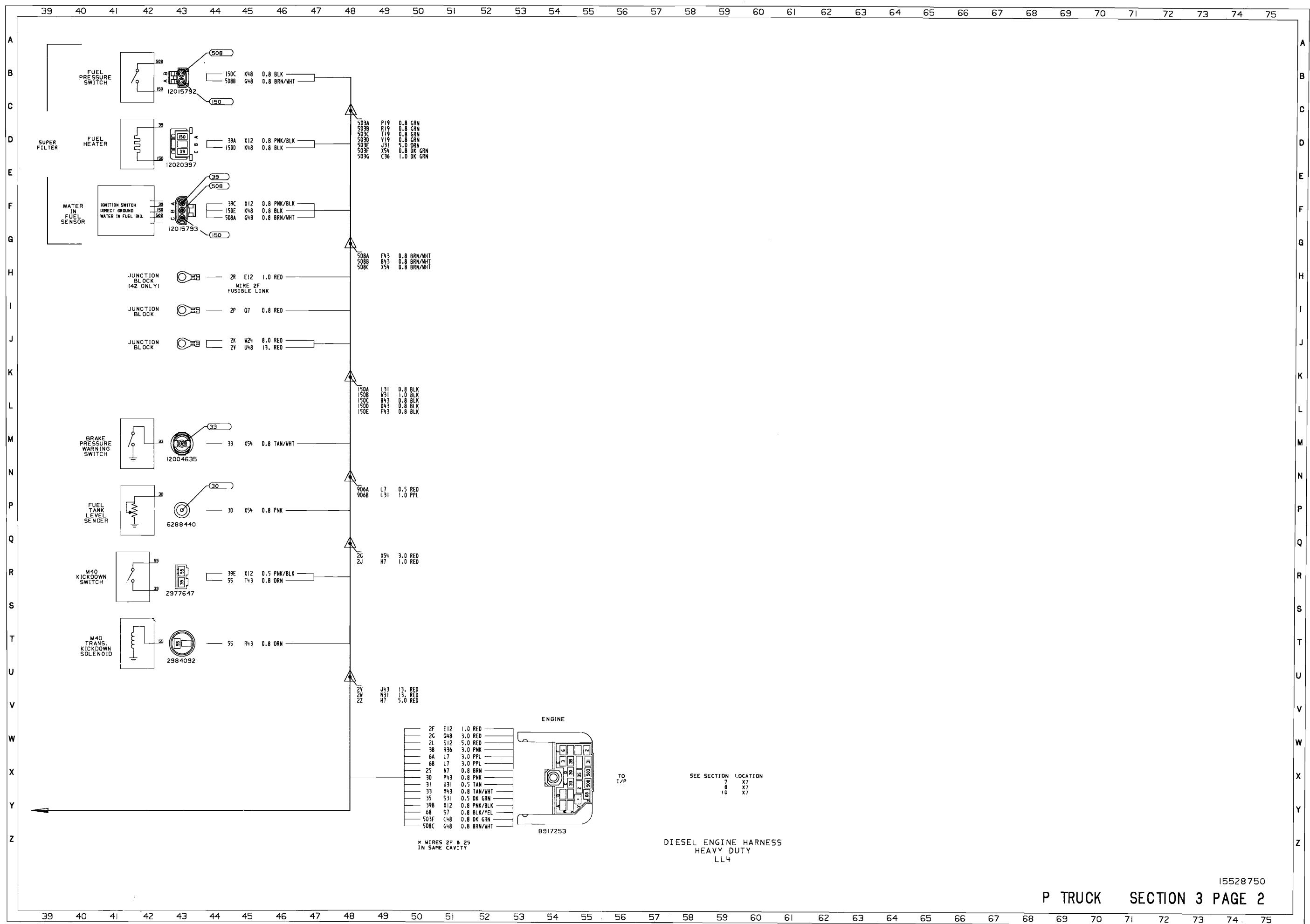


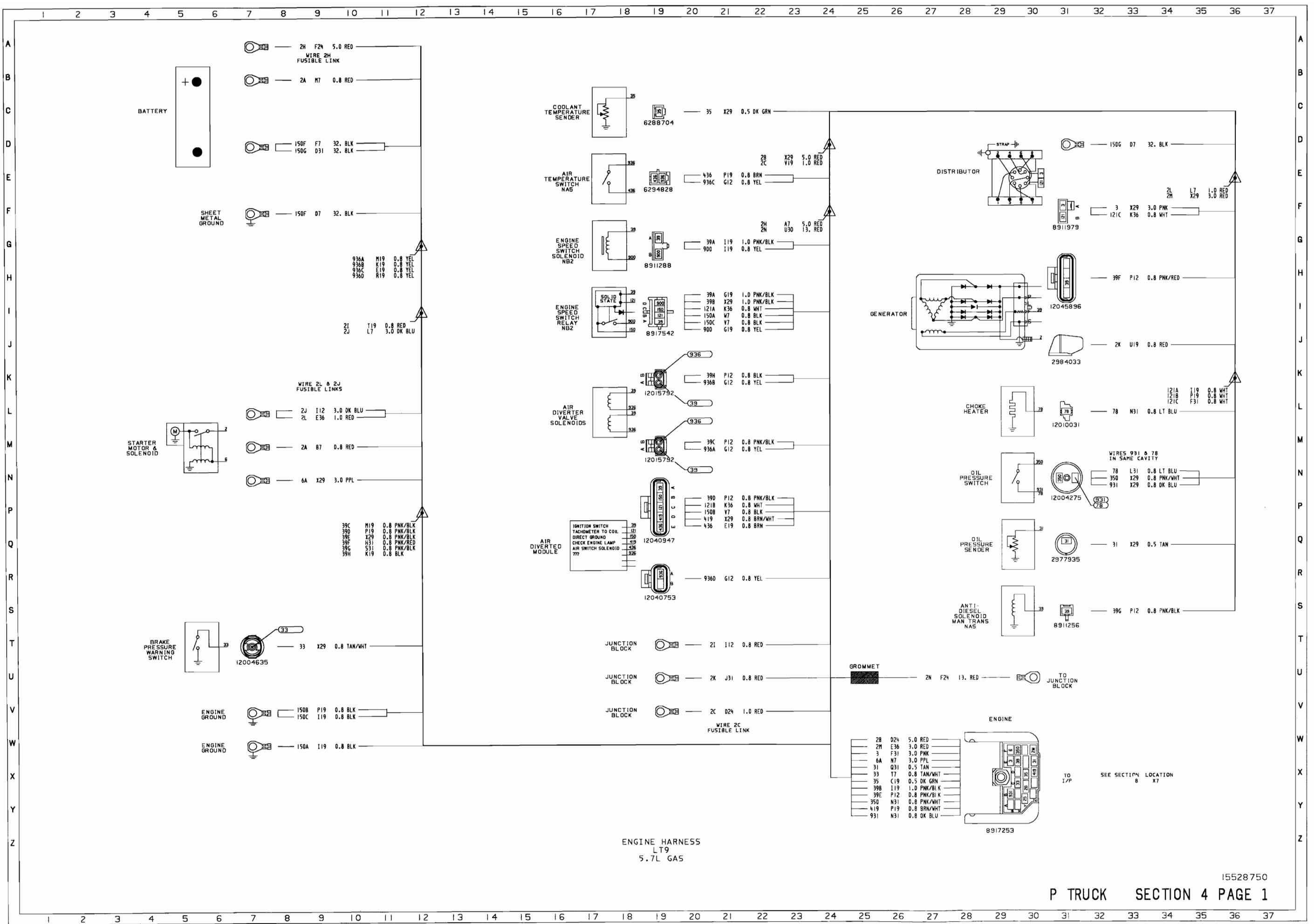


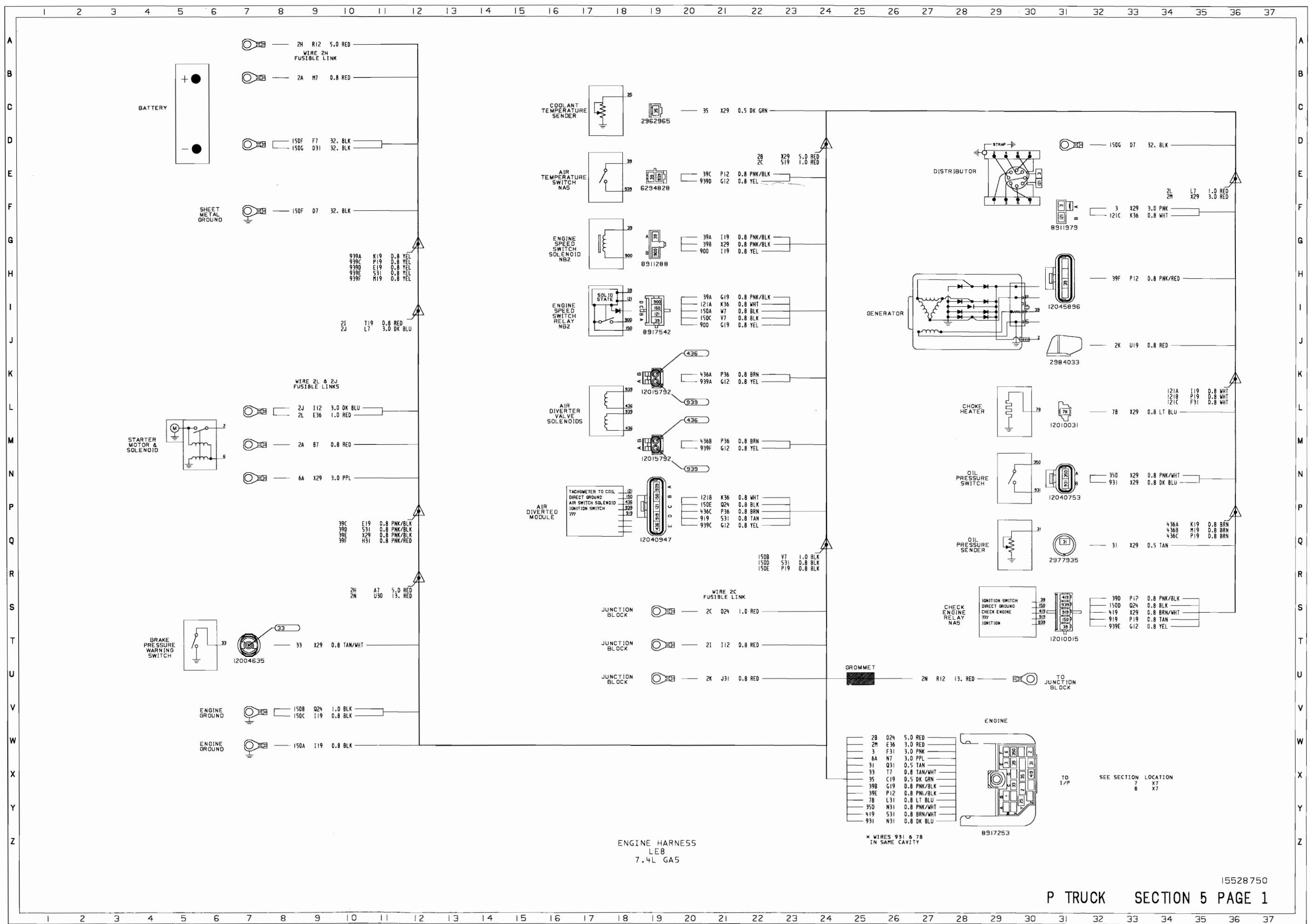


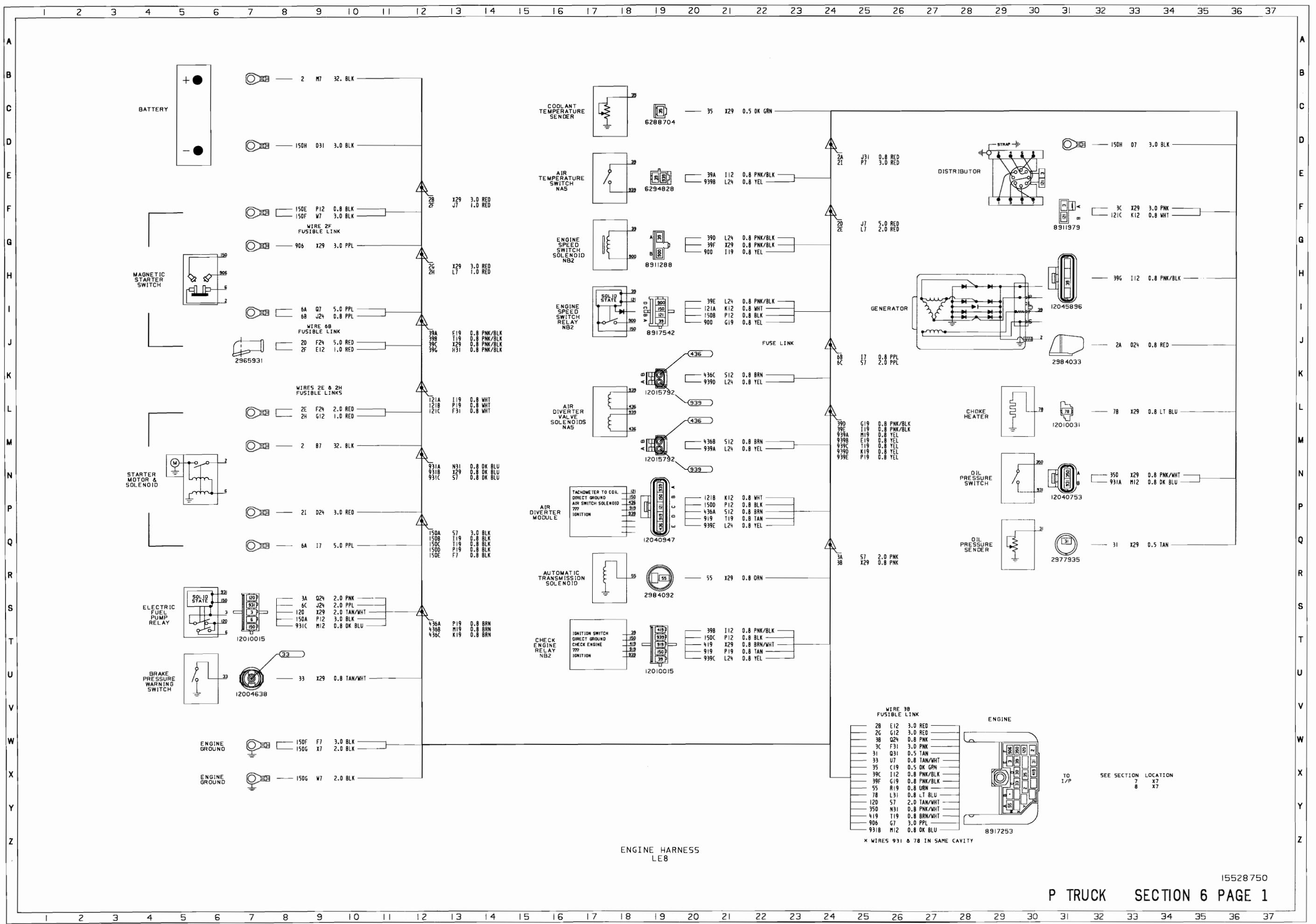
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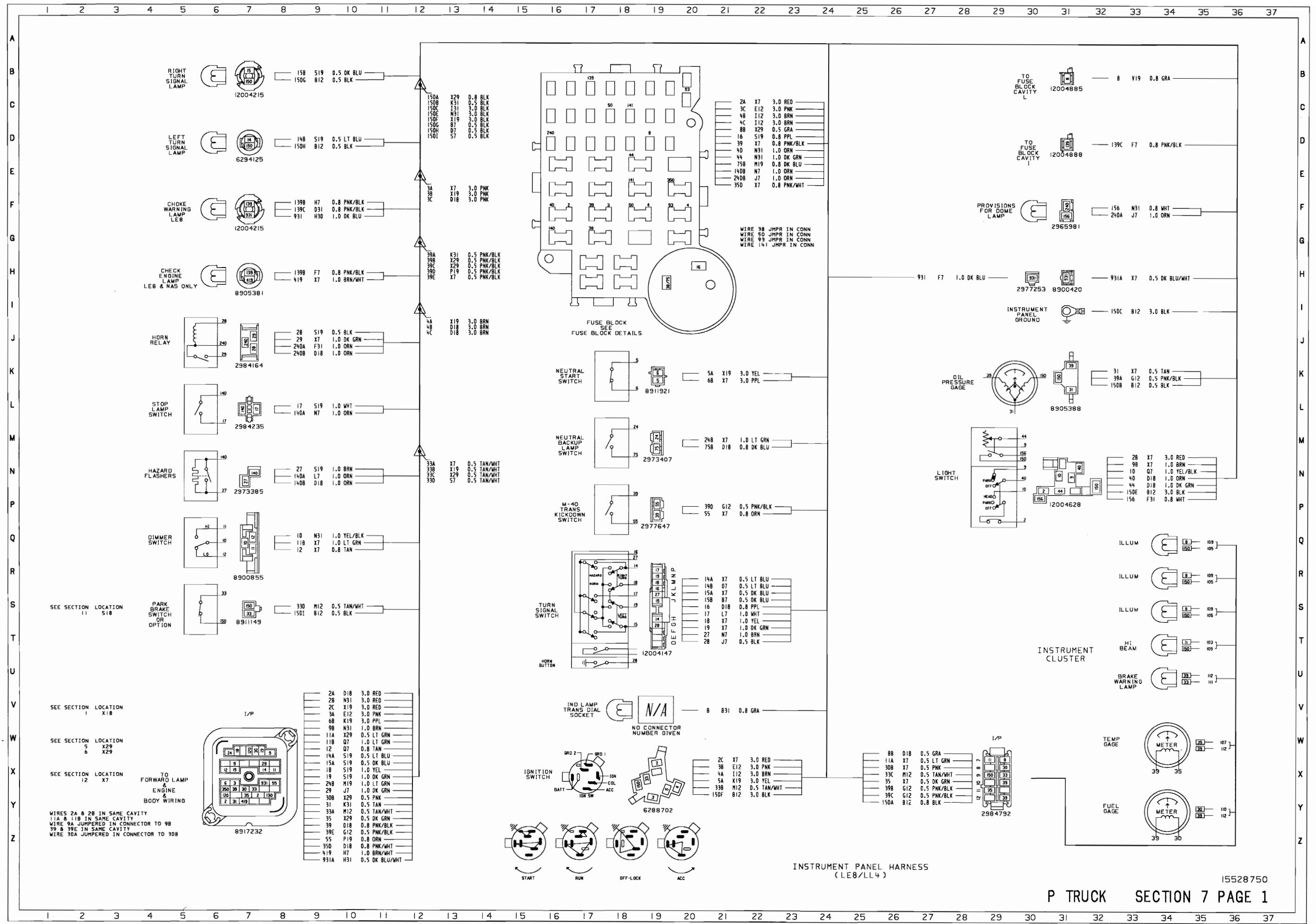
P TRUCK SECTION 3 PAGE 1

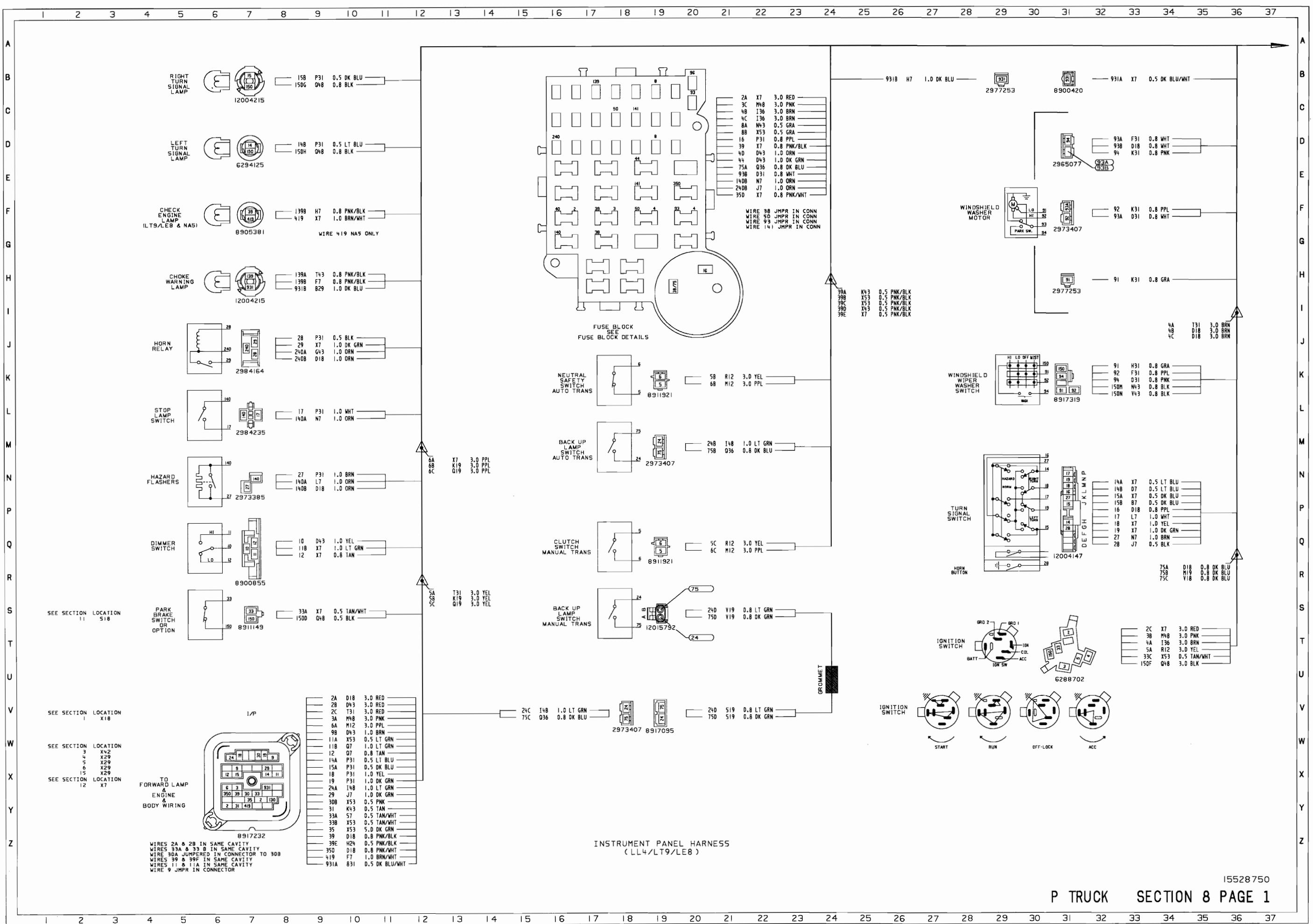


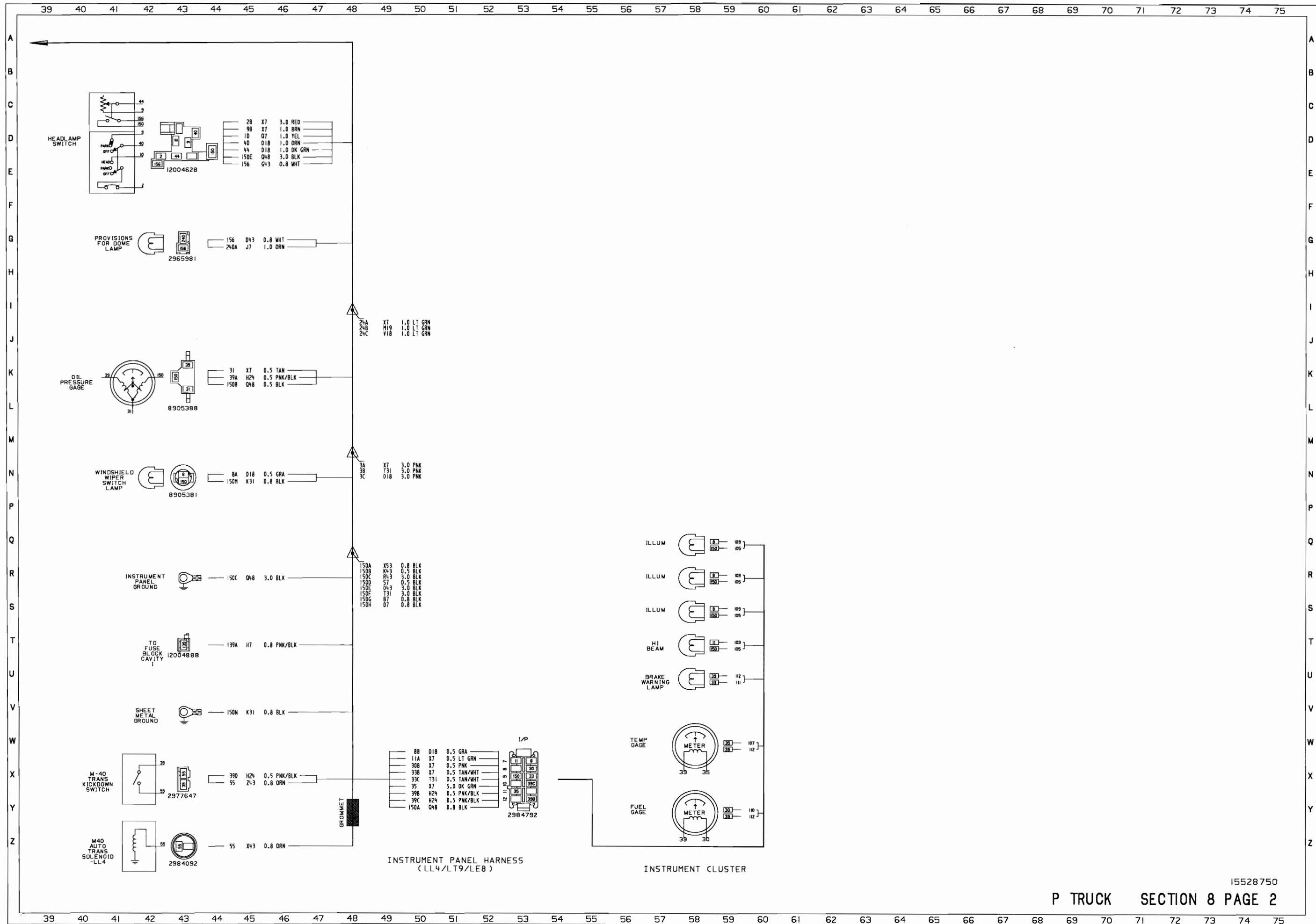


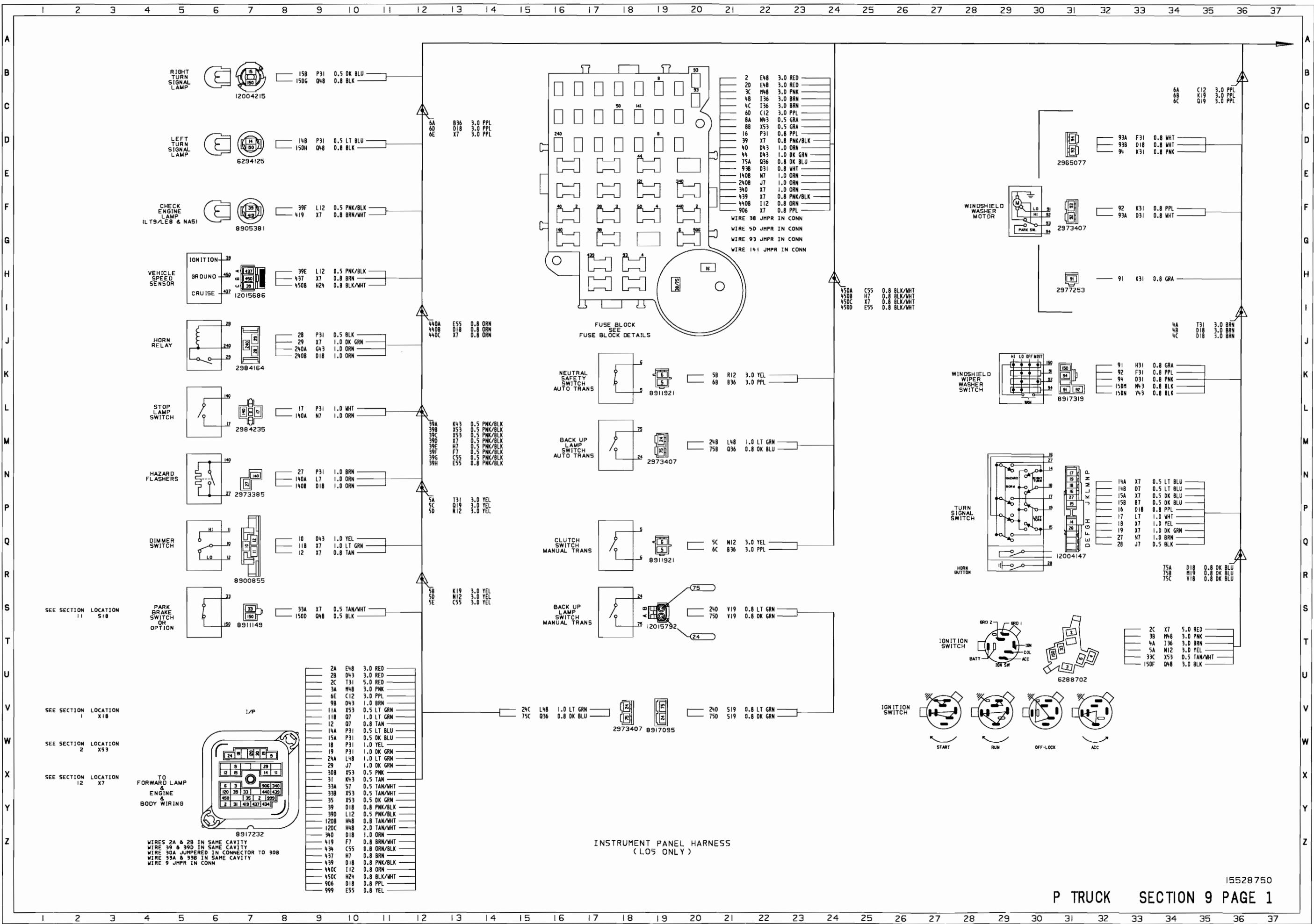


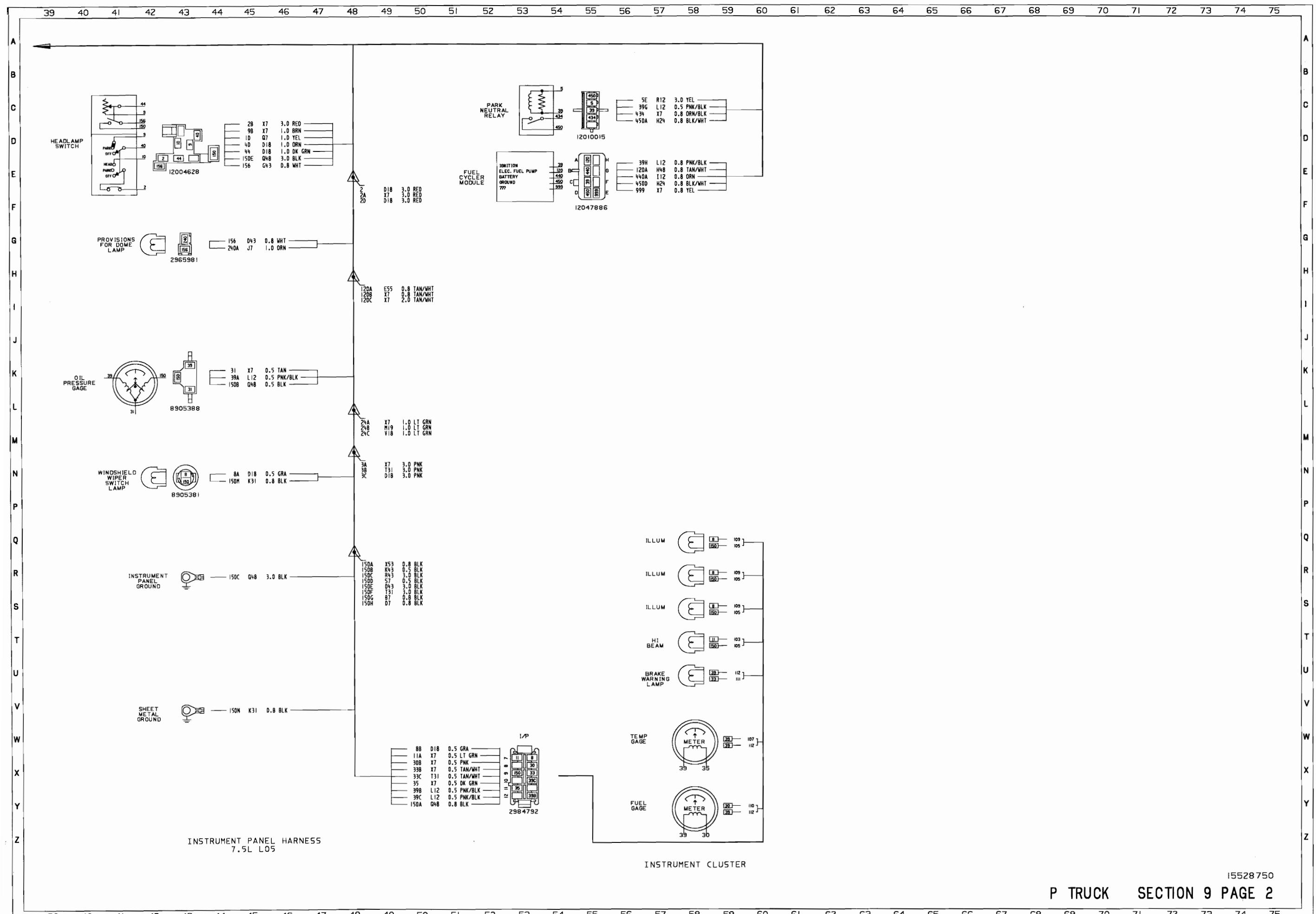


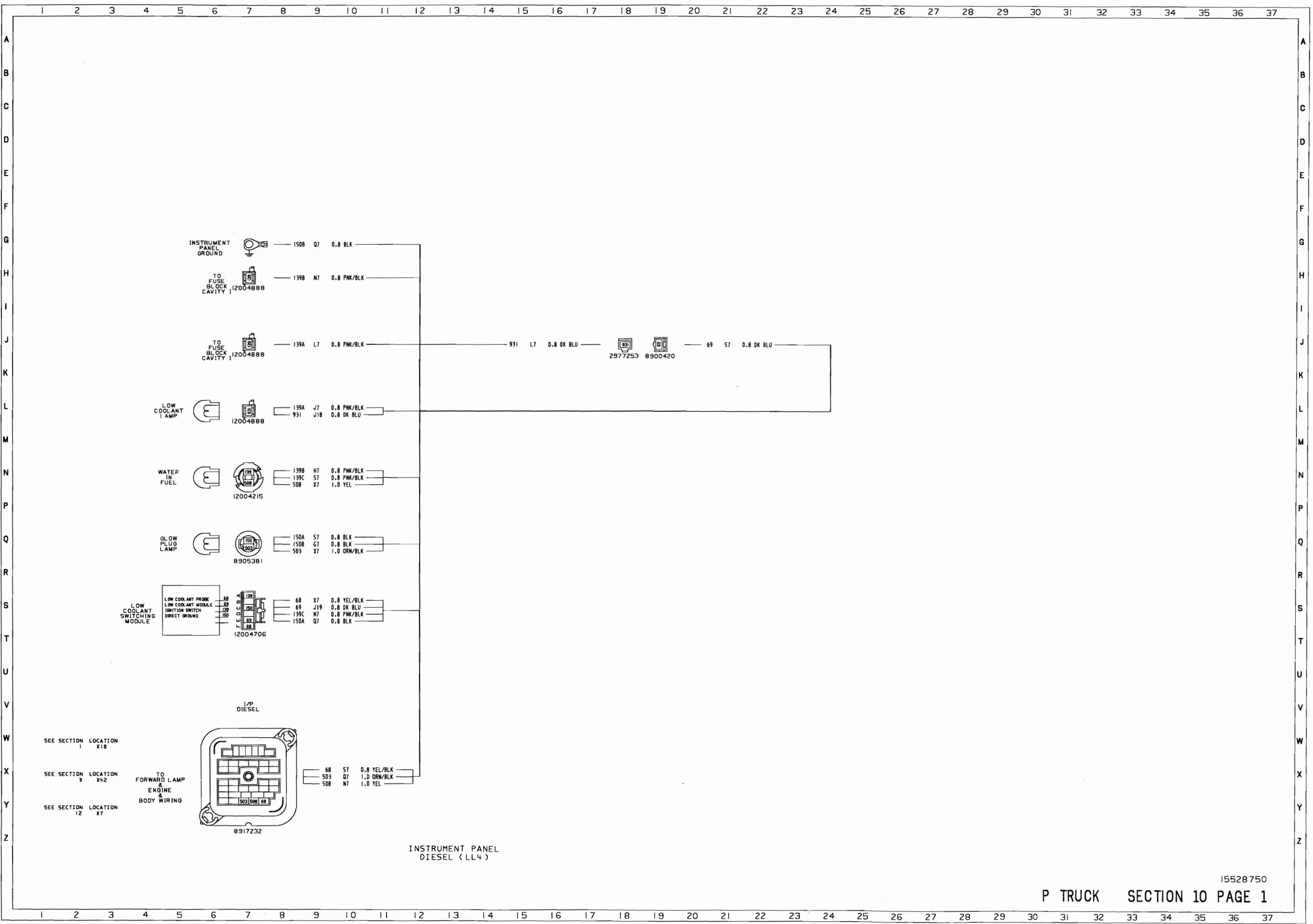




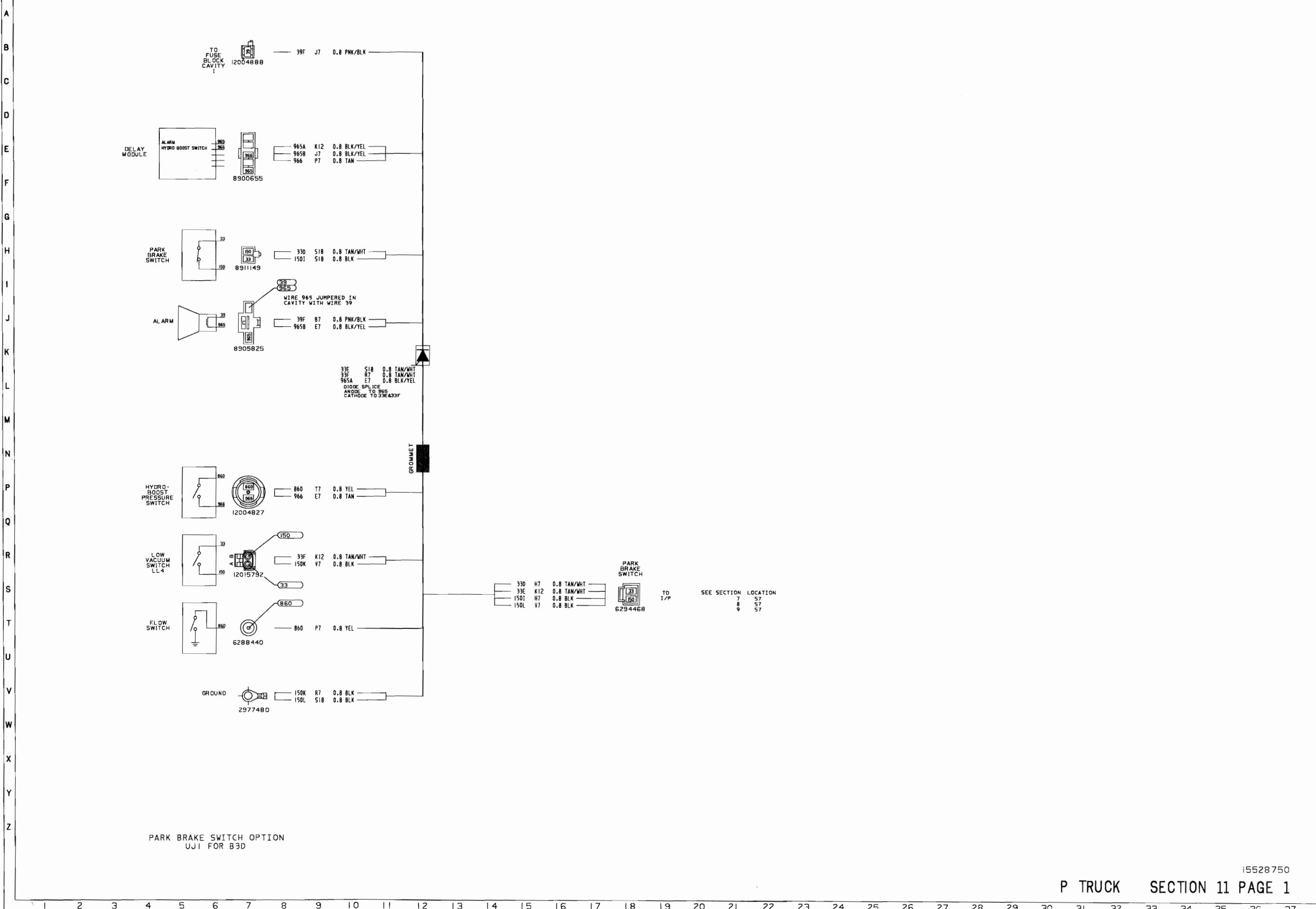


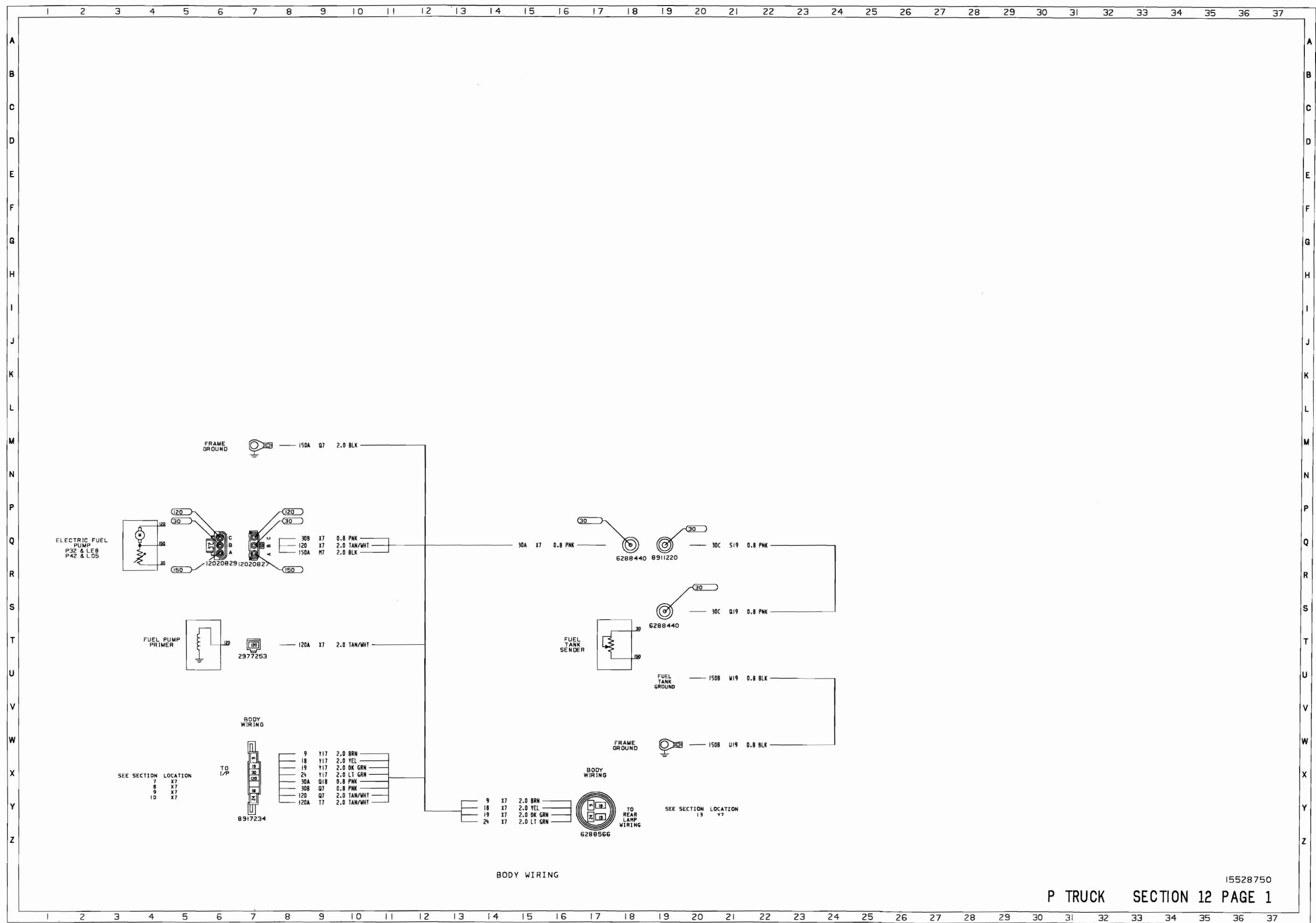


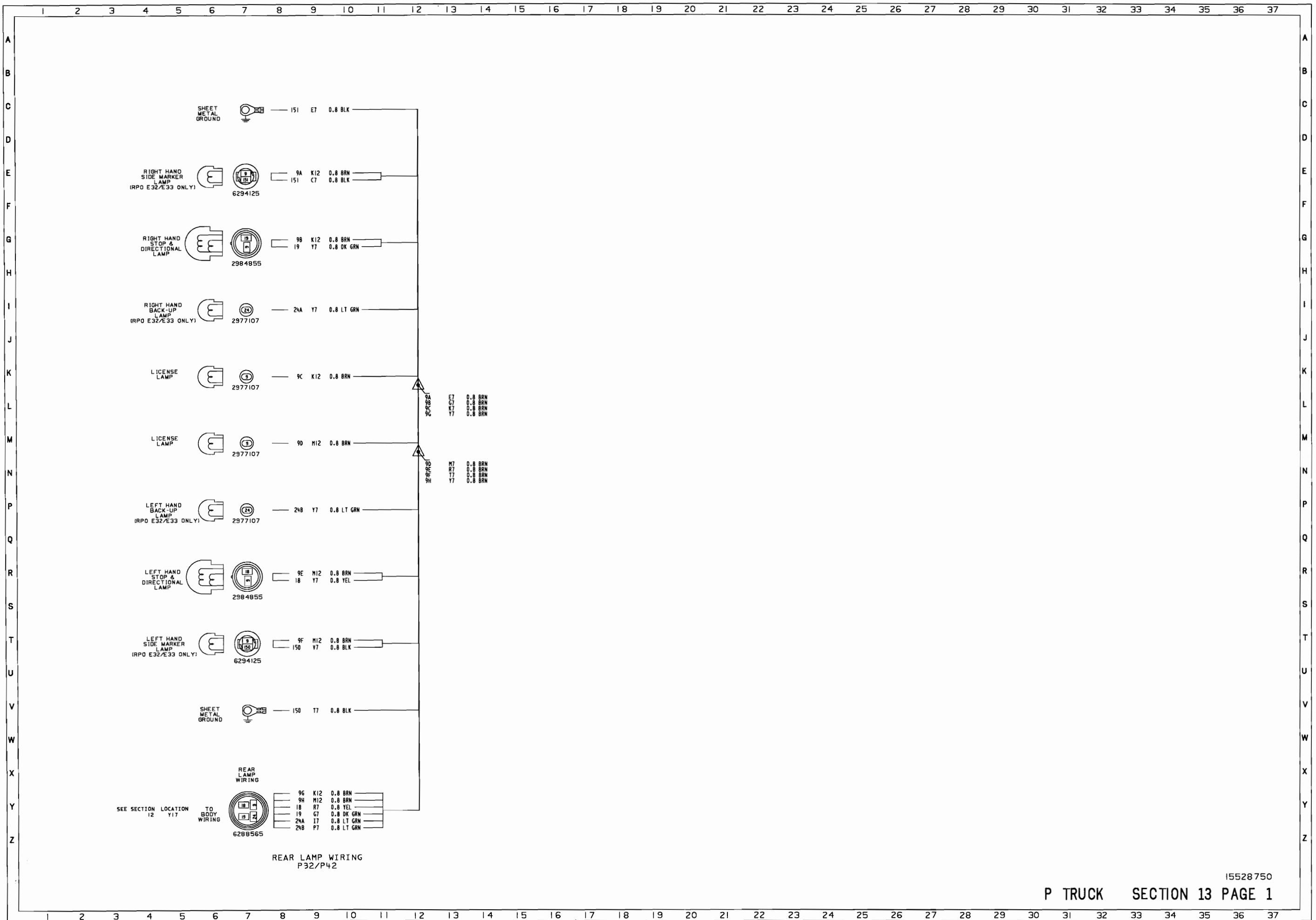


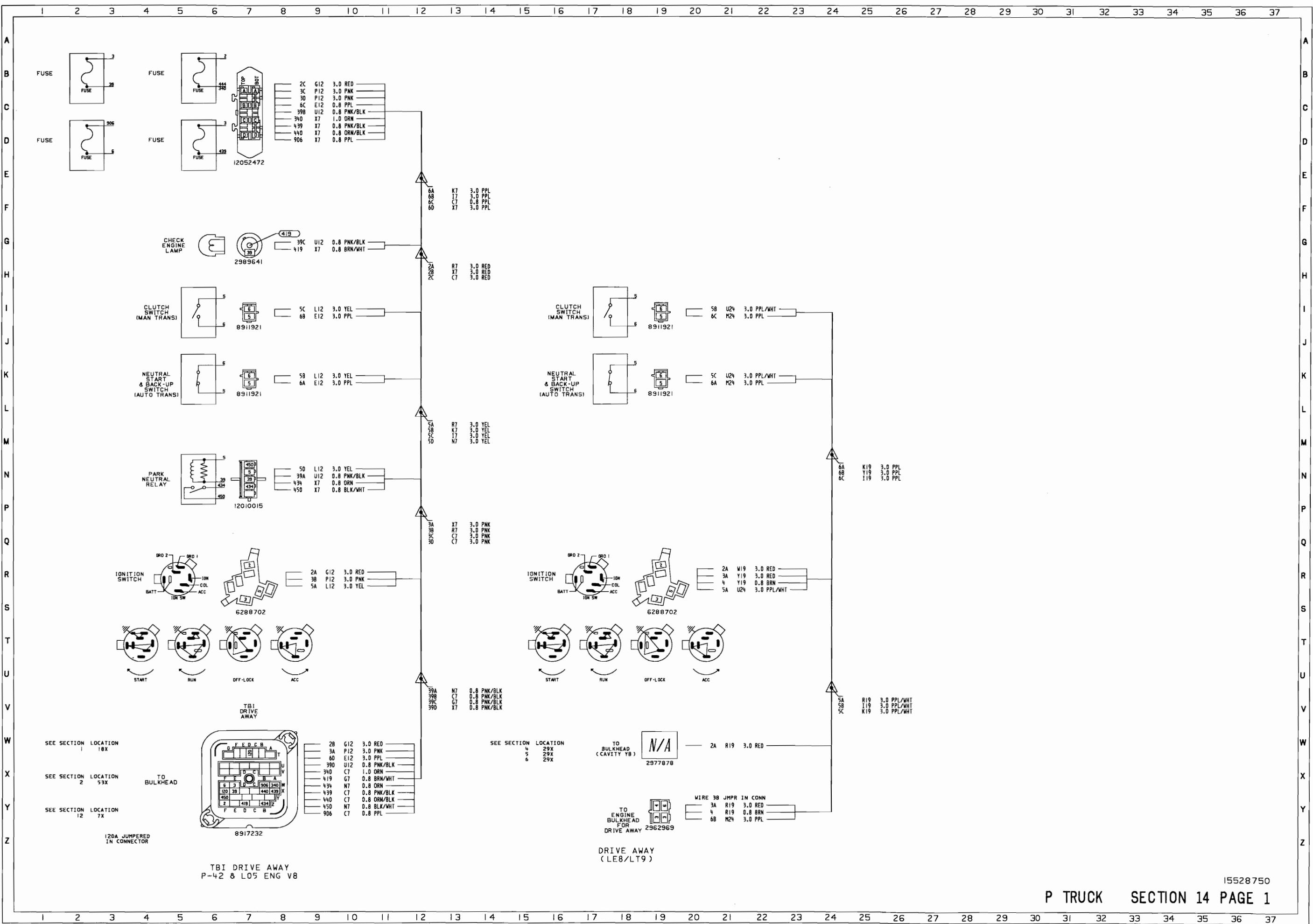


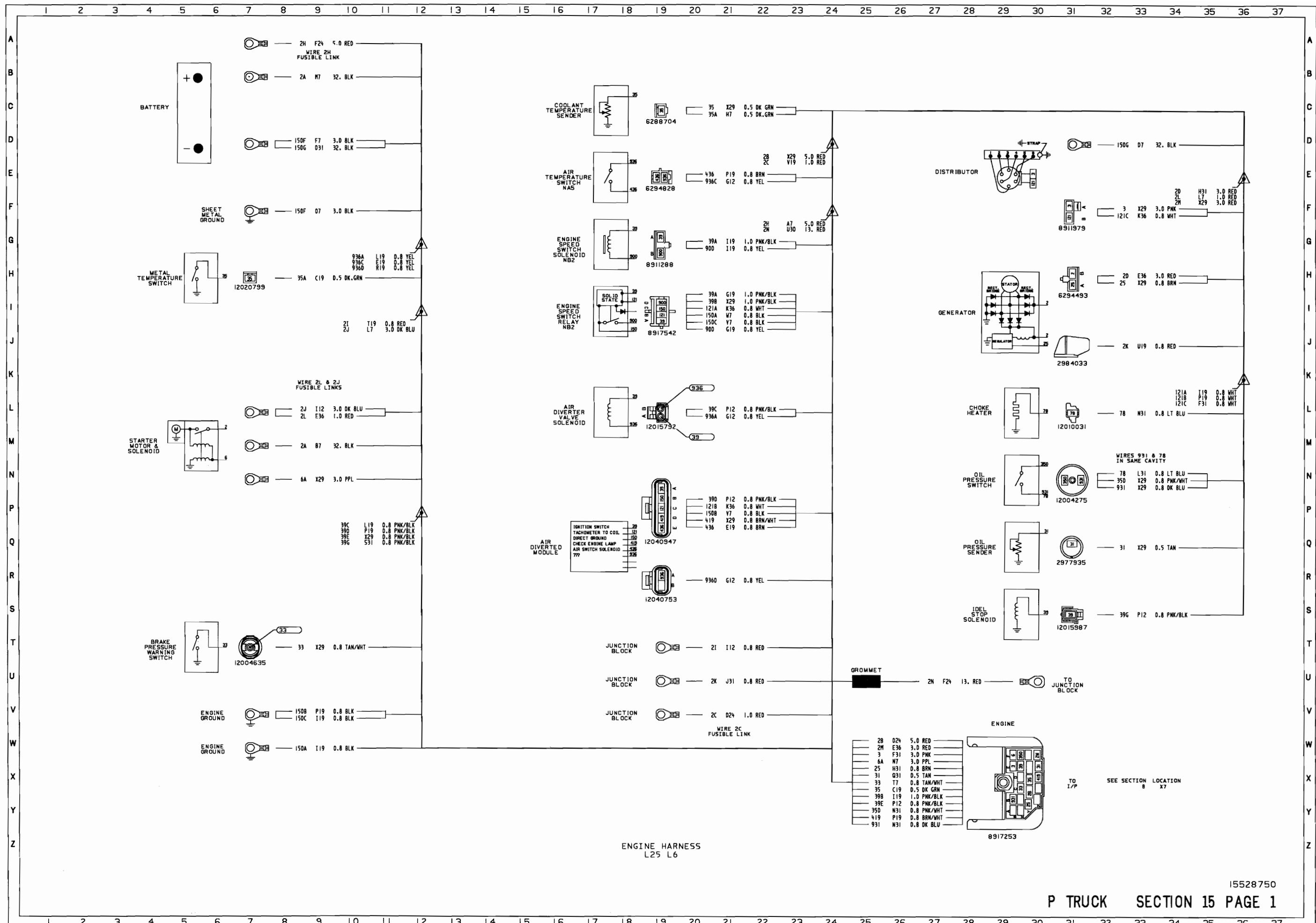
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37













1987 S/T TRUCK

| <u>SECTION</u> | <u>DESCRIPTION</u> | <u>SECTION</u> | <u>DESCRIPTION</u> |
|----------------|--|----------------|---|
| 1 | FUSE BLOCK DETAILS | 14 | ASH TRAY LAMP I/P COMPT BOX LAMP |
| 2 | FORWARD LAMP | 15 | 4 WHEEL DRIVE INDICATOR |
| 3 | ENGINE LN8 L4 W/TBI | 16 | POWER WINDOWS & POWER LOCKS A31-AU3 |
| 4 | ENGINE C60&MB2&NA5/NA6 | 17 | POWER WINDOWS A31 |
| 5 | I/P ALL EXCEPT BLAZER W/GAGES | 18 | POWER LOCKS AU3 |
| 6 | I/P ALL EXCEPT BLAZER | 19 | DOME LAMP C91 ST000(03) |
| 7 | I/P BLAZER ONLY | 20 | CARGO LAMP UF2 |
| 8 | I/P BLAZER W/GAGES | 21 | LIFT GATE RELEASE |
| | INSTRUMENT CLUSTER W/O GAGES | | AUTO TRANS CONV CLUTCH FEED MD8 |
| | INSTRUMENT CLUSTER W/GAGES | 22 | HEATED LIFTGATE C49 |
| | TACHOMETER U16 | 23 | REAR LAMP & BODY ALL BODIES EXCEPT BLAZER |
| 9 | CRUISE CONTROL AUTOMATIC K34 | 24 | REAR LAMP & BODY W/BLAZER |
| 10 | CRUISE CONTROL MANUAL K34 | 25 | TRAILER WIRING W/BLAZER U89 |
| 11 | AIR CONDITIONING C60&LL2 | 26 | TRAILER WIRING U89 03-53 |
| 12 | AIR CONDITIONING C60&LN8 | | HEAVY DUTY TRAILERING UY7 |
| 13 | RADIO EQUIPMENT STEREO UM2/UM3/U58 HEATER HARNESS | | |

POWER CIRCUIT 76

30 AMP CIRCUIT BREAKER
POWER WINDOWS —

IGNITION

OVER SPEED WARNING —

CRUISE CONTROL —

AUTO TRANS —

REAR DEFOGGER TIMER/RELAY —

BATTERY

CLOCK —

LIFT GATE RELEASE —

I/P COMP LAMP —

COURTESY LAMP —

DOME LAMP —

IGNITION/ACCESSORY

4 WHEEL DRIVE
TACHOMETER

PANEL LAMPS

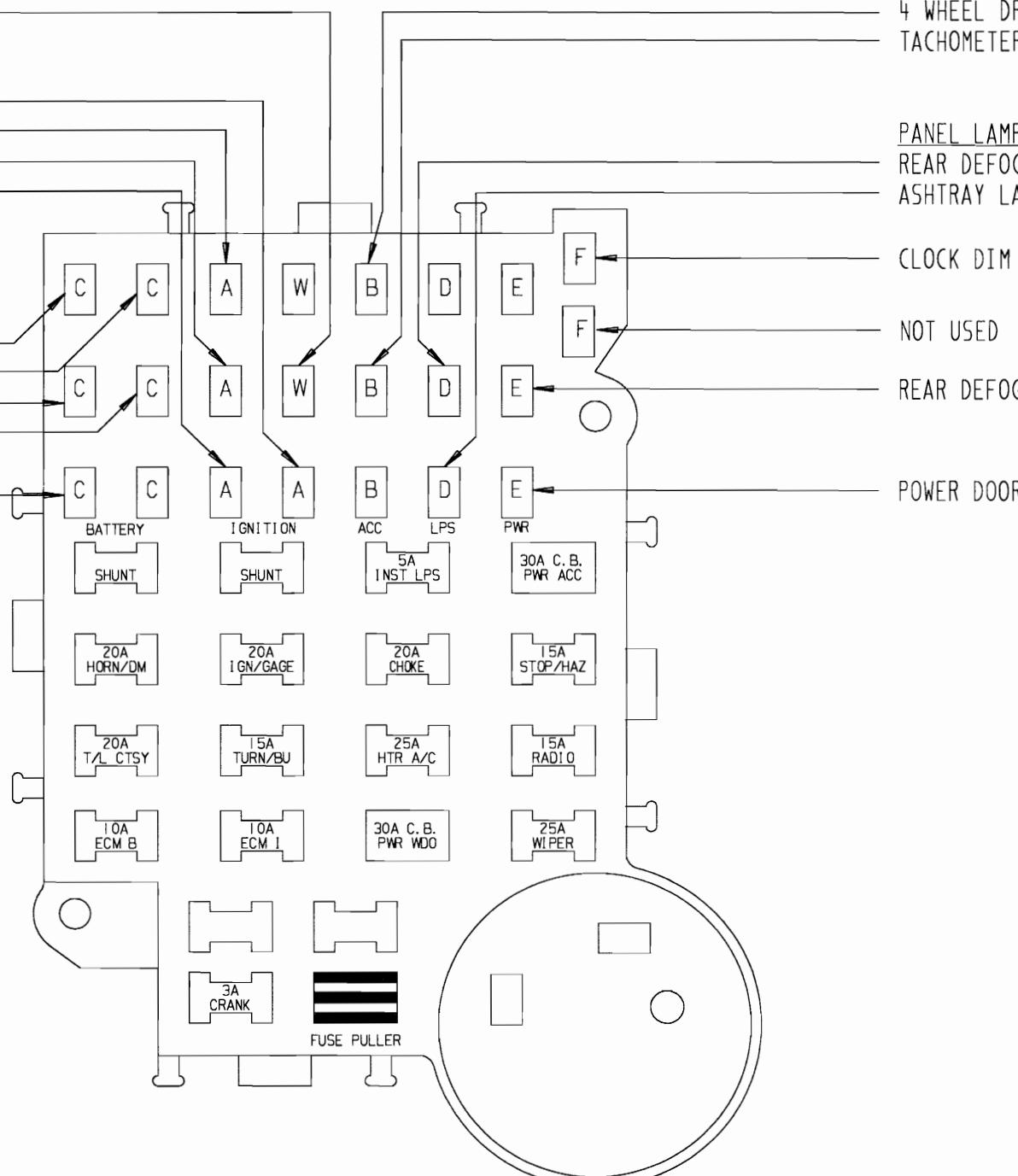
REAR DEFOGGER LAMP
ASHTRAY LAMP

CLOCK DIM

NOT USED

REAR DEFOGGER

POWER DOOR LOCKS



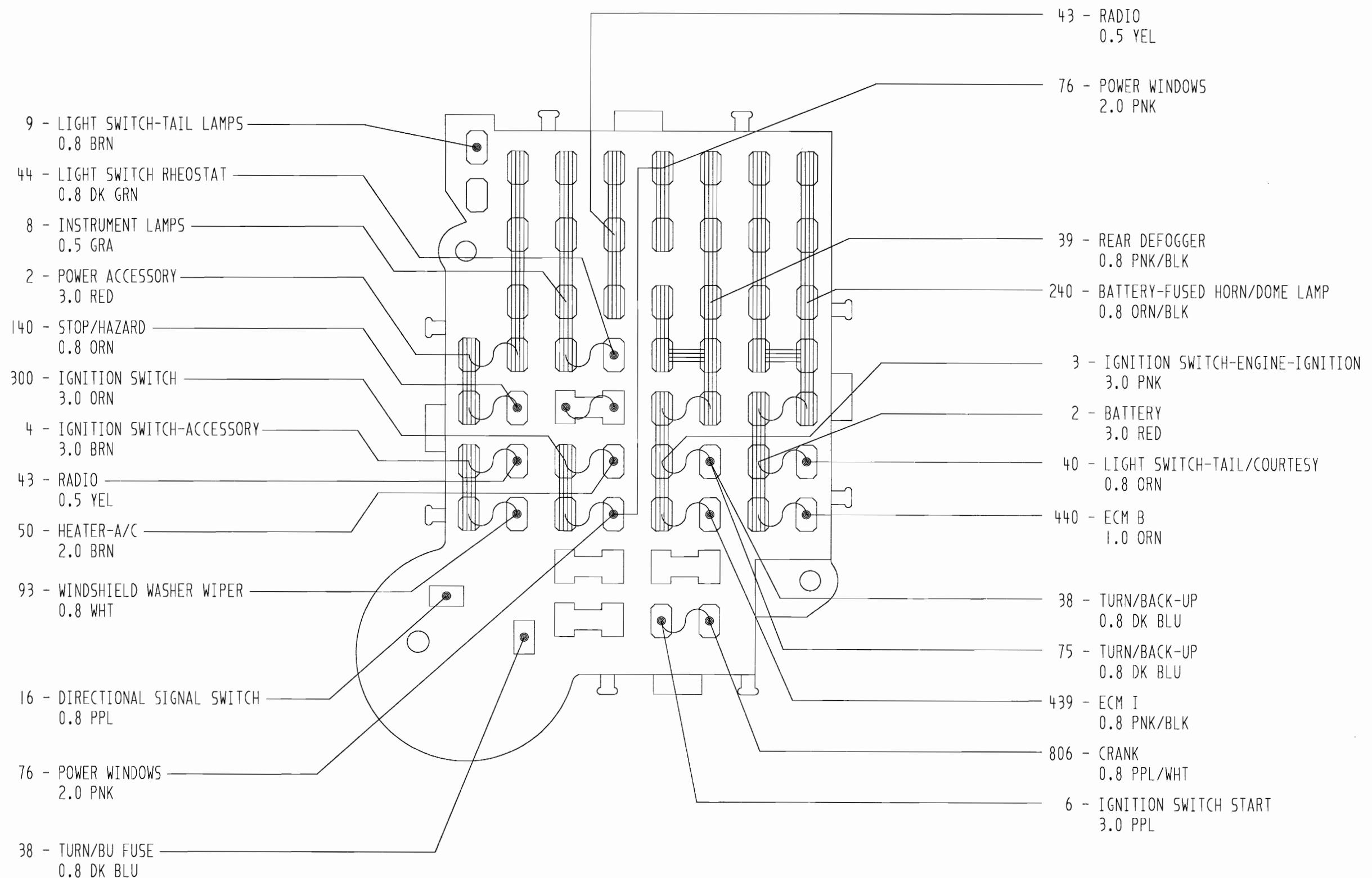
| | COLOR | MALE CONNECTOR | MULT CONNECTOR |
|---|--------|----------------|----------------|
| A | WHT | 12004888 | 12004892 |
| B | BRN | 12004887 | 12004893 |
| C | BLK | 12004886 | 12004890 |
| D | GRN | 12004885 | 12004962 |
| E | RED | 12004883 | 12004889 |
| W | BLU | 12004884 | NOT USEABLE |
| F | DK GRA | | |

| FUSES | AMP | COLOR |
|-------------|-----|--------|
| 12004003 ND | 3 | VIO |
| 12004005 ND | 5 | TAN |
| 12004006 ND | 7.5 | BRN |
| 12004007 ND | 10 | RED |
| 12004008 ND | 15 | LT BLU |
| 12004009 ND | 20 | YEL |
| 12004010 ND | 25 | WHT |
| 12004011 ND | 30 | LT GRN |

ND SHOWN ON 12004001

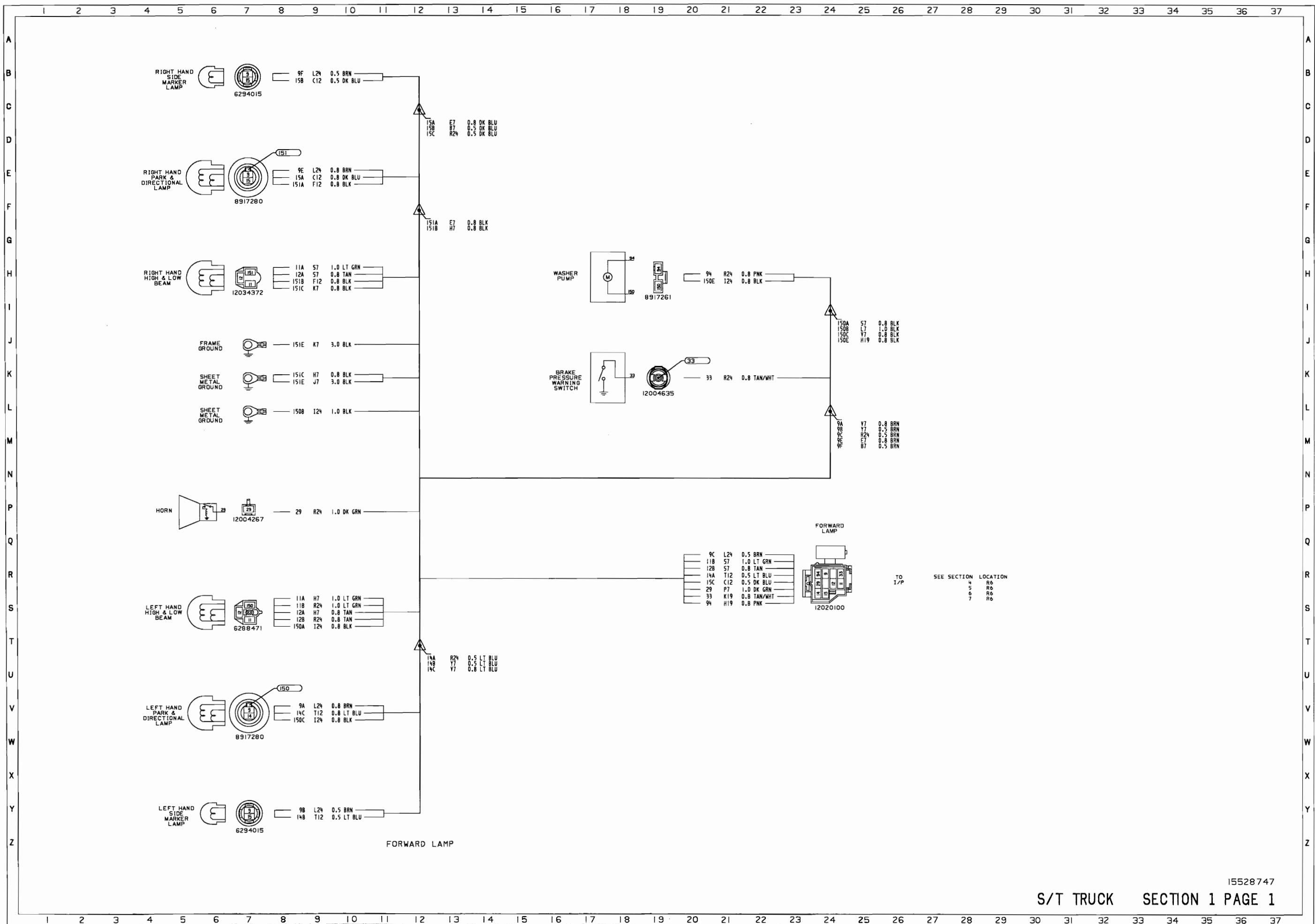
12052632 FUSE BLOCK

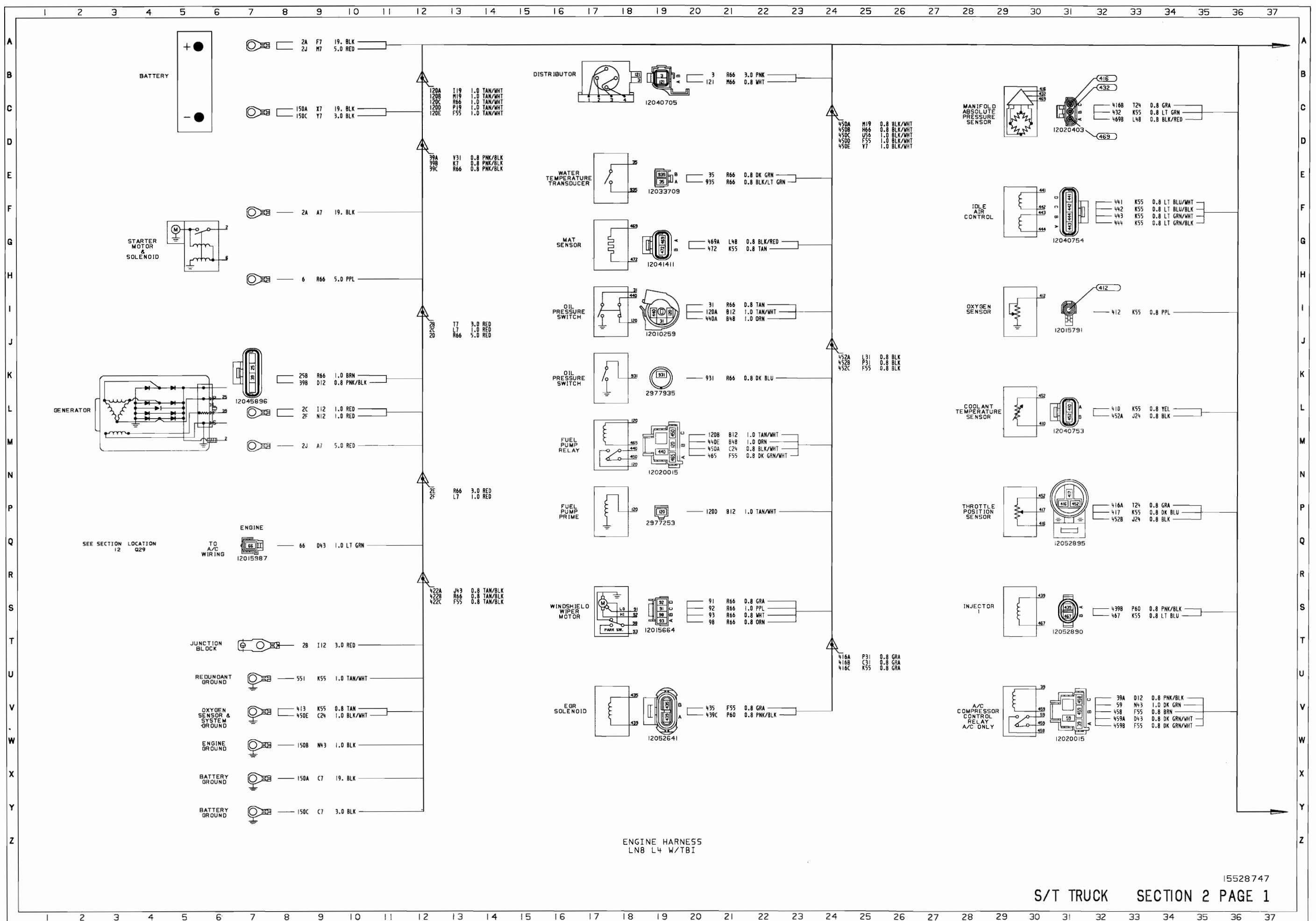
S/T TRUCK FUSE BLOCK

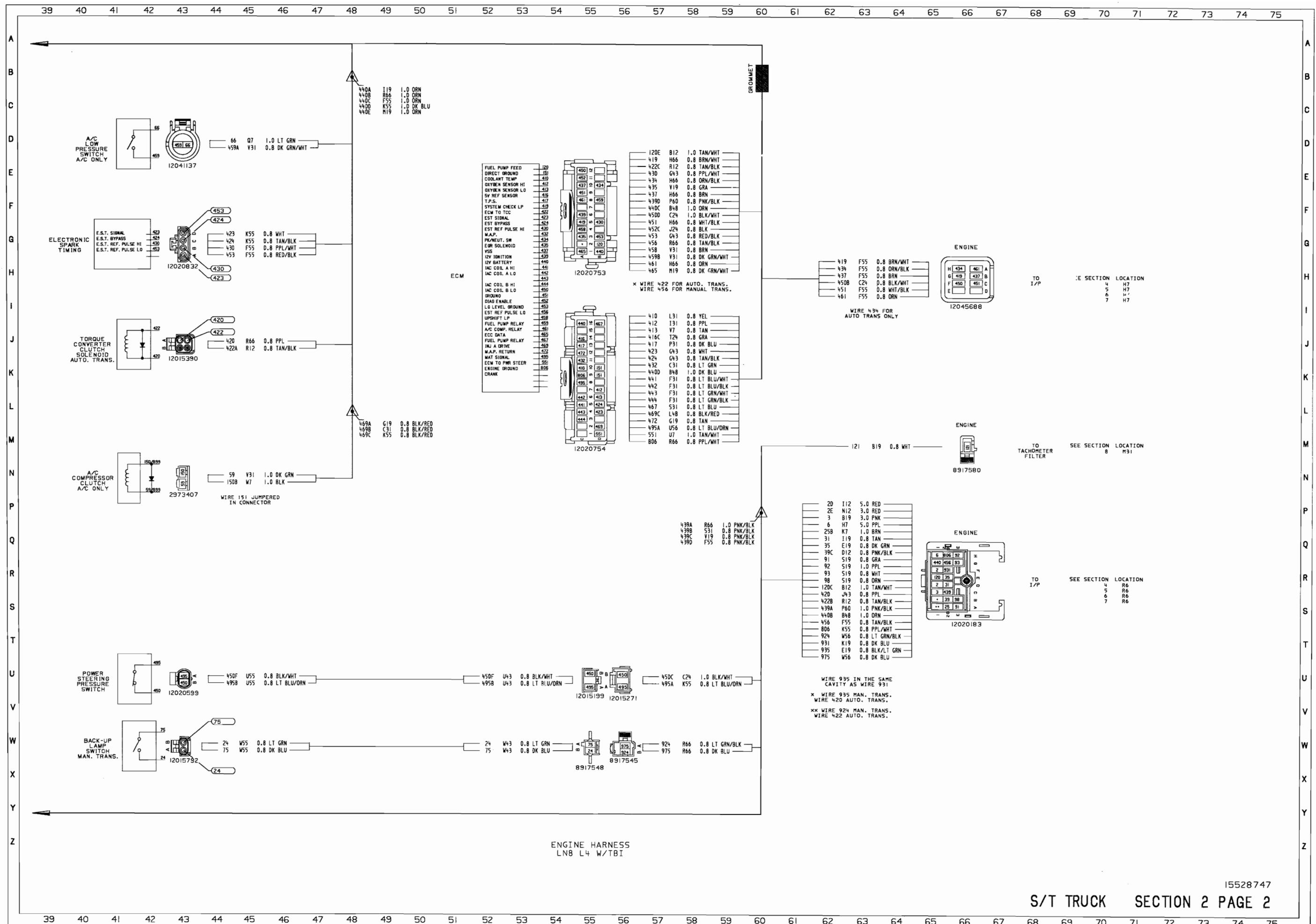


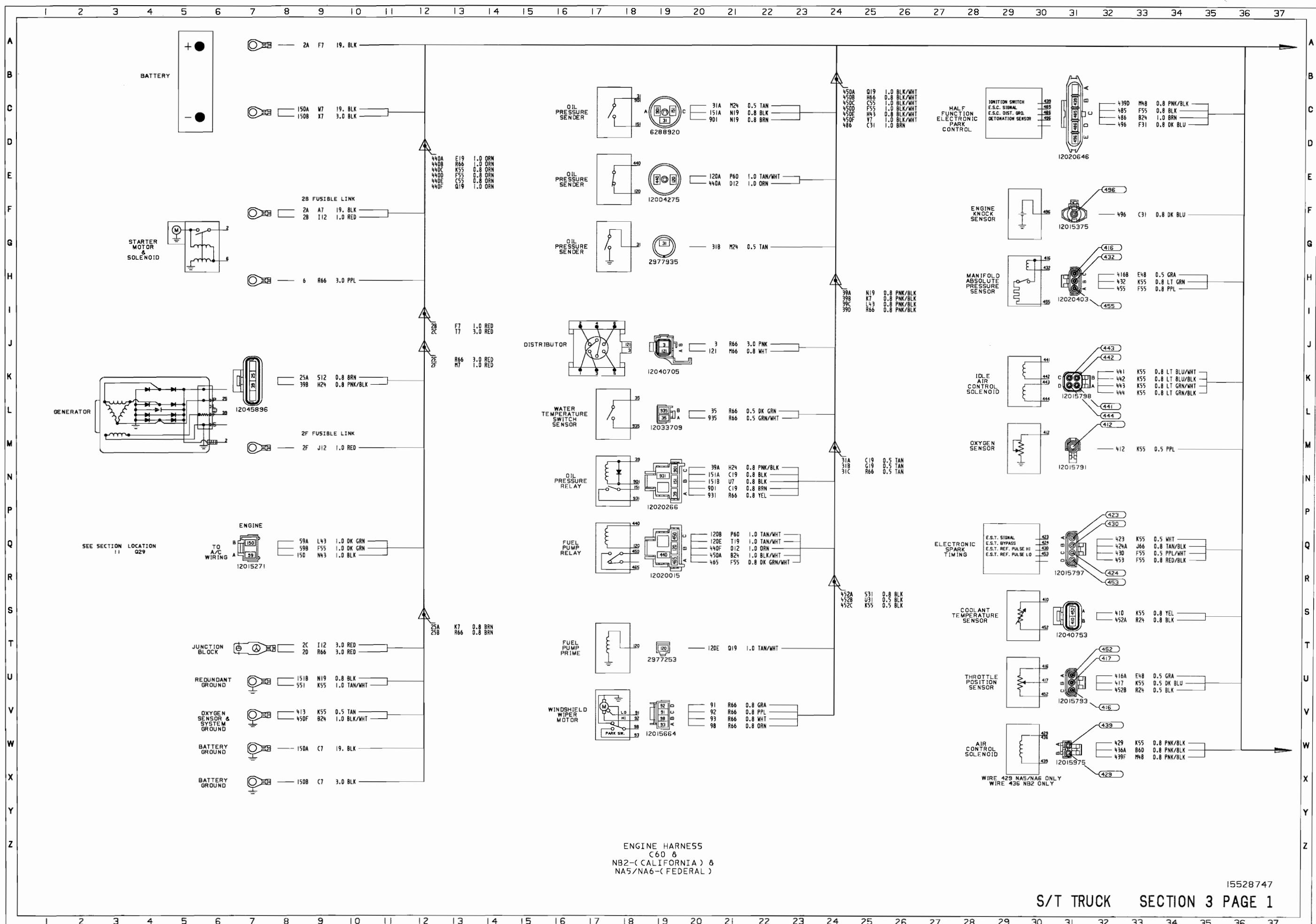
S/T TRUCK FUSE BLOCK

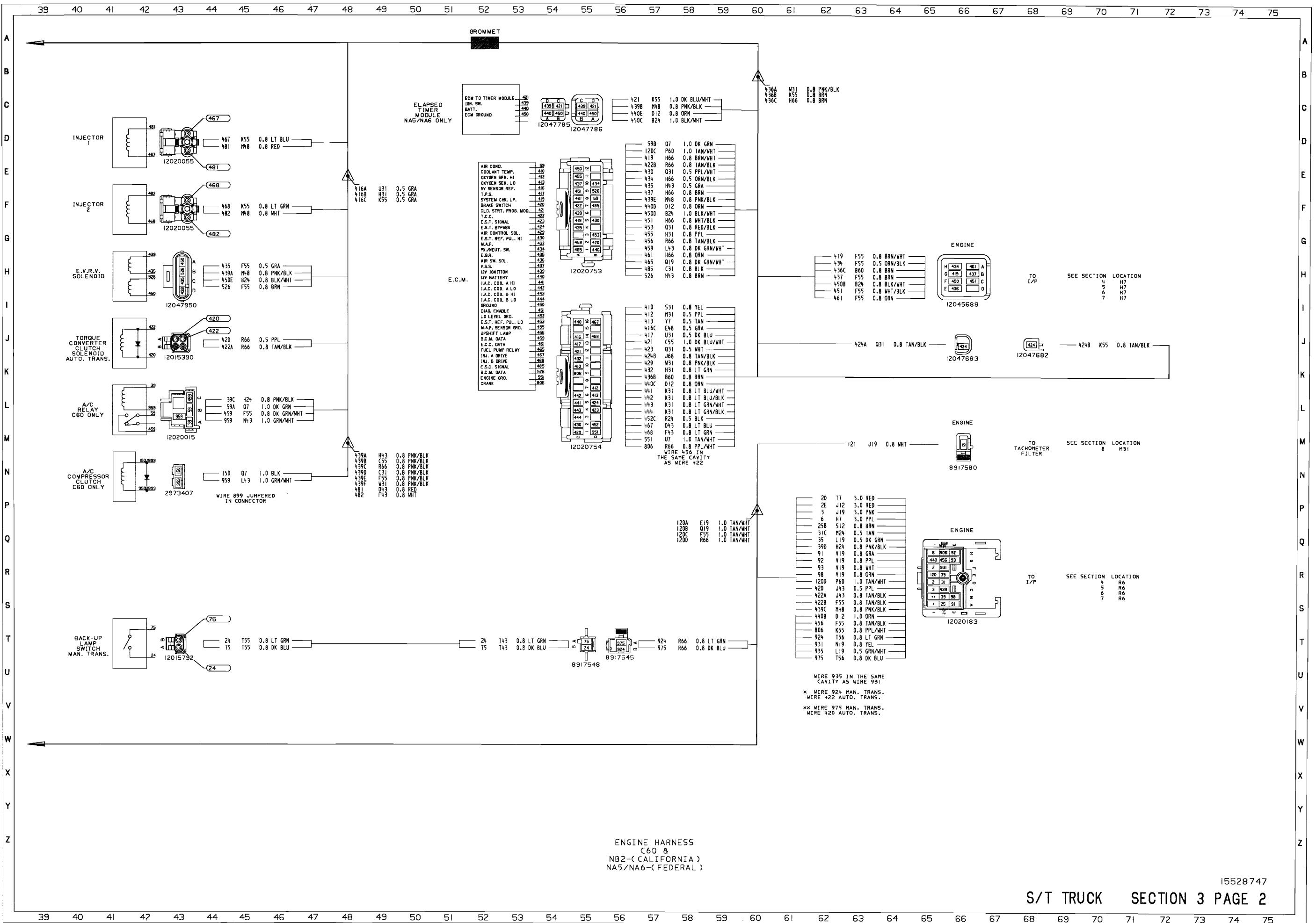


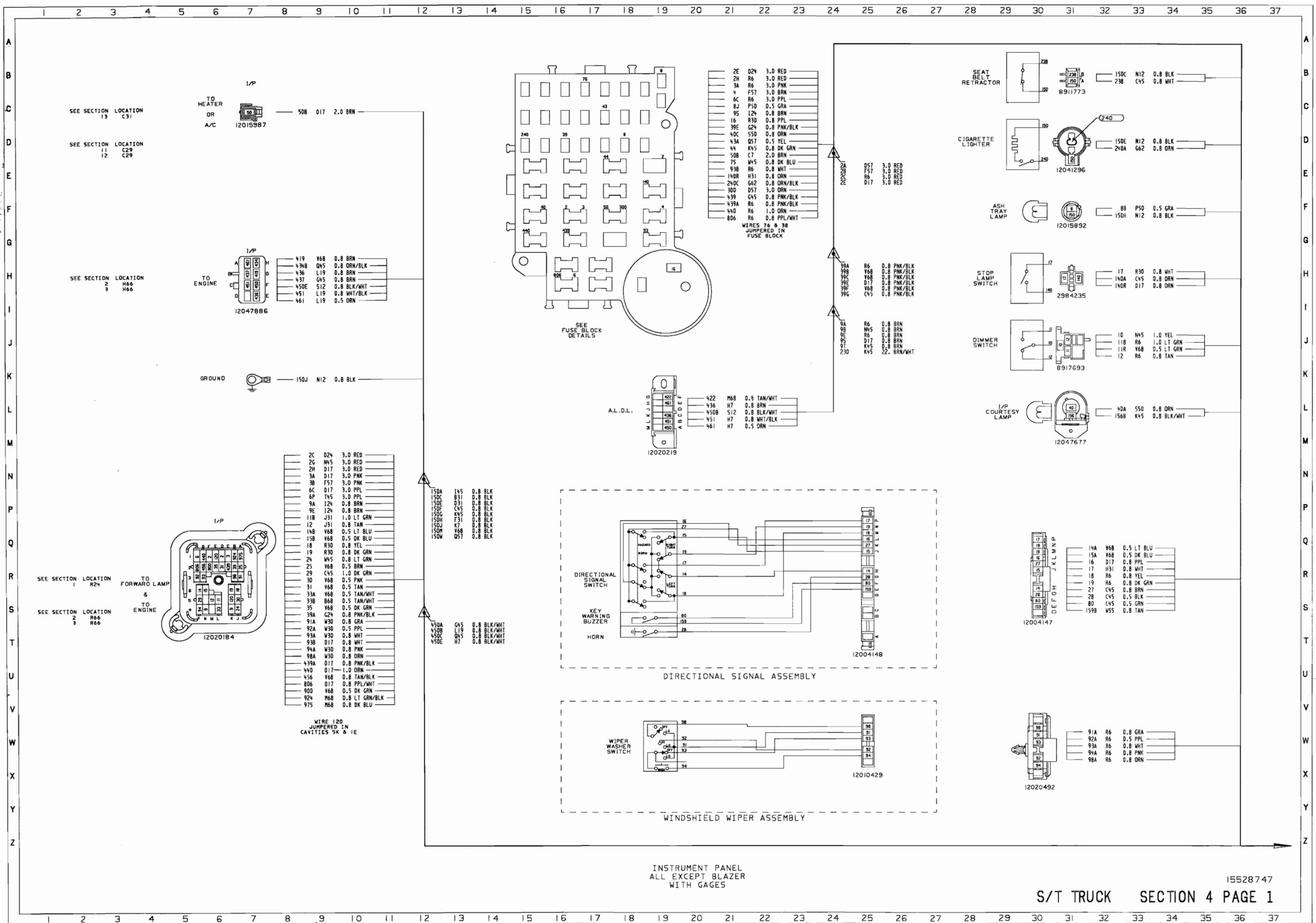


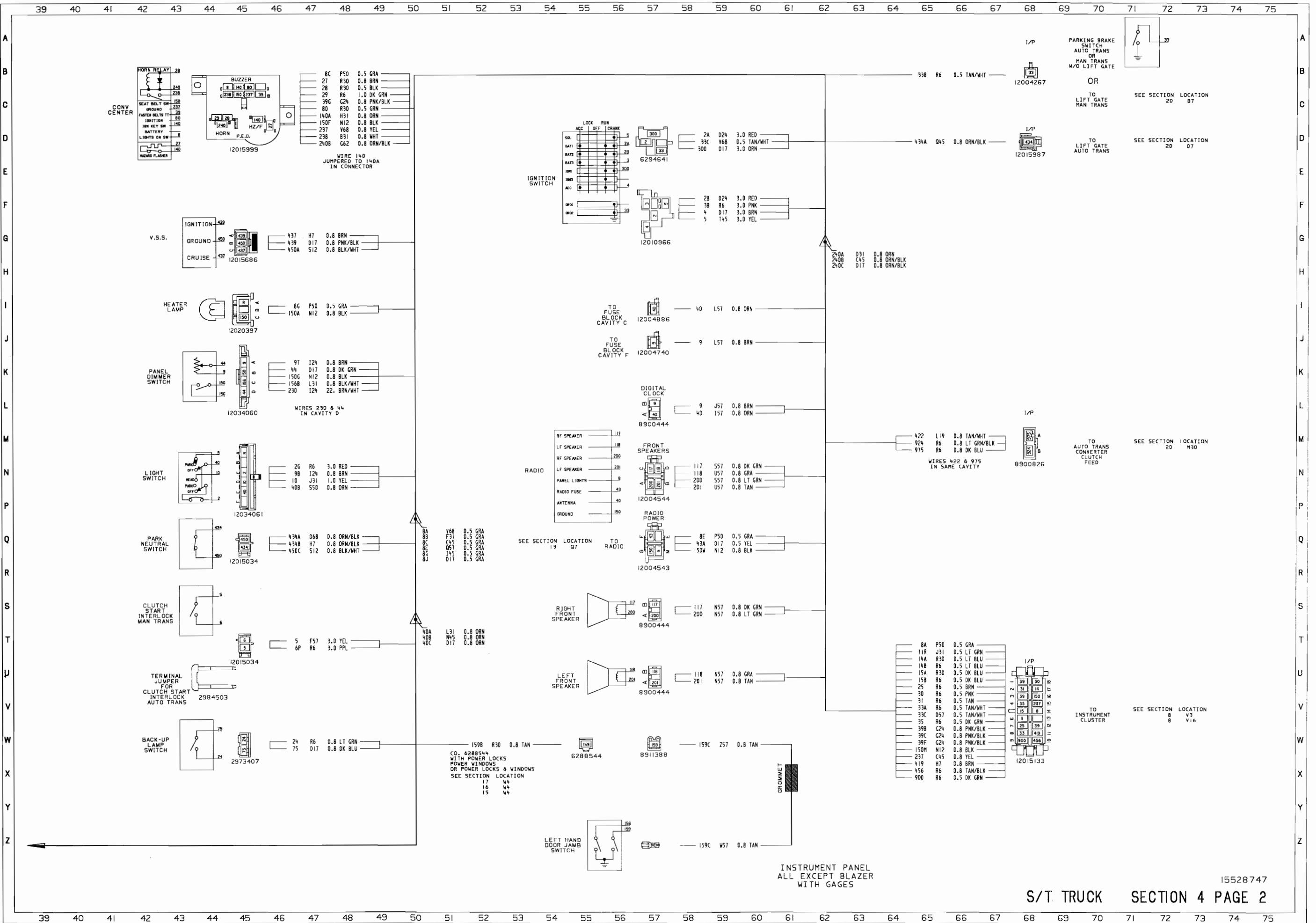


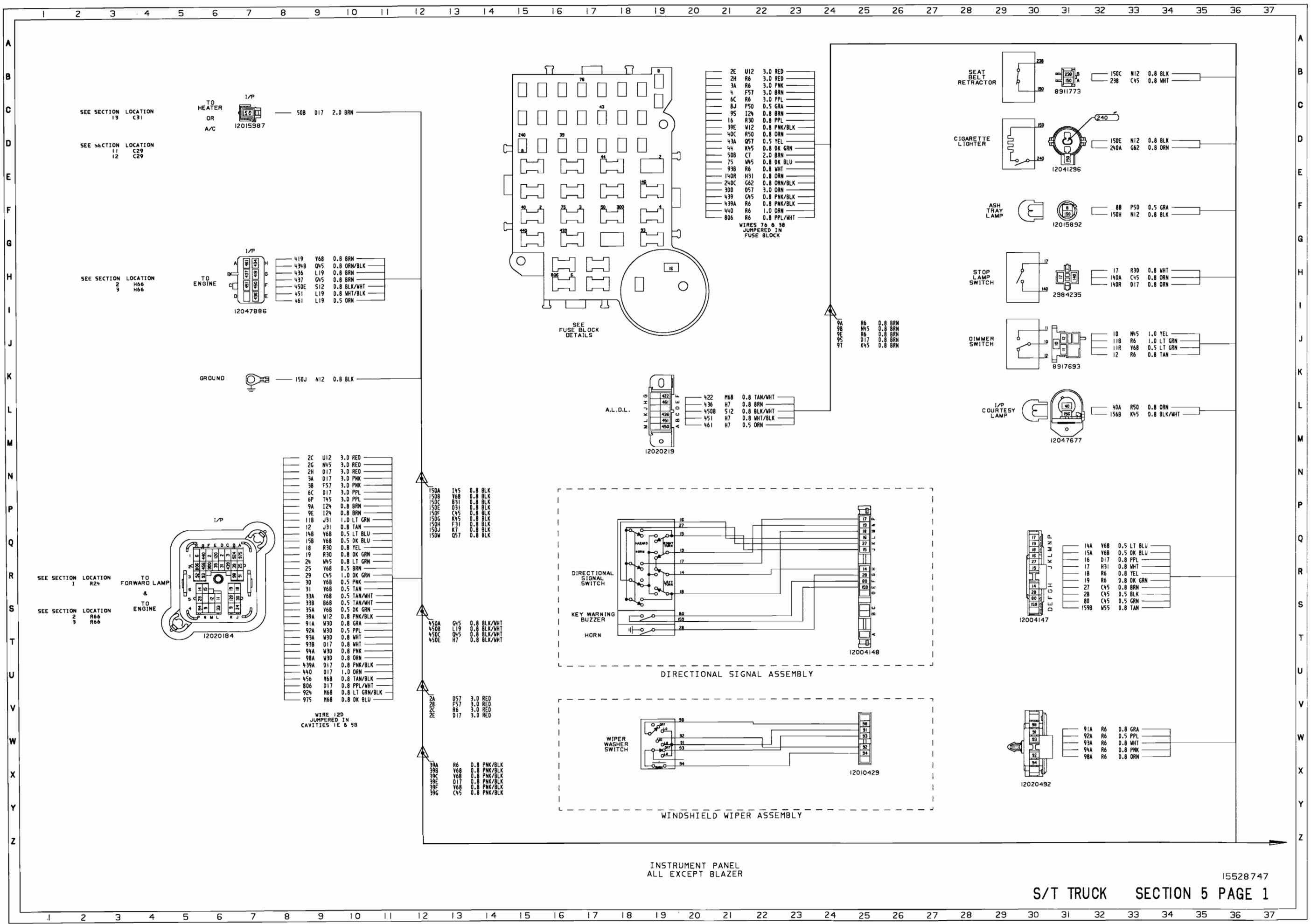


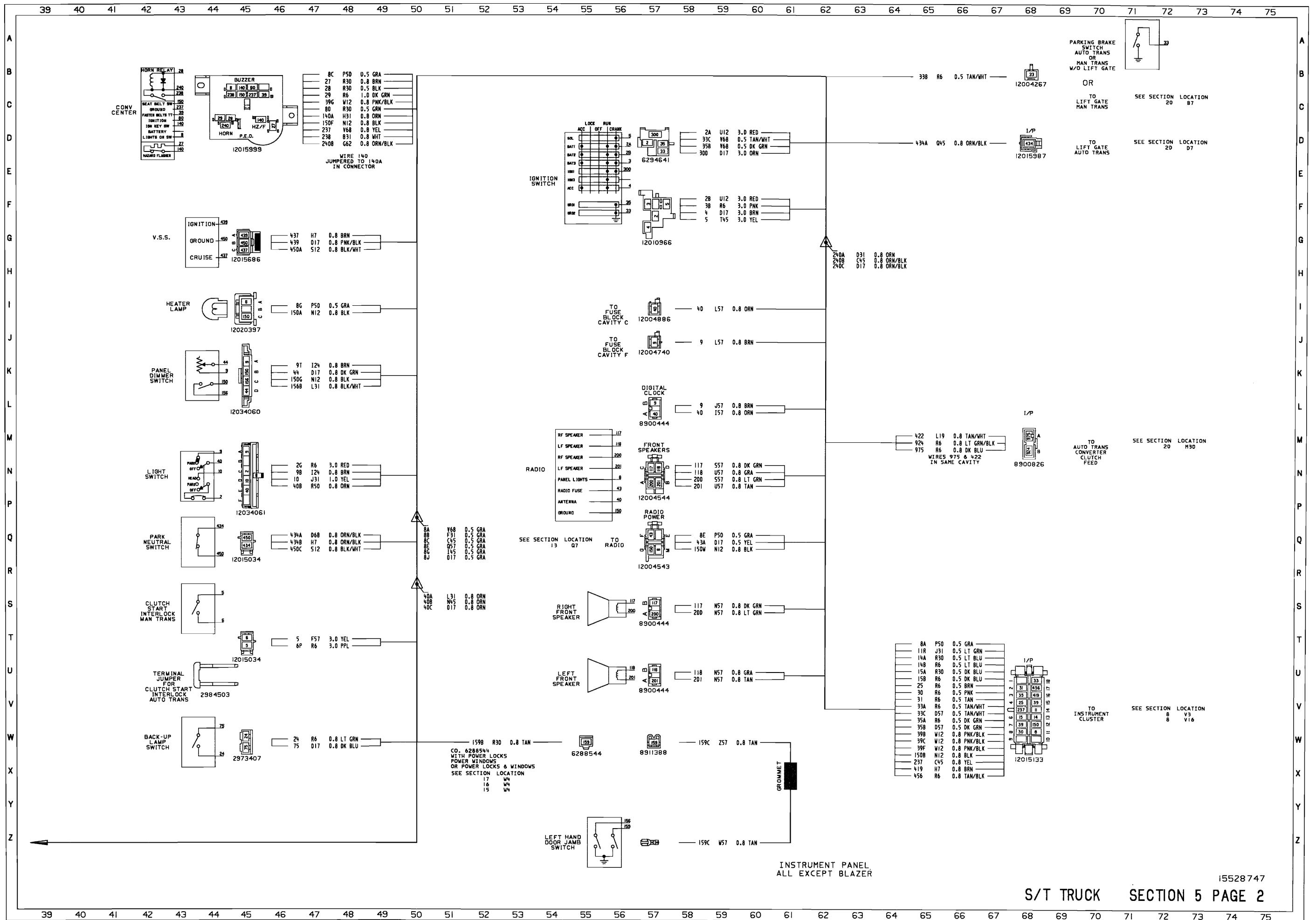


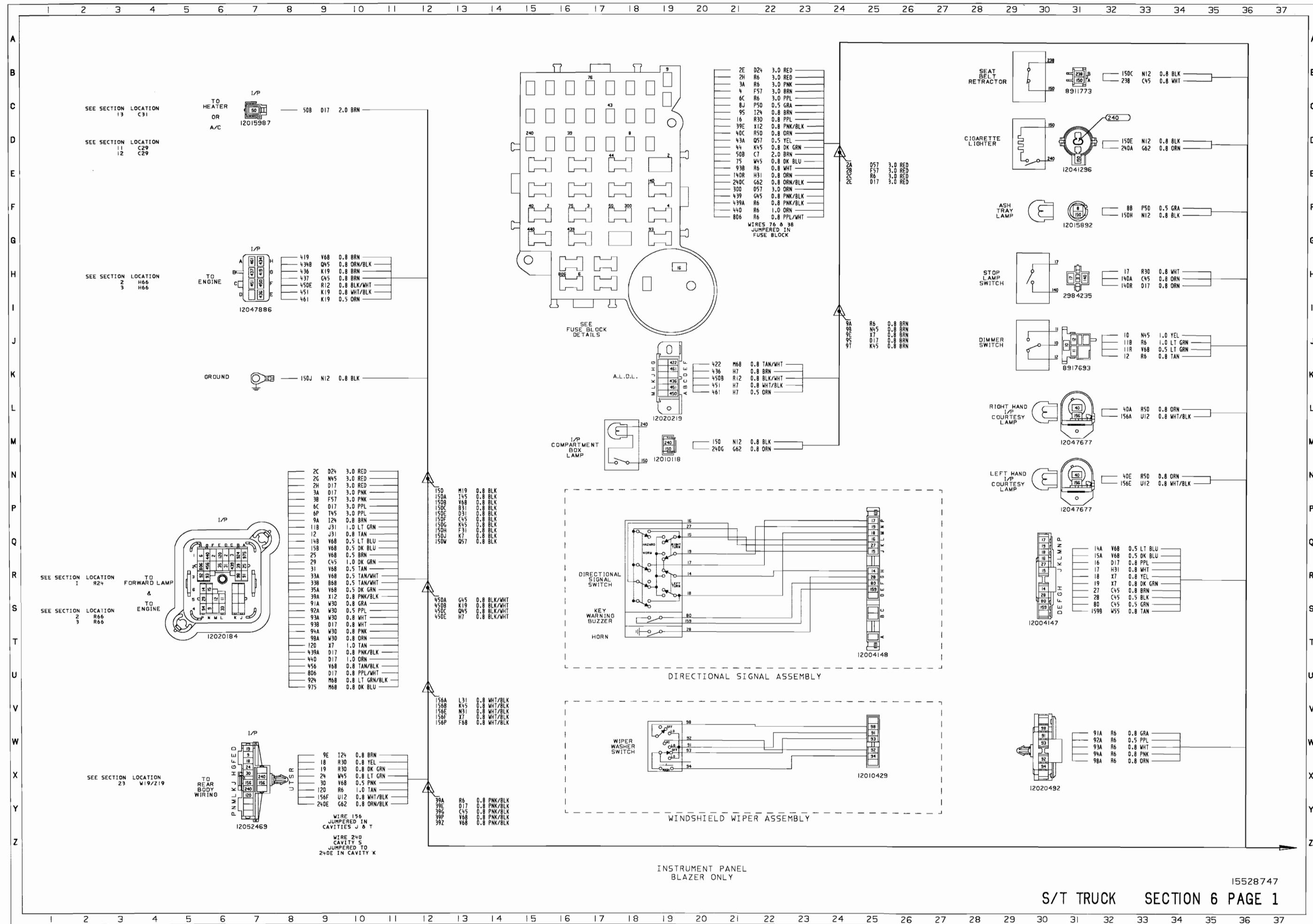


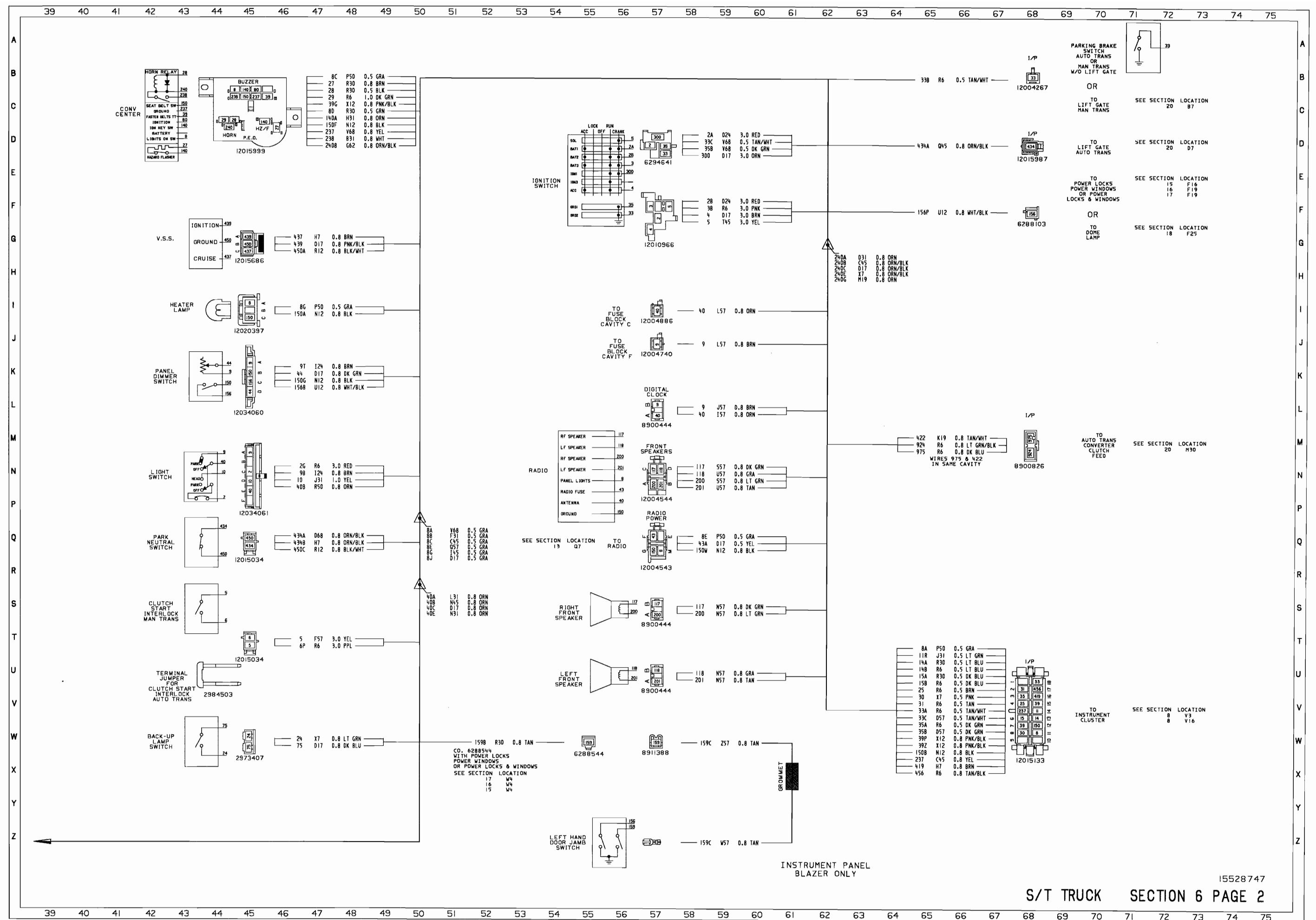


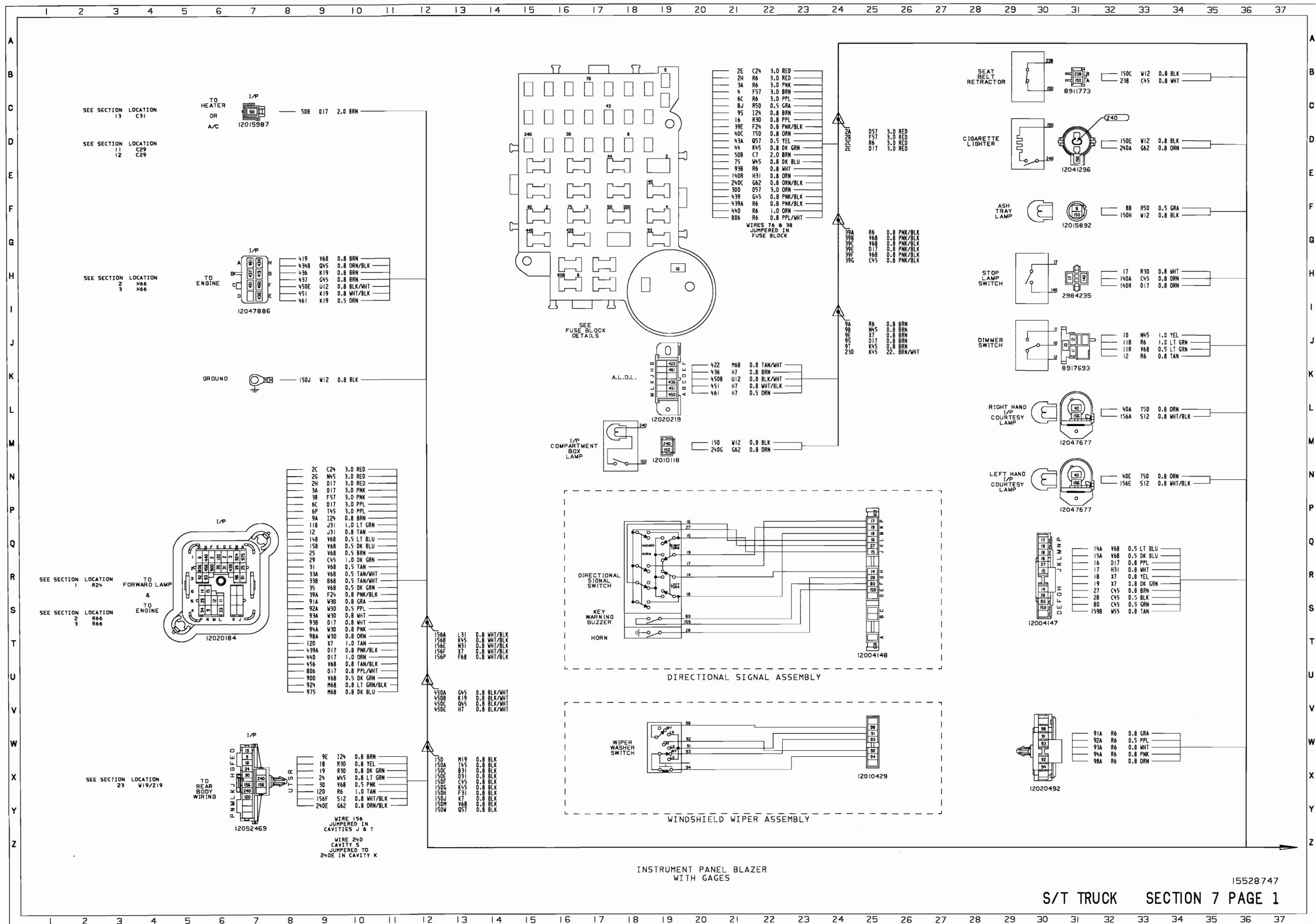


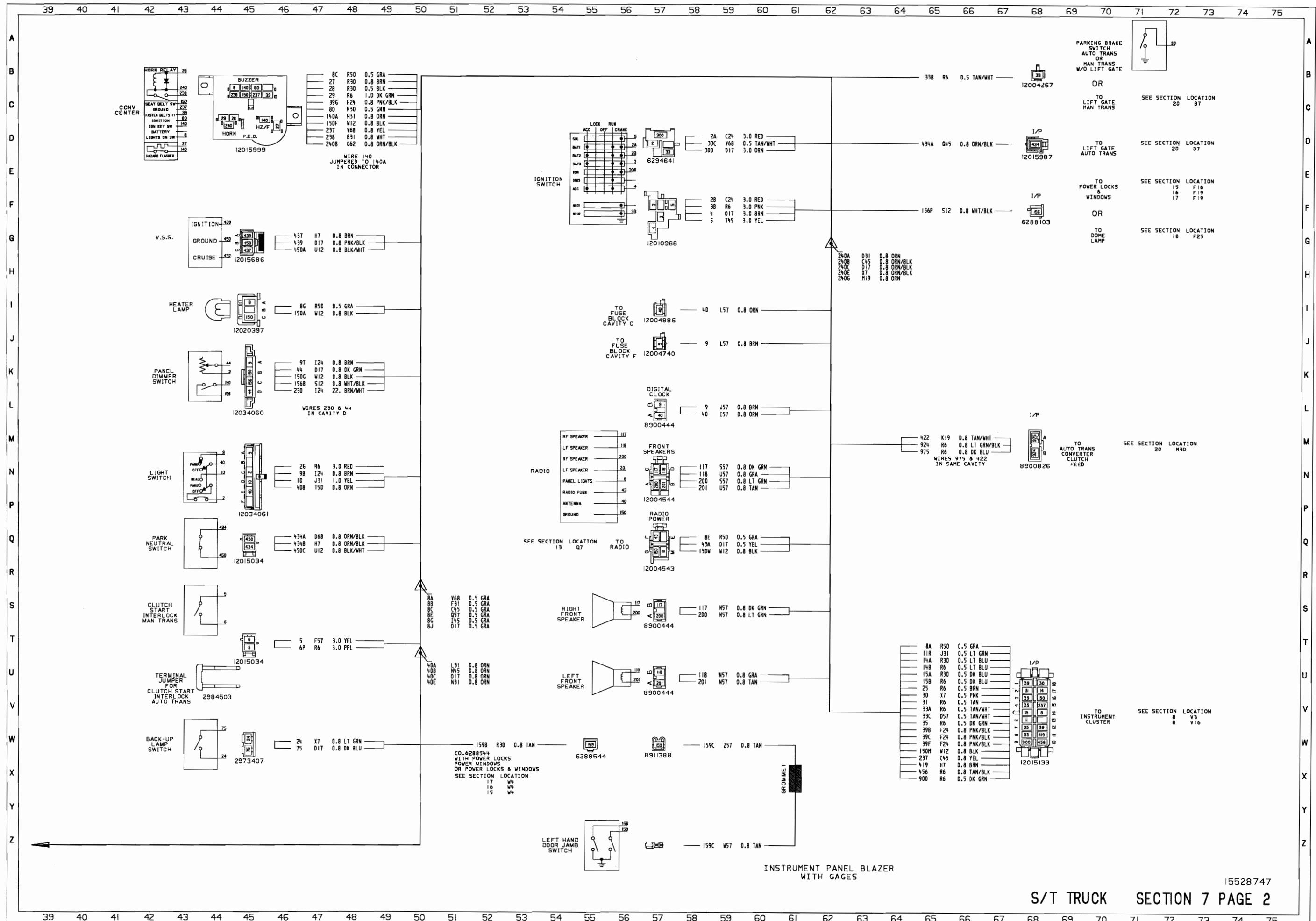


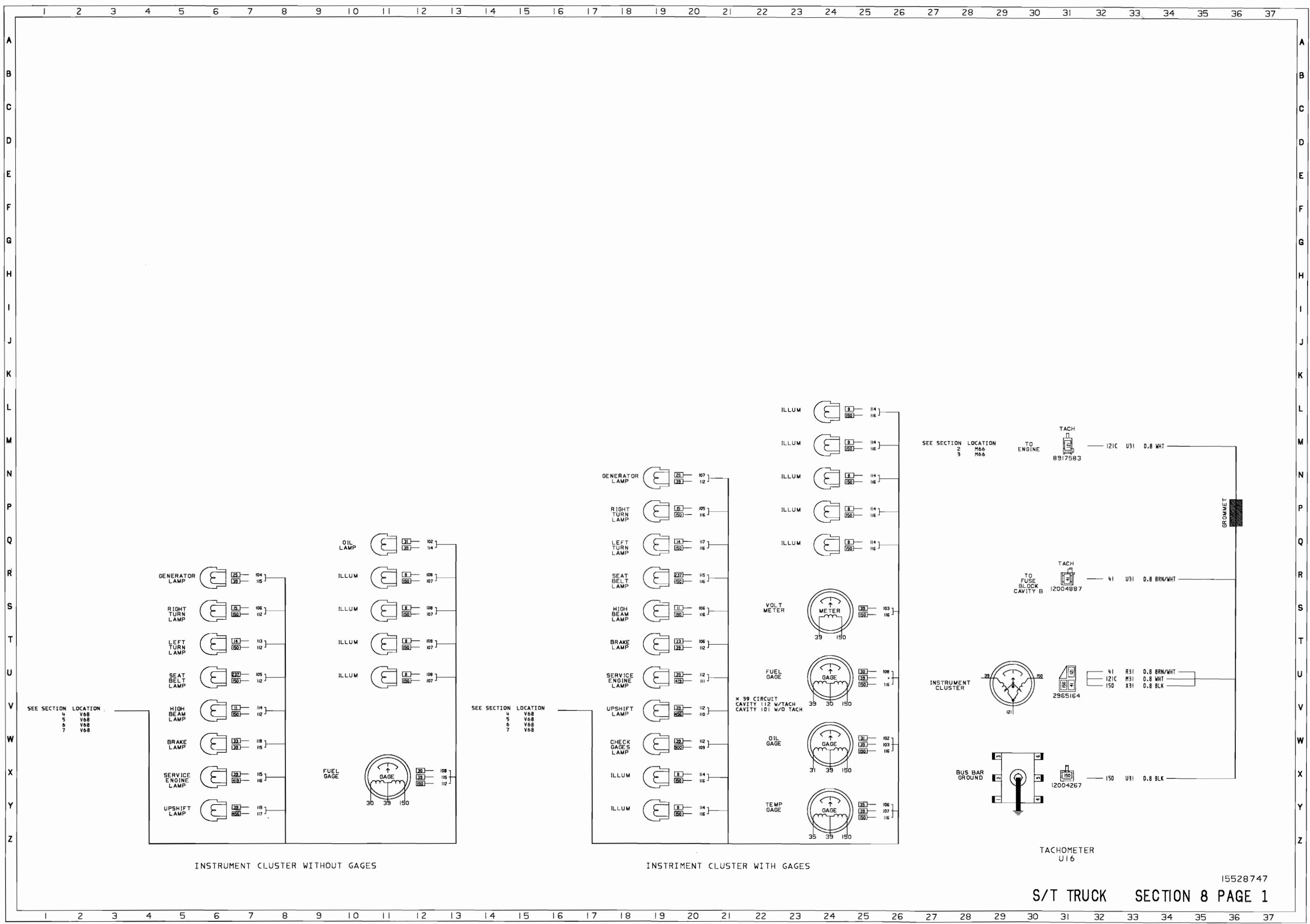


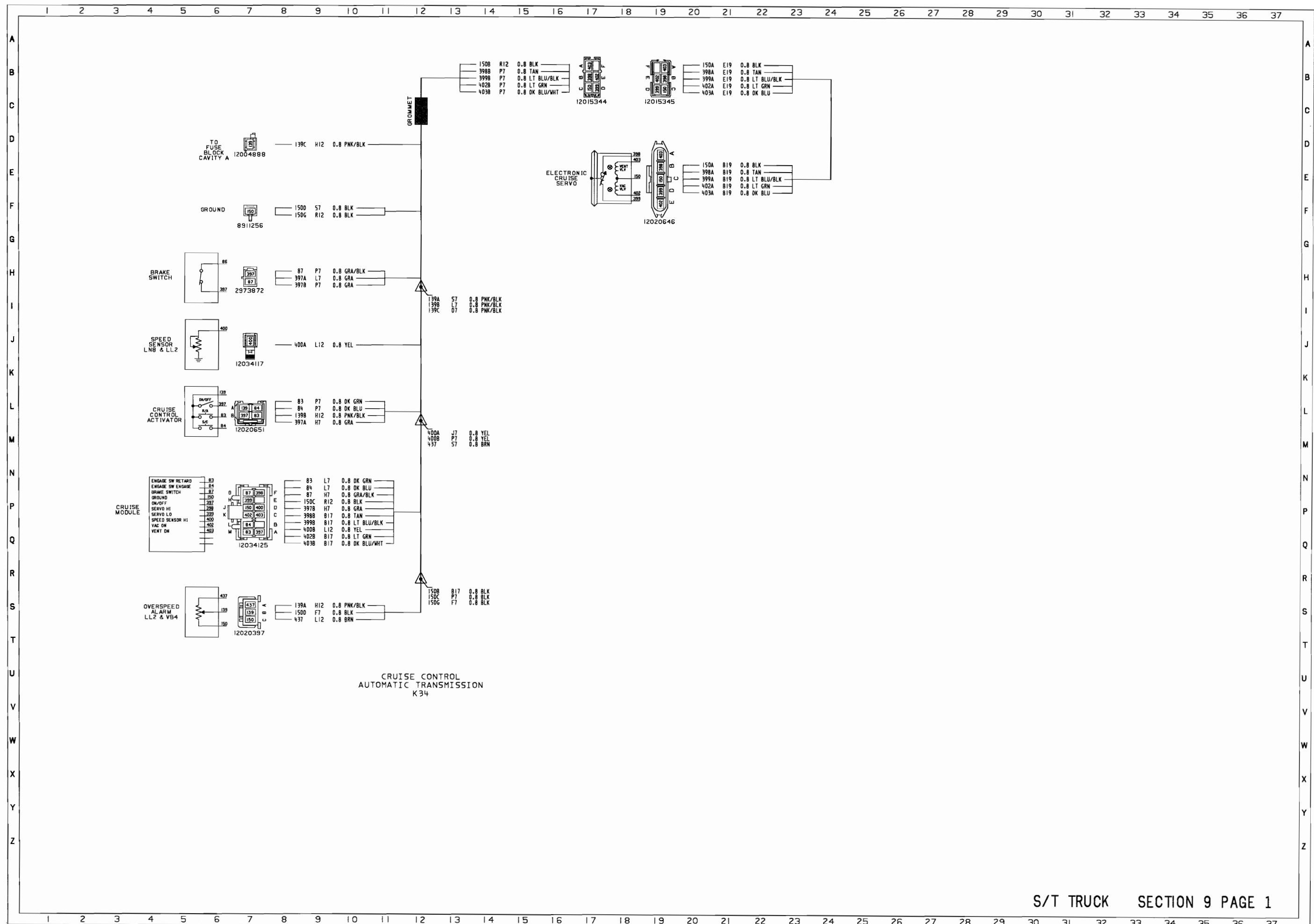


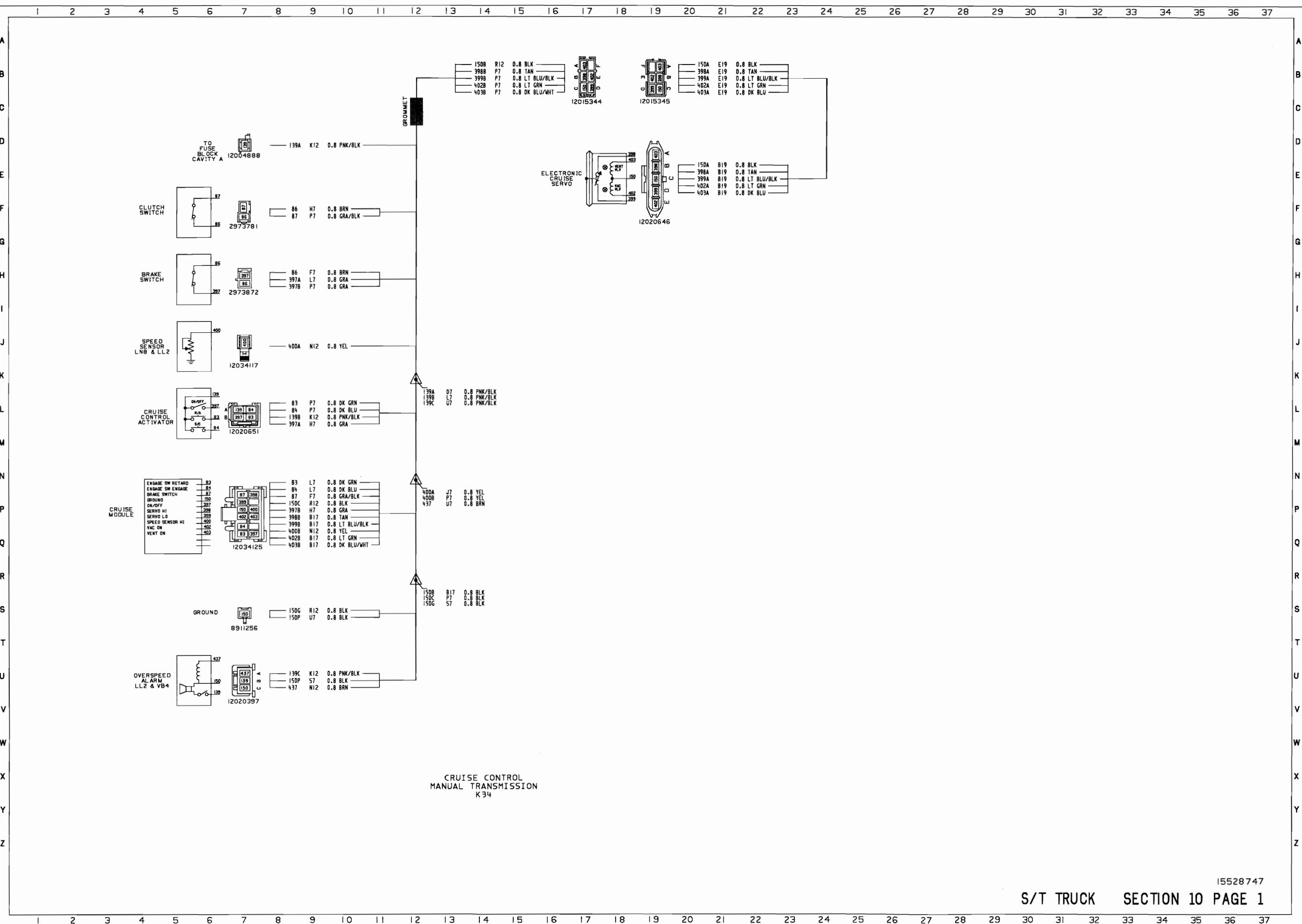


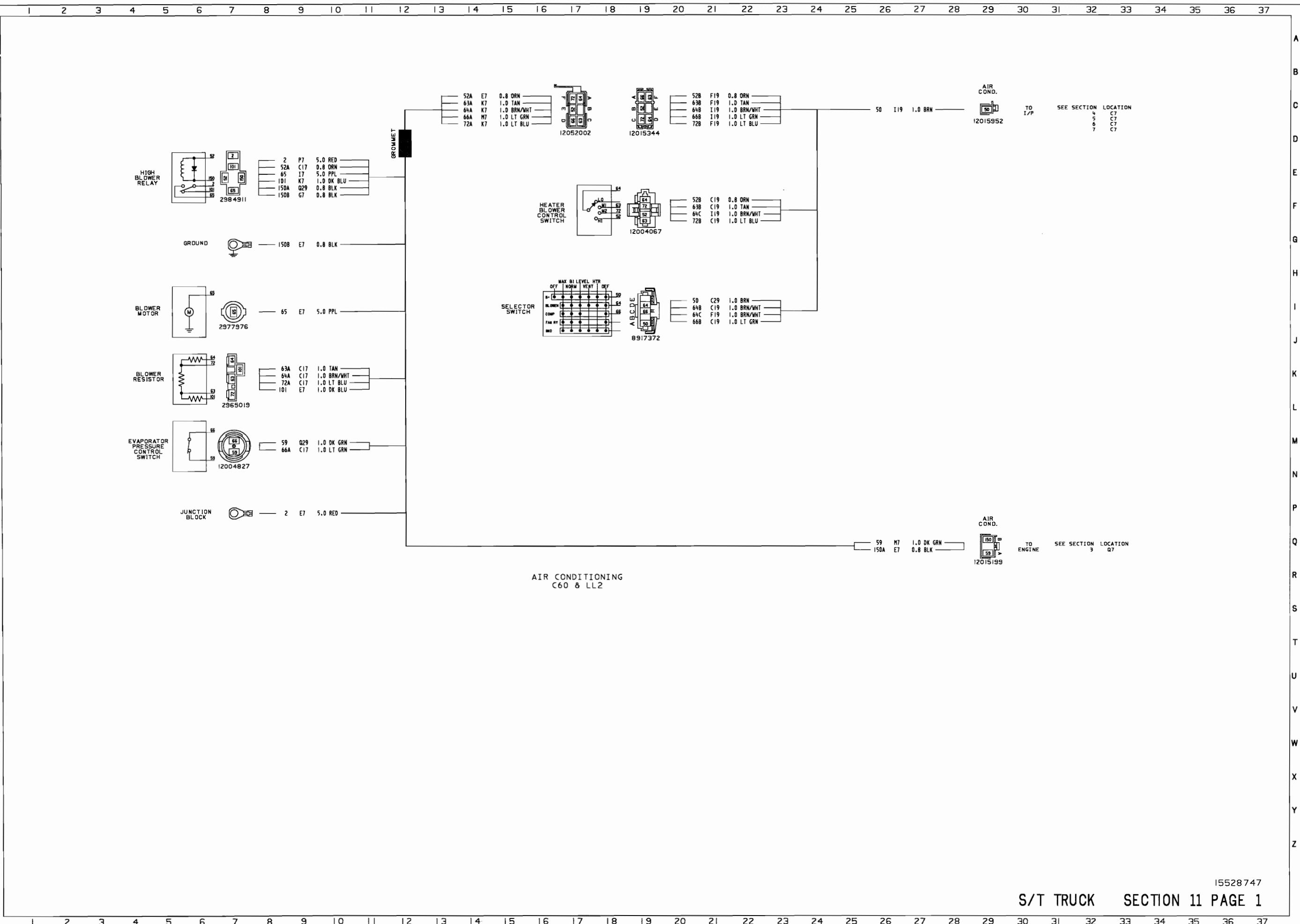


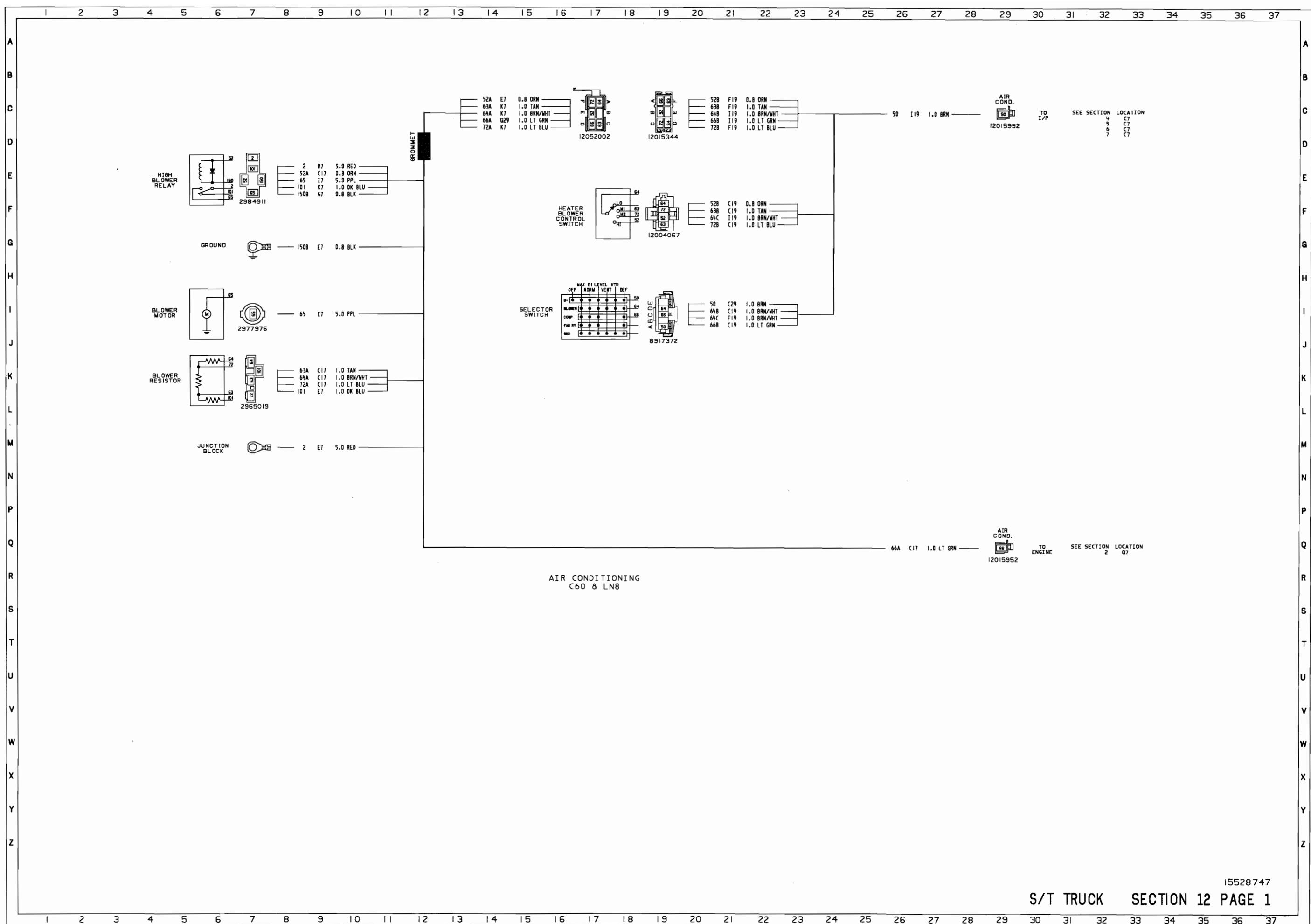


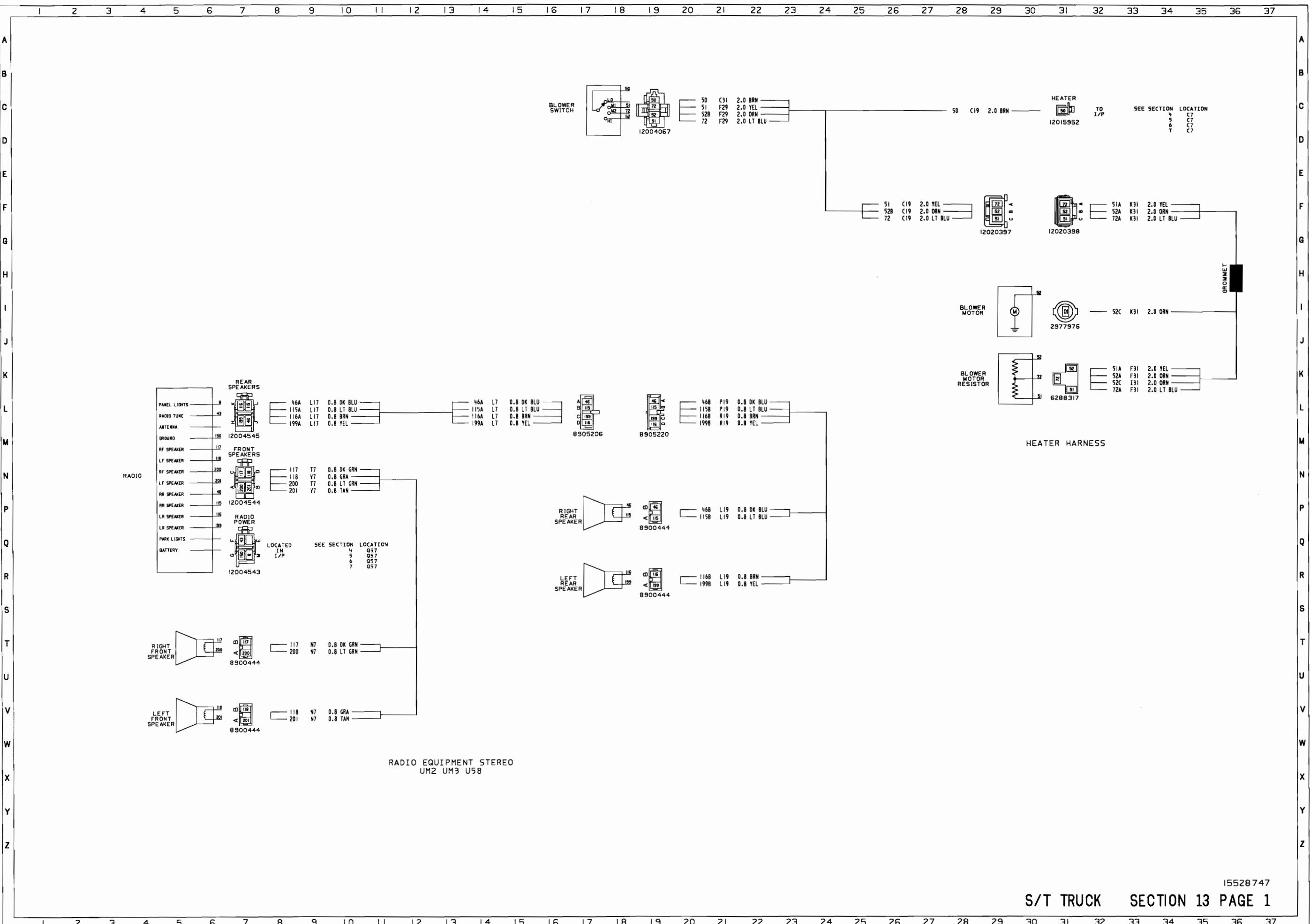


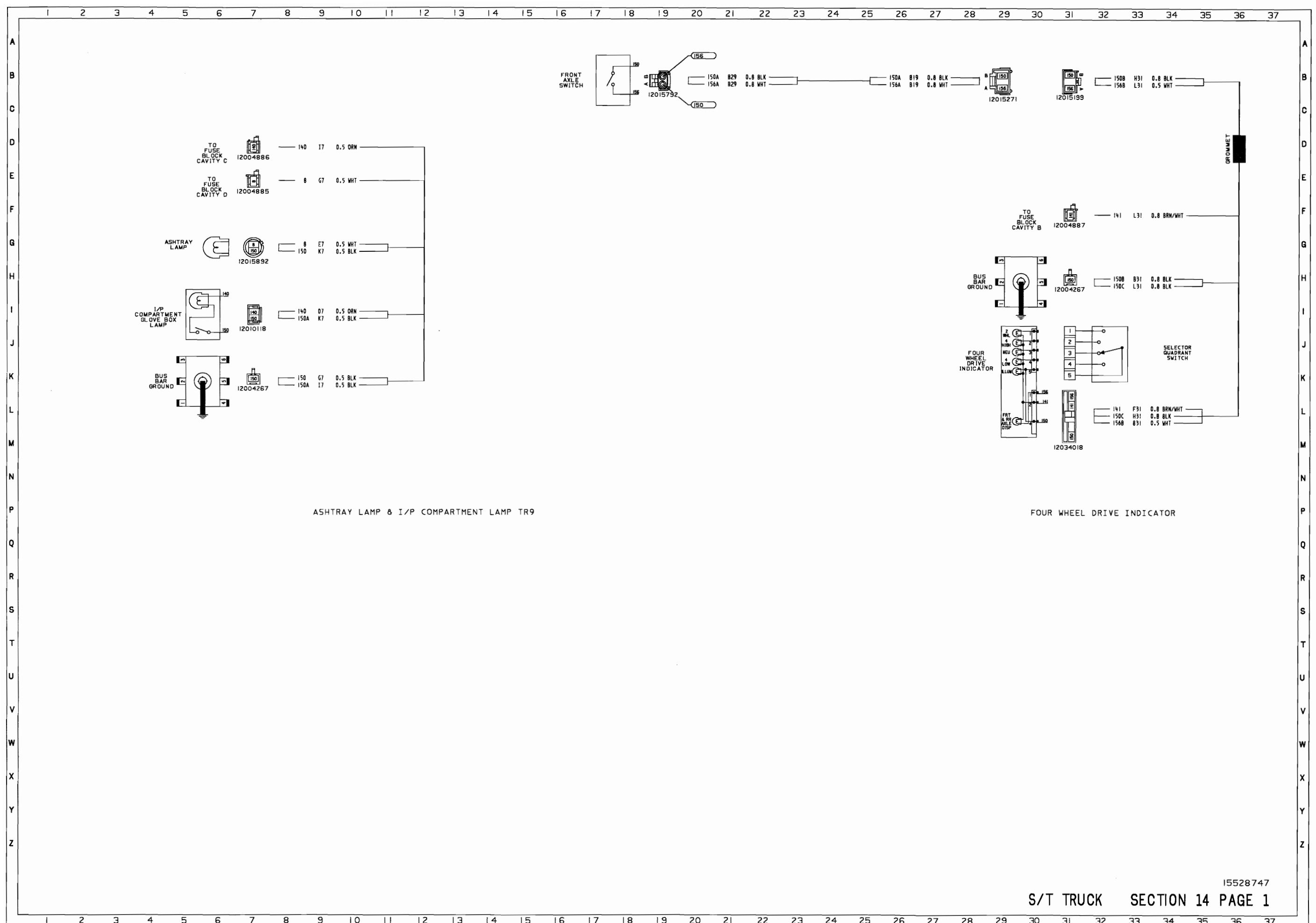


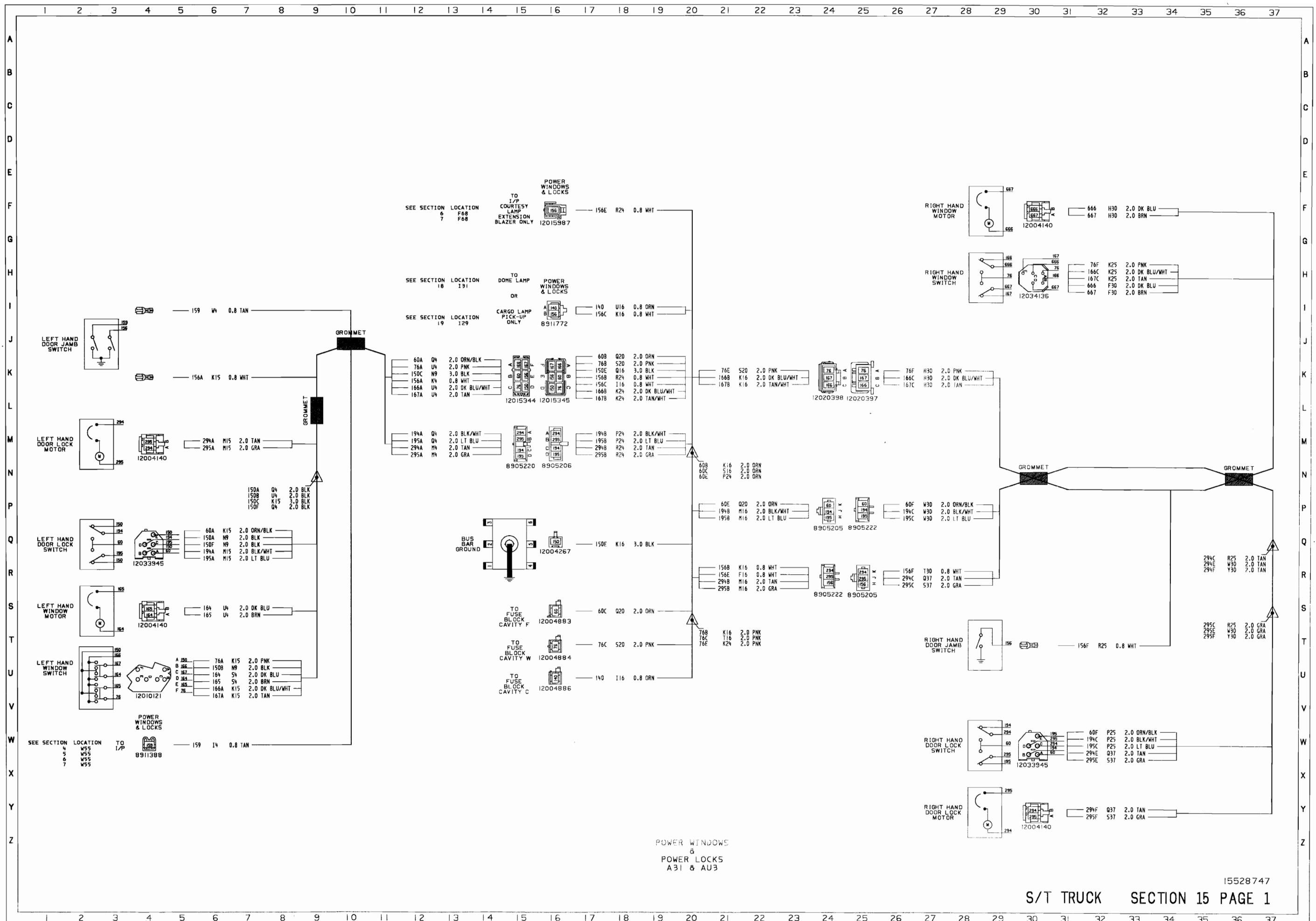




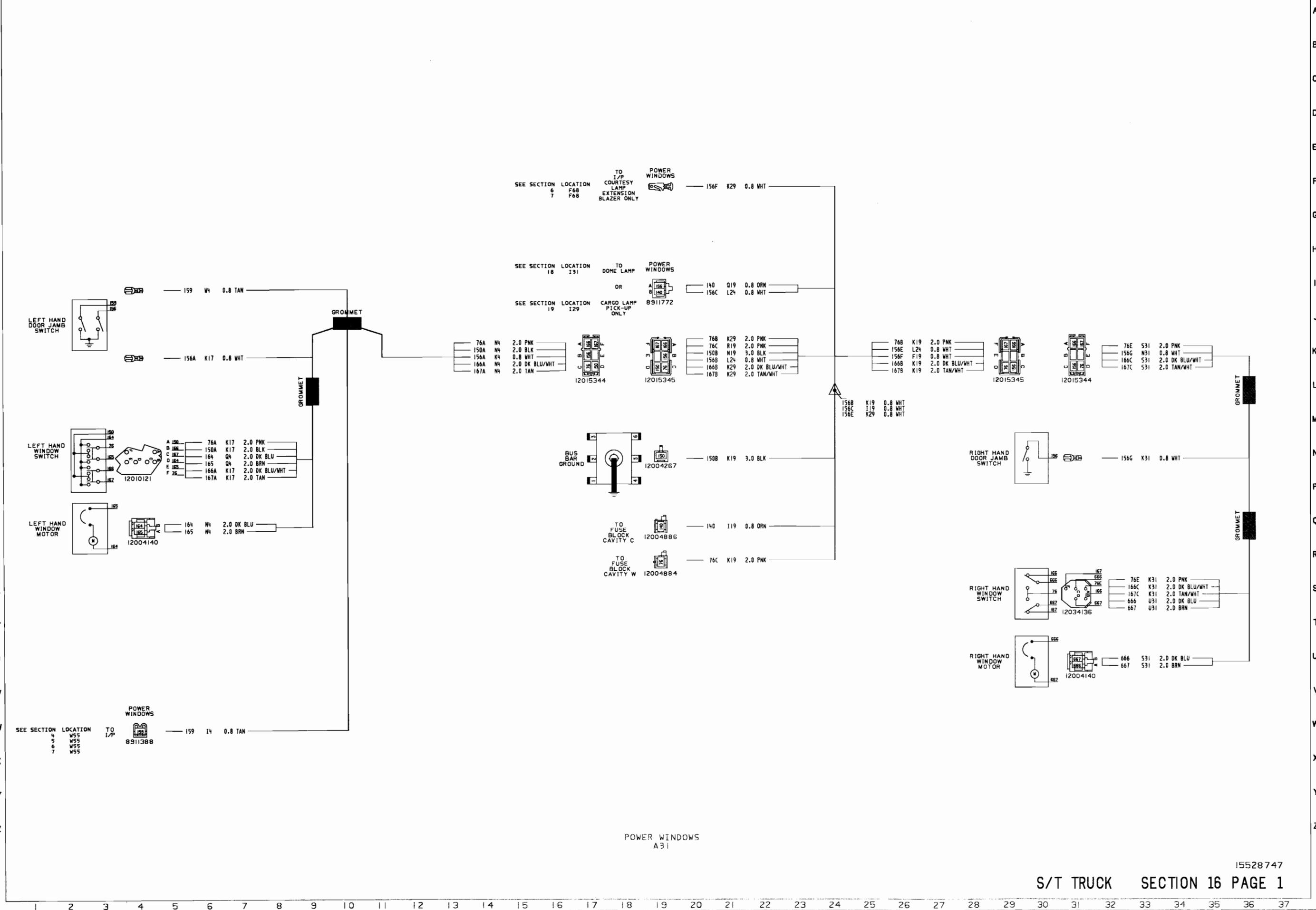




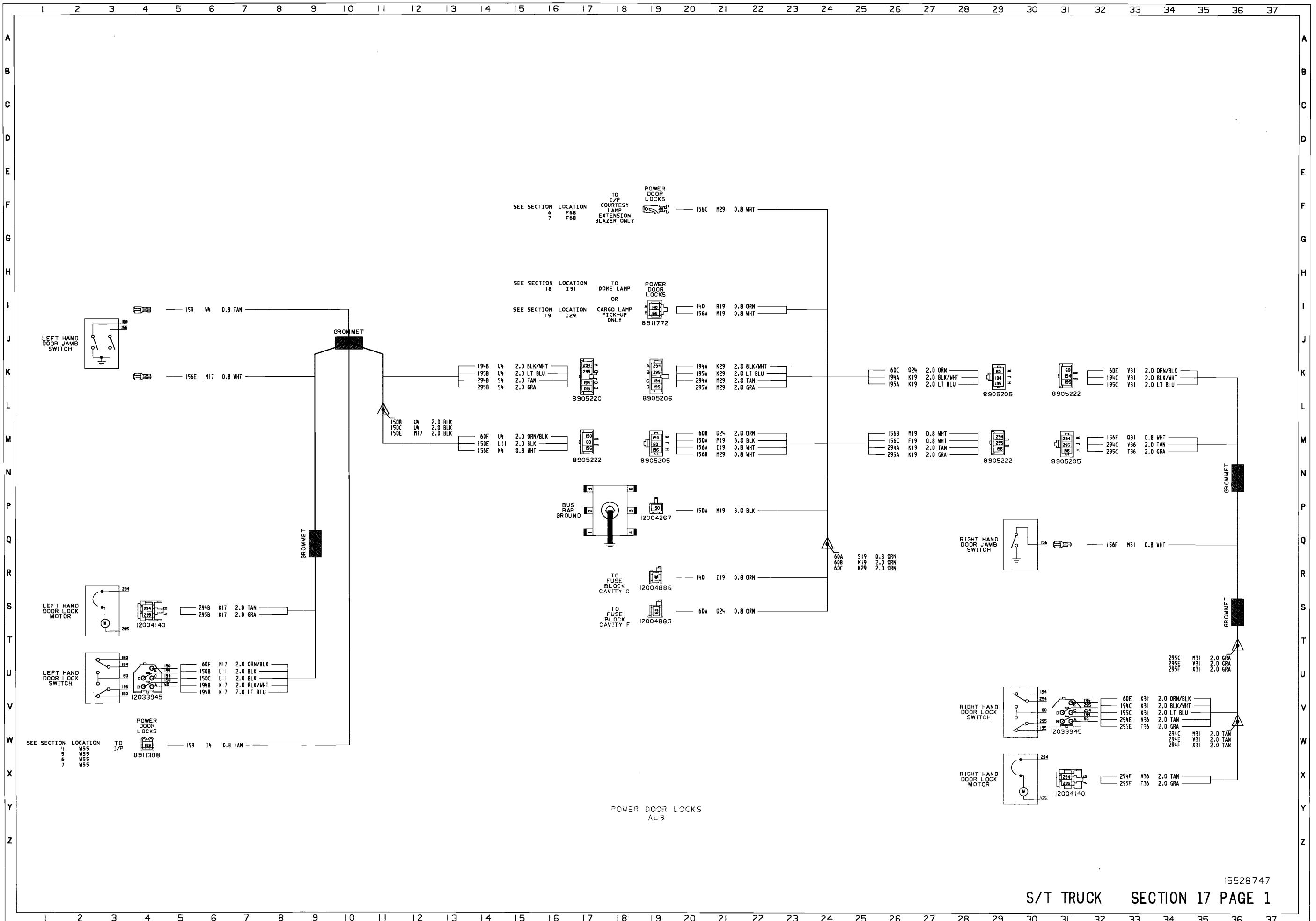


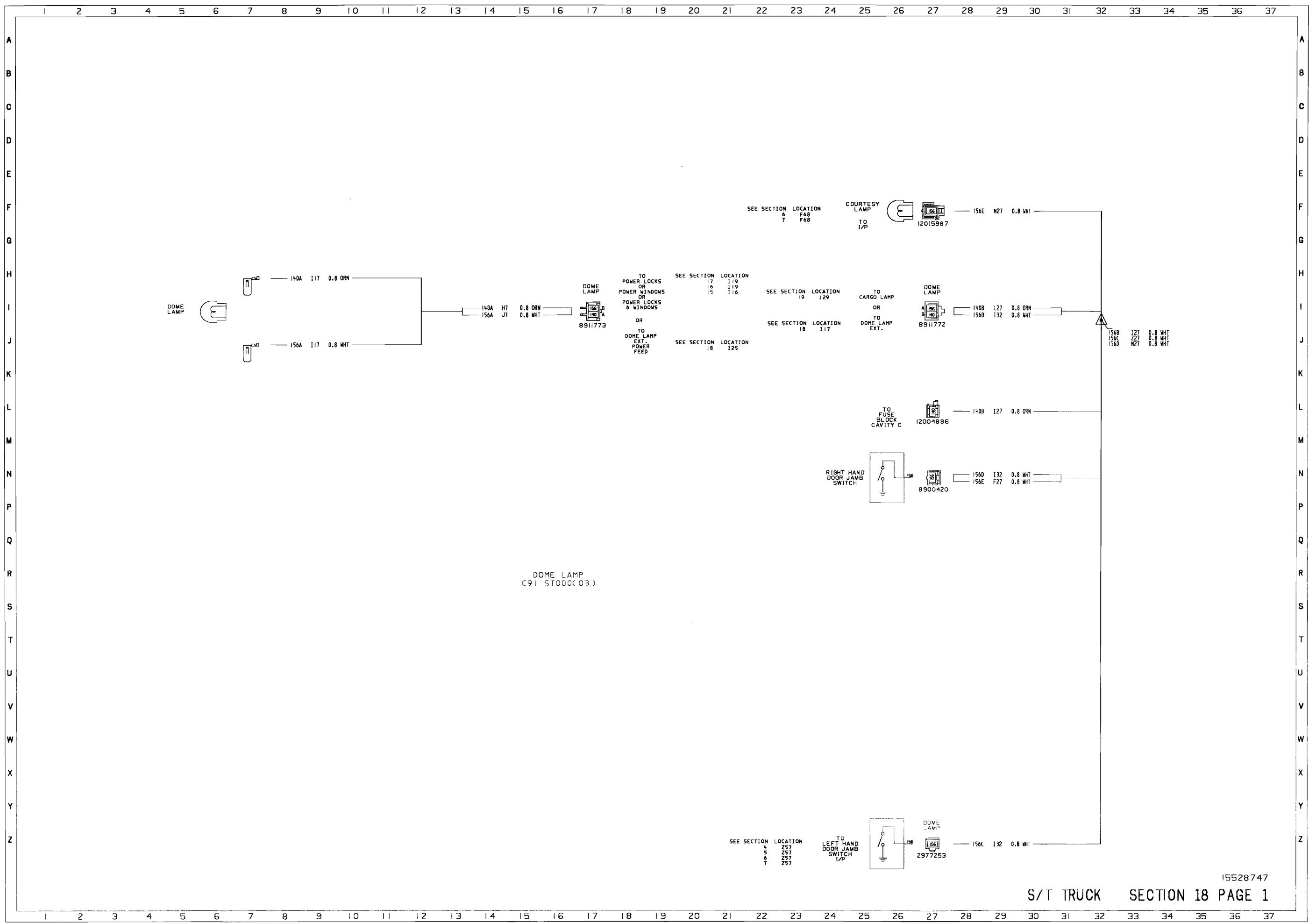


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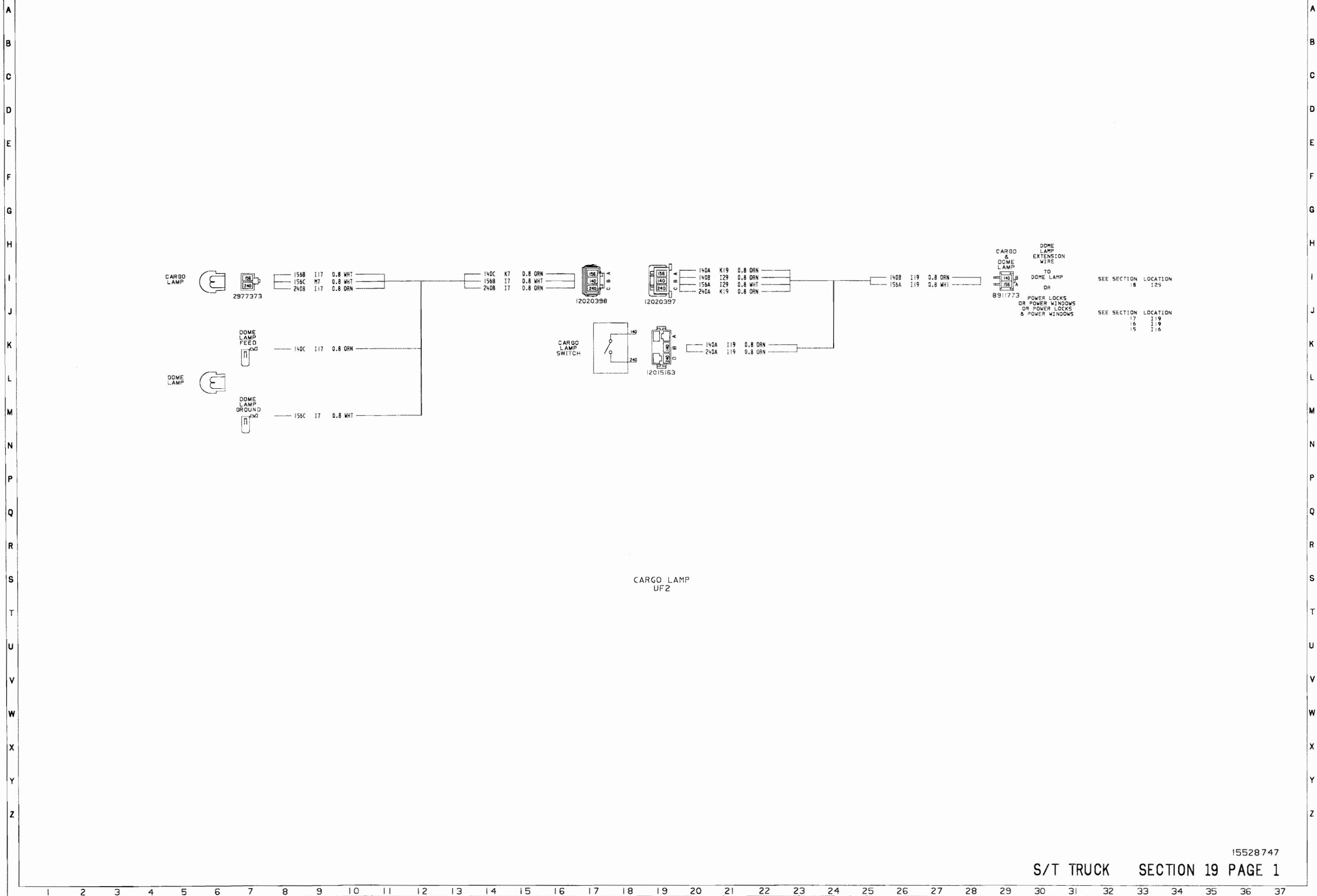


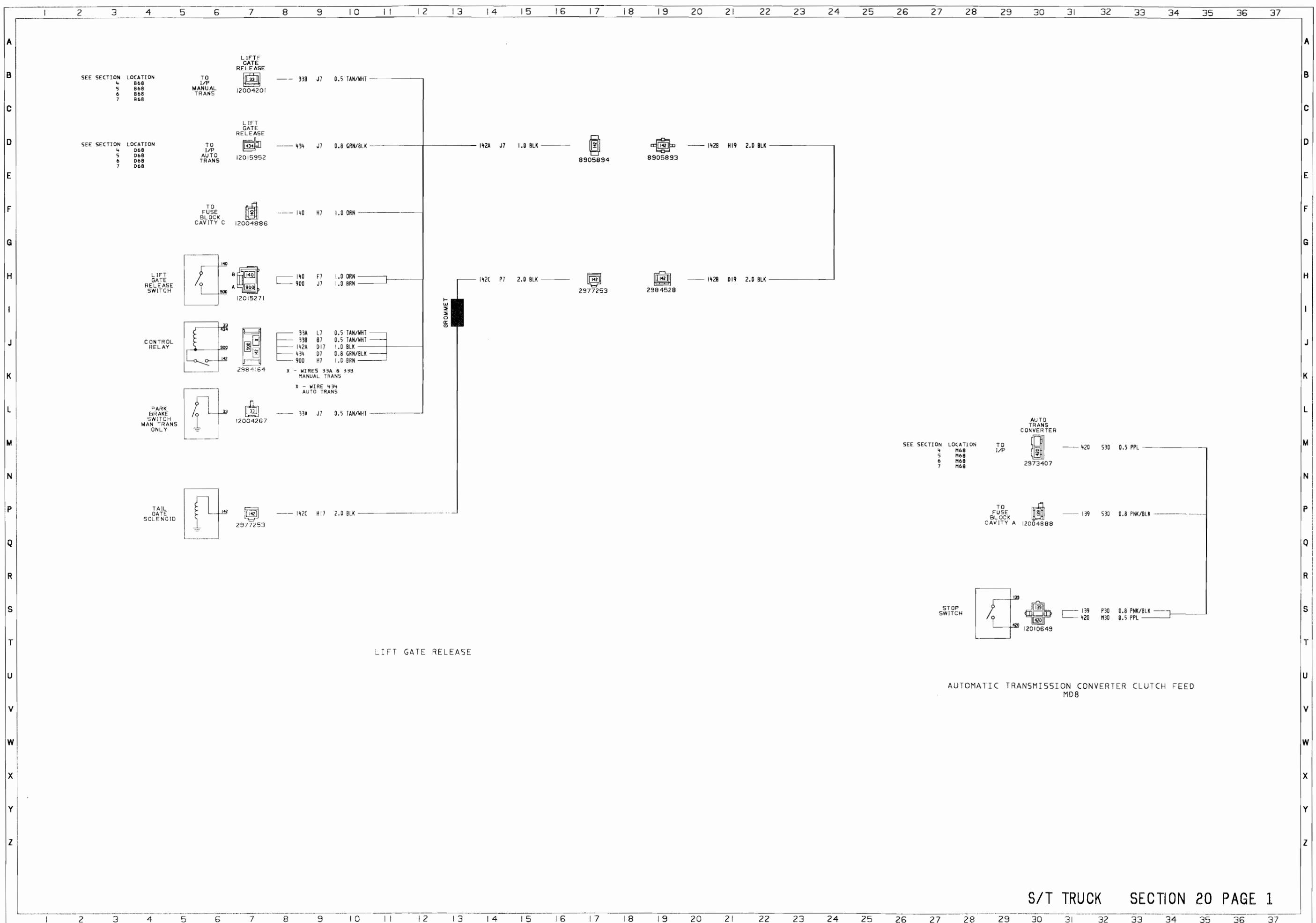
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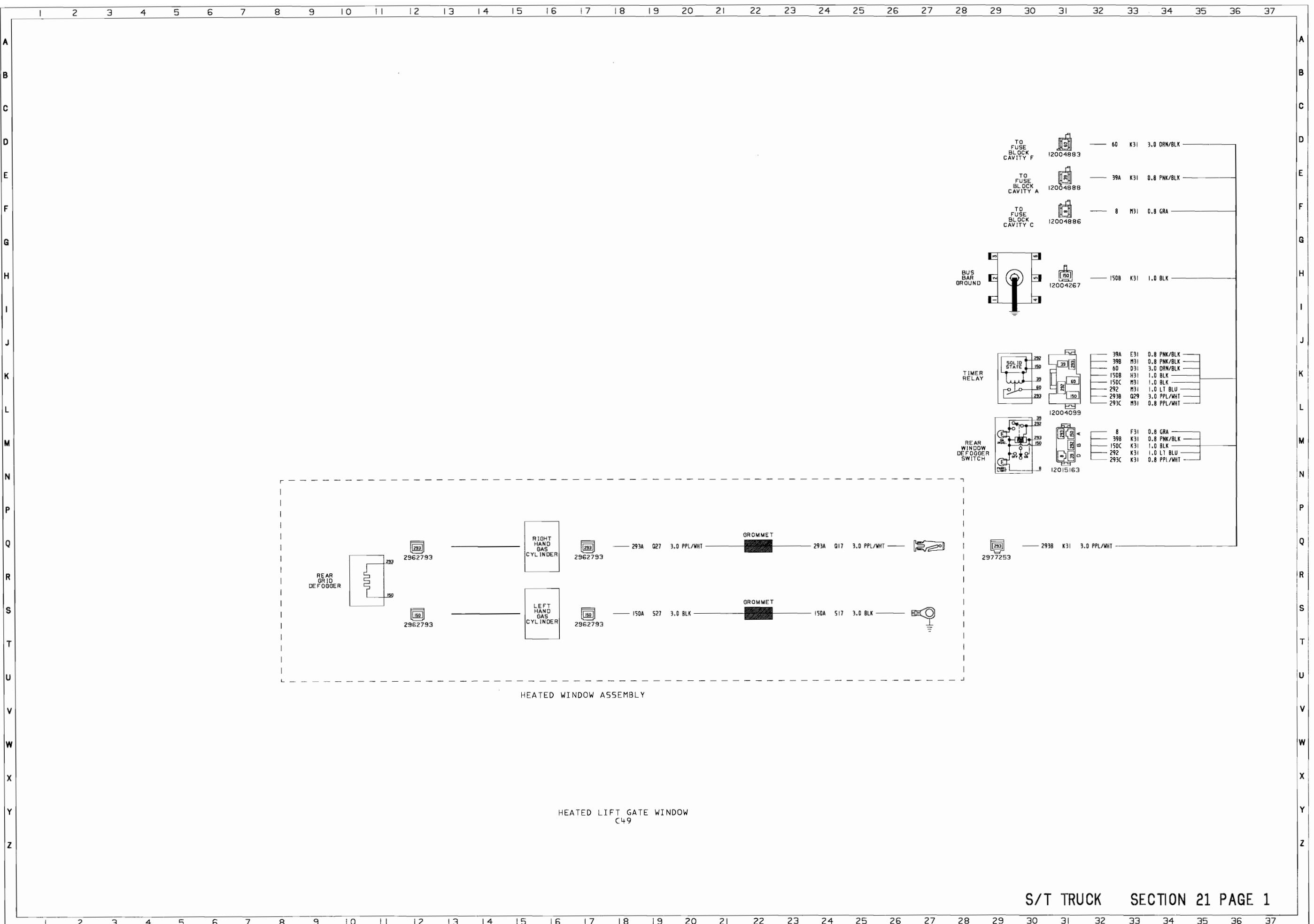


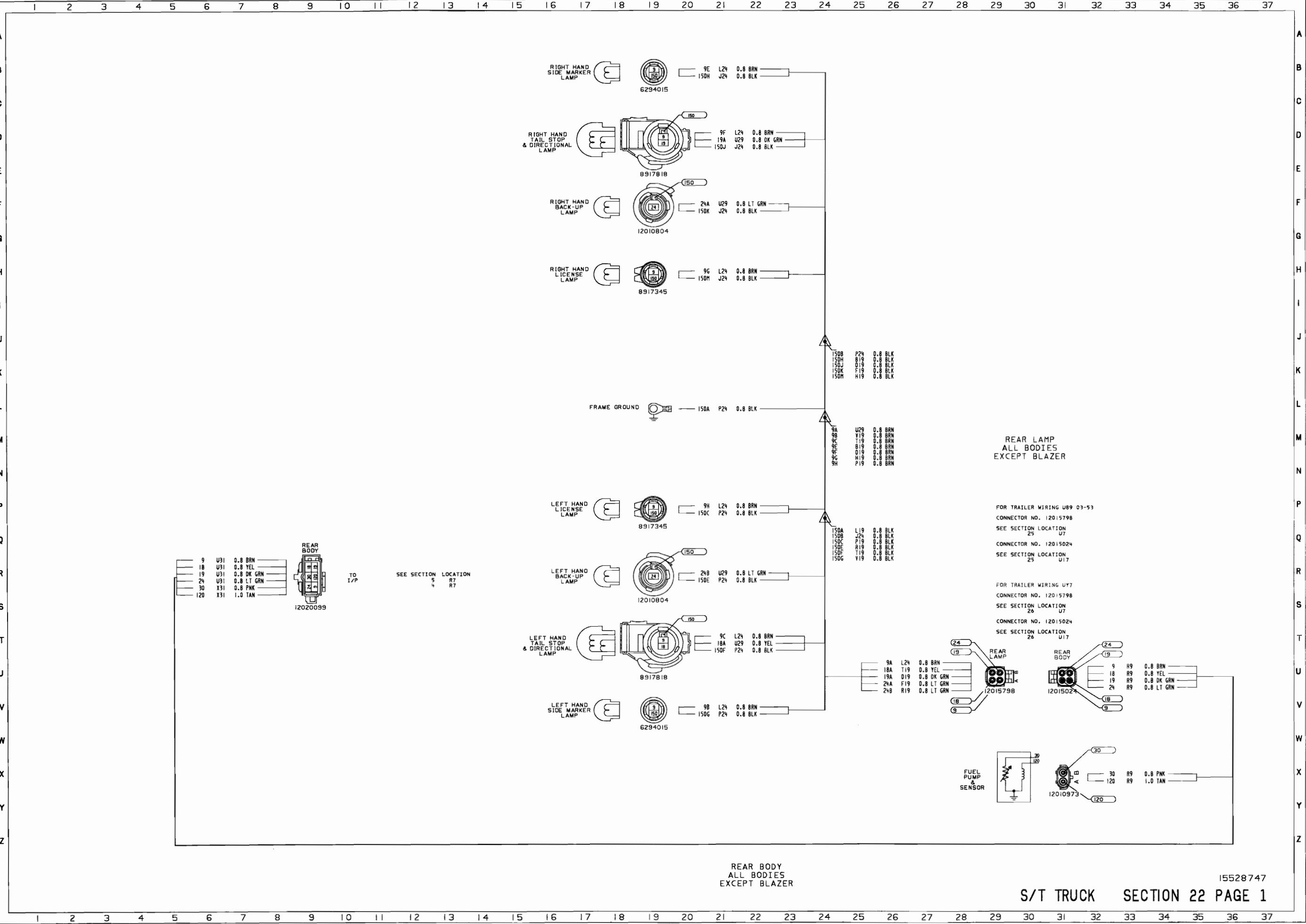


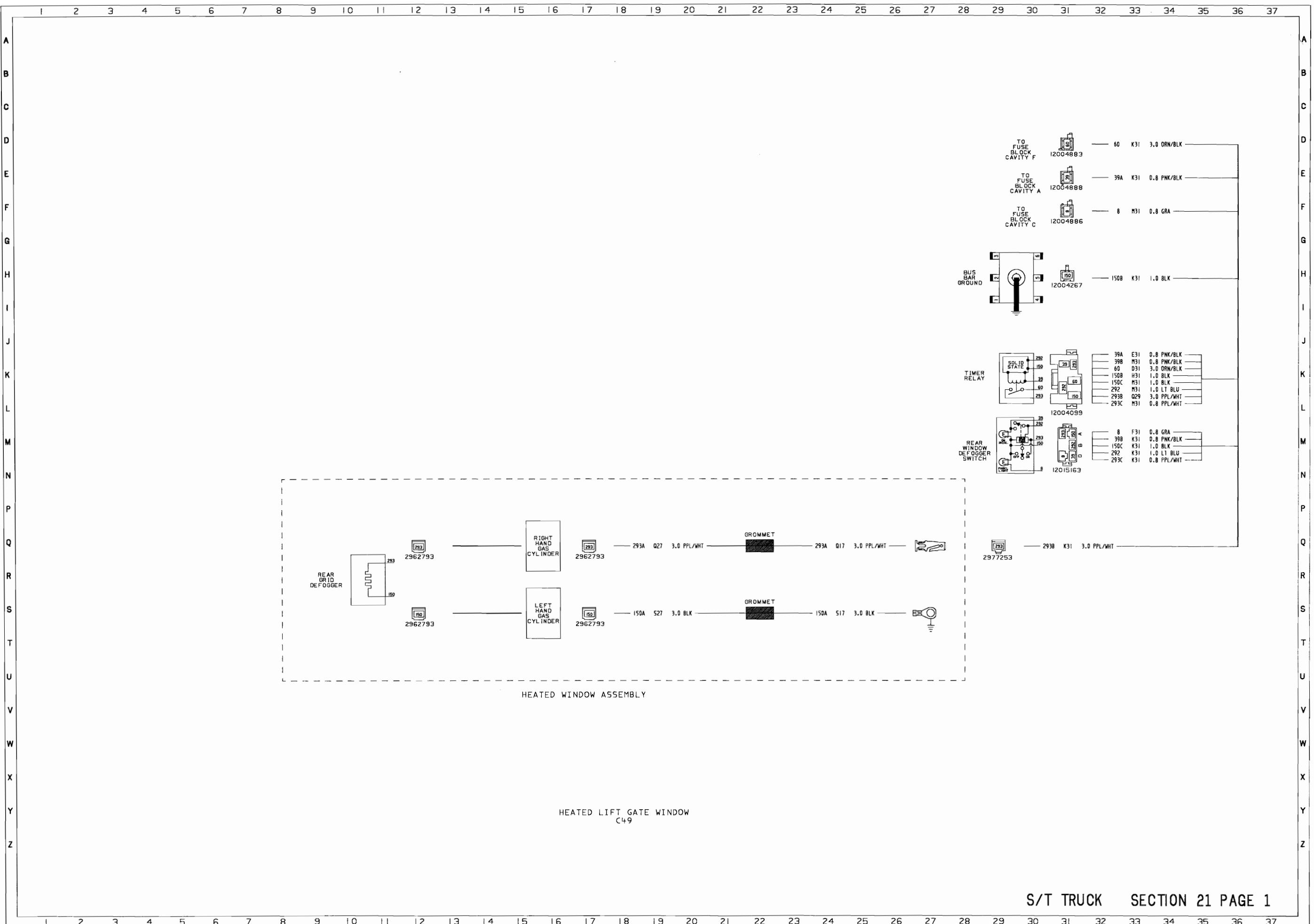
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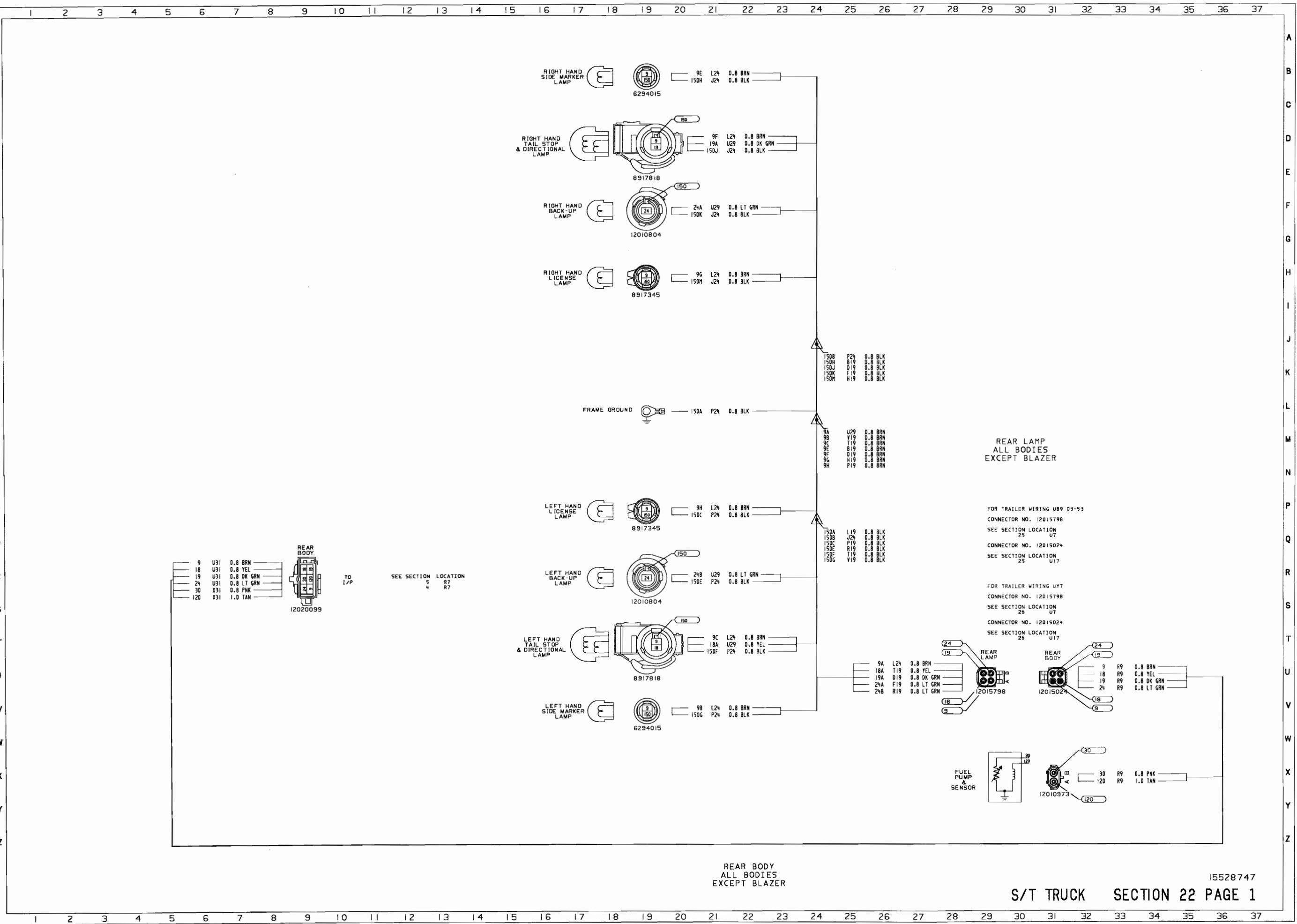


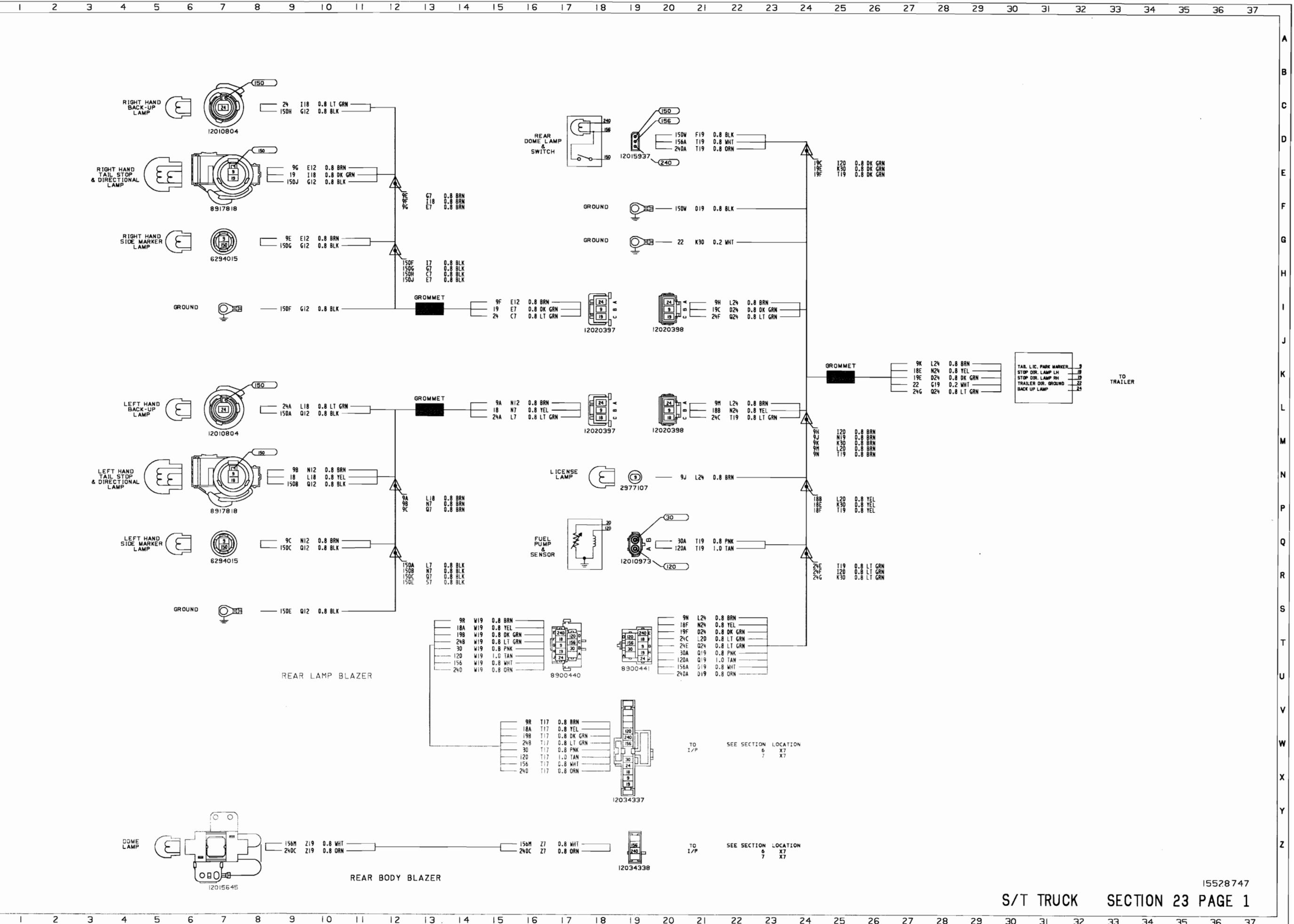








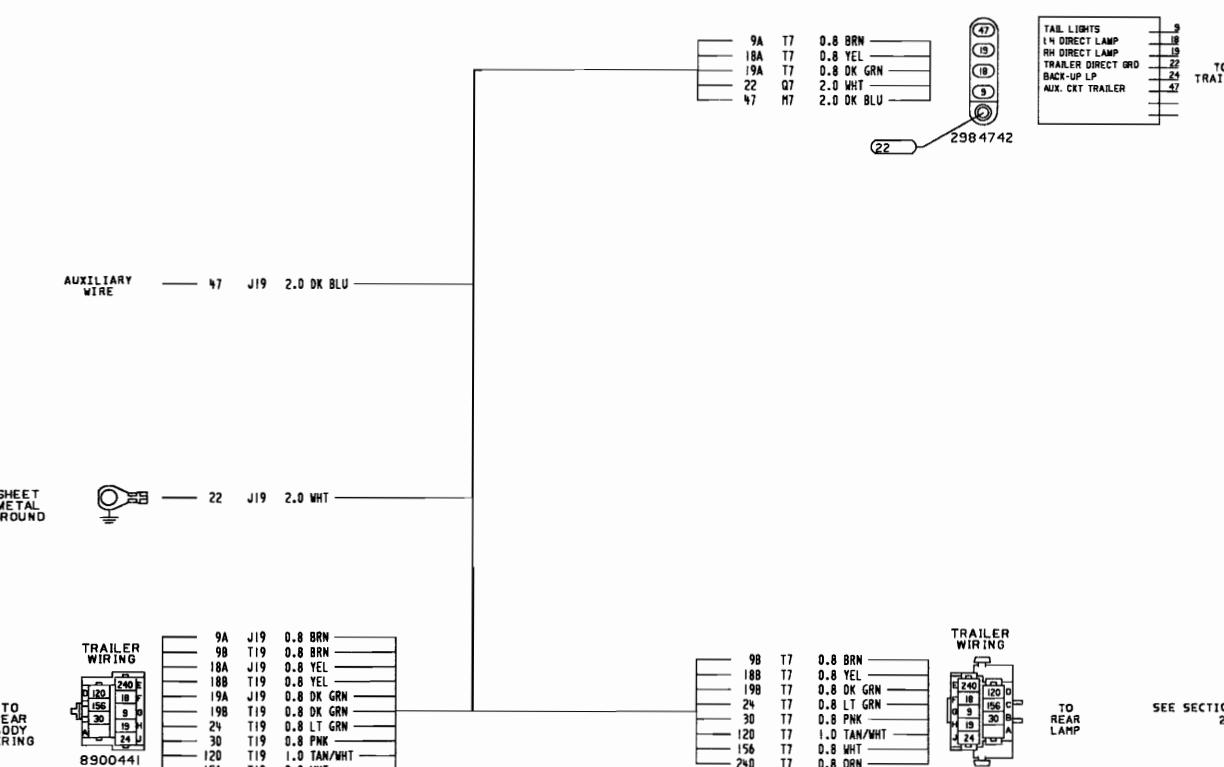




1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37

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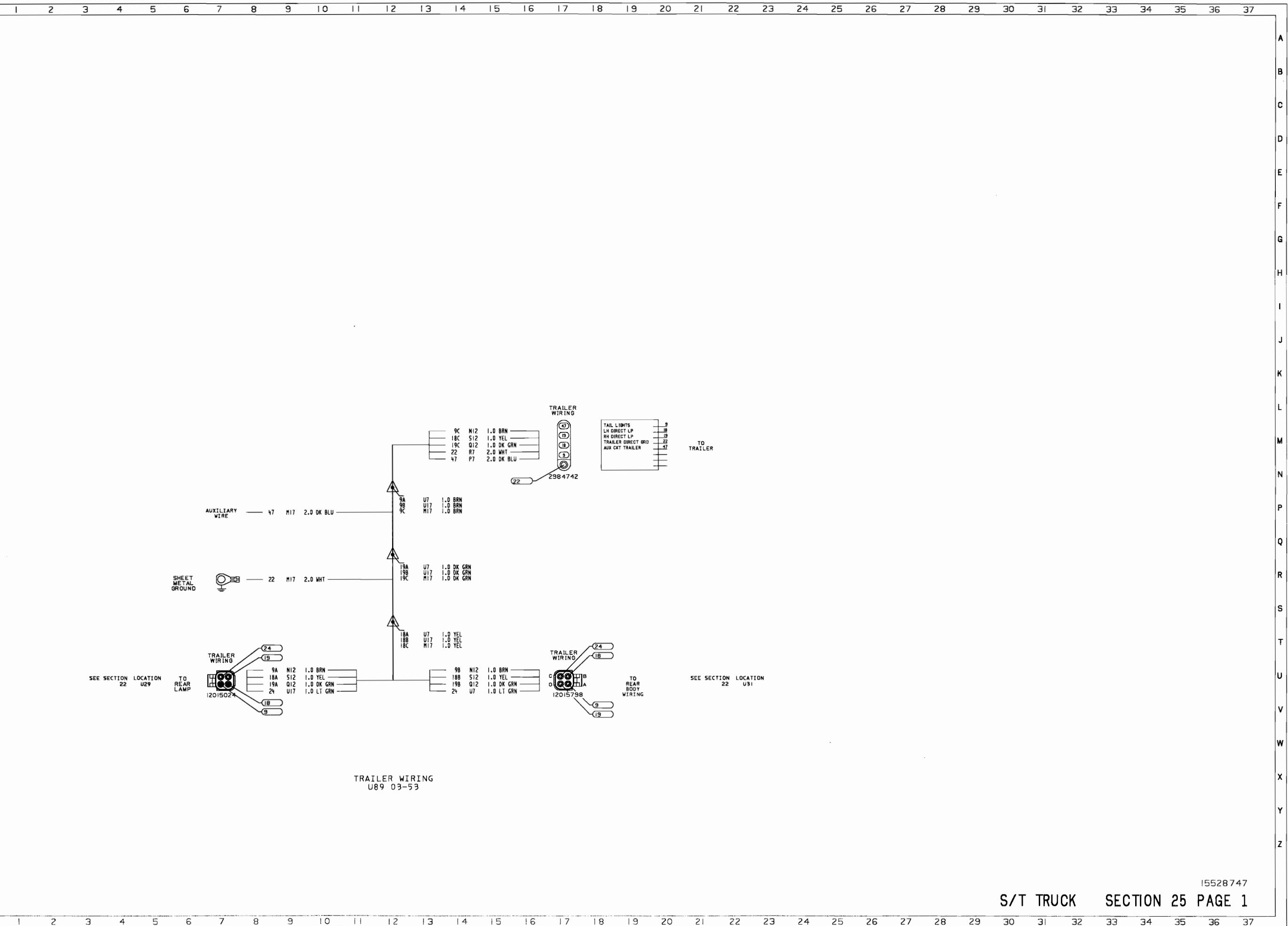


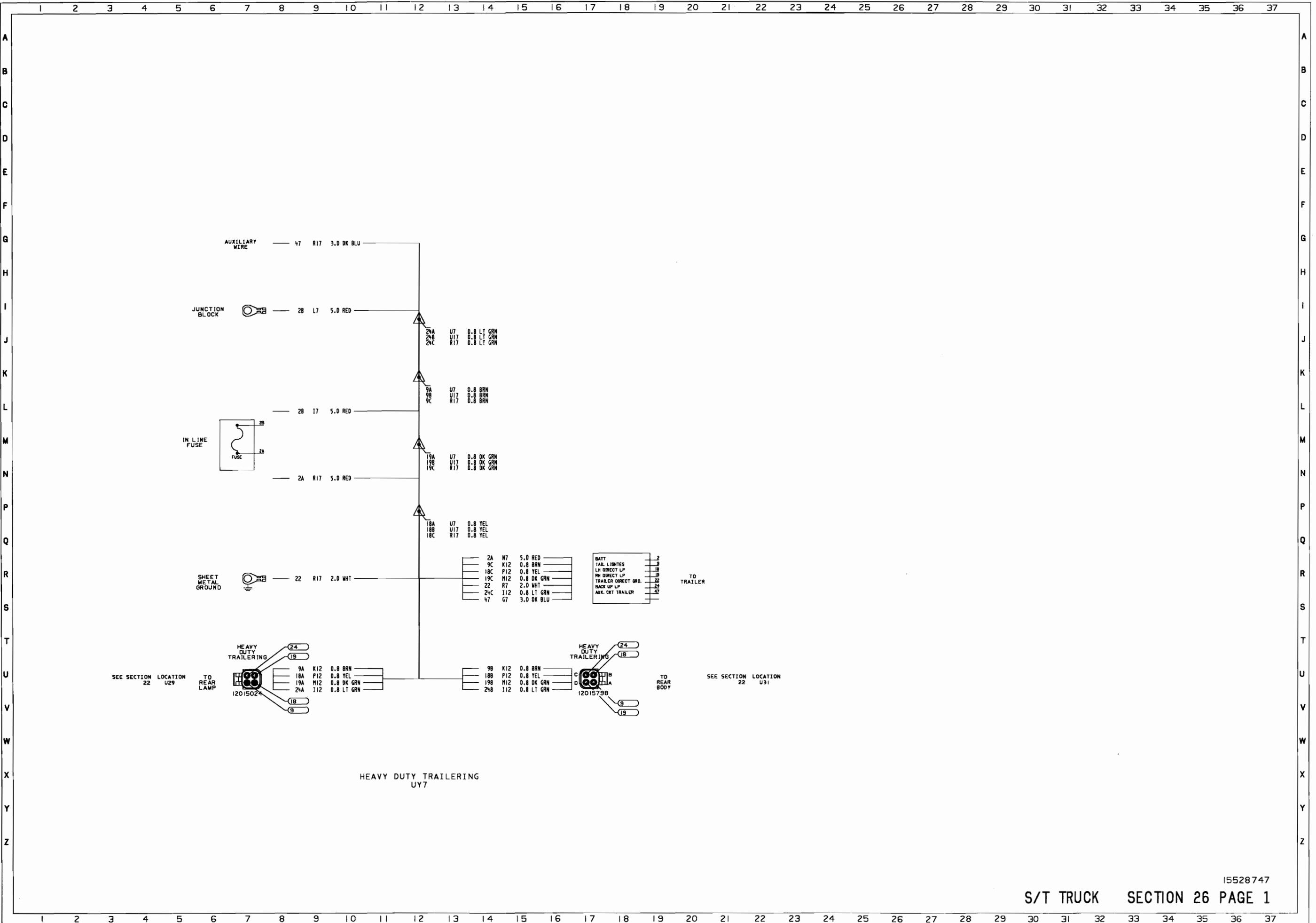
TRAILER WIRING BLAZER
U89

15528747

S/T TRUCK SECTION 24 PAGE 1

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37





1987 M VAN

| <u>SECTION</u> | <u>DESCRIPTION</u> | <u>SECTION</u> | <u>DESCRIPTION</u> |
|----------------|--|----------------|---------------------------------|
| 1 | FUSE BLOCK DETAILS | 11 | POWER WINDOWS & LOCKS AU3 & A31 |
| 2 | FORWARD LAMP & INSTRUMENT PANEL LN8/HTR | 12 | POWER DOOR LOCKS -AU3 |
| 3 | FORWARD LAMP & INSTRUMENT PANEL LB4 V6 TBI/HTR | 13 | POWER WINDOWS 2 DOOR -A31 |
| 3 | INSTRUMENT CLUSTER WITHOUT GAGES | 14 | CRUISE CONTROL K34 |
| | INSTRUMENT CLUSTERS WITH GAGES | | PULSE WIPERS CD4 |
| 4 | ENGINE 4 CYLINDER TBI LN8 | 15 | CIGARETTE LIGHTER U37 |
| 5 | ENGINE 6 CYLINDER TBI LB4 | | VANITY MIRROR D64 |
| 6 | FOG LAMPS (ANL) | 16 | LIGHTING PACKAGE TR9 |
| 7 | AIR CONDITIONING 6 CYLINDER LB4 | 17 | LIGHTING PACKAGE DK-6 |
| 8 | AIR CONDITIONING 4 CYLINDER 2.5 LN8 | | LIGHTING PACKAGE C-95 |
| 9 | REAR AIR CONDITIONING C-69 | 18 | BODY WIRING REAR LAMPS |
| | AUXILIARY HEATER C-36 | 19 | TRAILER WIRING U89 |
| 10 | RADIO EQUIPMENT STEREO UU9/UM7/UX1 | 20 | TRAILER WIRING UY-7 |
| | RADIO EQUIPMENT U63 & U69 | | |

POWER CIRCUIT 76 / 30 AMP CIRCUIT BREAKER

POWER WINDOWS (PG. 11,13)

IGNITION 1 / 20 AMP

CRUISE CONTROL (PG. 14)

ASHTRAY LAMP (PG. 16)

BATTERY 2 / 20 AMP

CLOCK (PG. 6,10)

GLOVE BOX LAMP (PG. 16)

CIGARETTE LIGHTER (PG. 16)

FOG LAMPS (PG. 6)

VANITY MIRROR (PG. 15)

PANEL LAMPS 8 / 5 AMP

REAR AUXILIARY HEATER SWITCH (PG. 9)

REAR A/C SWITCH LAMP (PG. 9)

FOG LAMPS (PG. 6)

DOME LAMP SWITCH AND LAMP (PG. 16)

CIGARETTE LIGHTER LAMP

AND CONVENIENCE TRAY LAMP (PG. 16)

MIRROR SWITCH LAMP (PG. 15)

AUXILIARY HEATER (PG. 9)

REAR A/C (PG. 9)

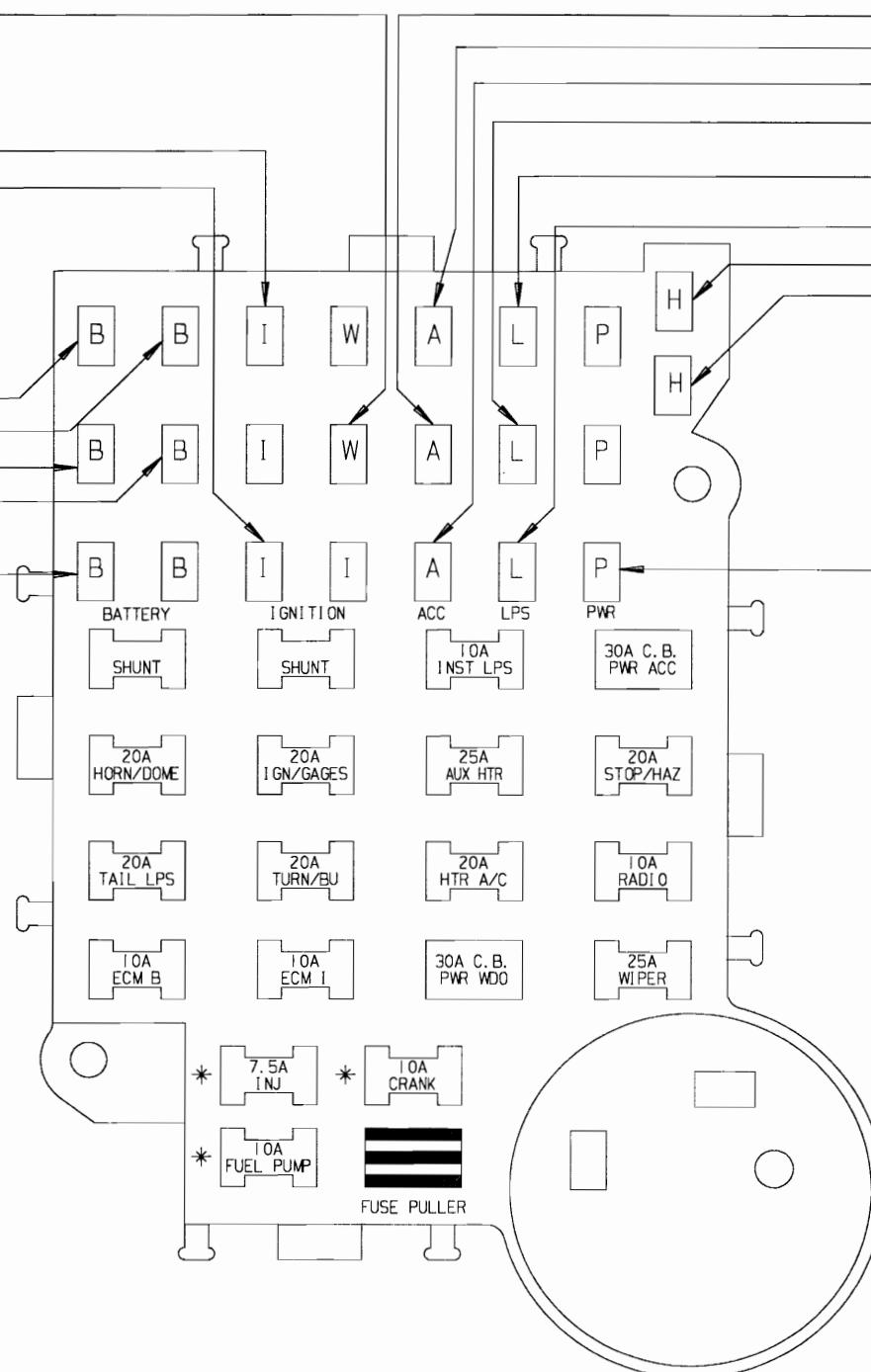
POWER CIRCUIT 60 / 30 AMP CIRCUIT BREAKER

POWER DOOR LOCKS (PG. 11,12)

| | COLOR | MALE CONNECTOR | MULT CONNECTOR |
|---|--------|----------------|----------------|
| A | BRN | 12004887 | 12004893 |
| B | BLK | 12004886 | 12004890 |
| H | DK GRA | 12004740 | 12004891 |
| I | ORN | 12004018 | |
| I | WHT | 12004888 | 12004892 |
| L | GRN | 12004885 | 12004962 |
| P | RED | 12004883 | 12004889 |
| W | BLU | 12004884 | |

| FUSES | AMP | COLOR |
|-------------|-----|--------|
| 12004003 ND | 3 | VIO |
| 12004005 ND | 5 | TAN |
| 12004006 ND | 7.5 | BRN |
| 12004007 ND | 10 | RED |
| 12004008 ND | 15 | LT BLU |
| 12004009 ND | 20 | YEL |
| 12004010 ND | 25 | WHT |
| 12004011 ND | 30 | LT GRN |

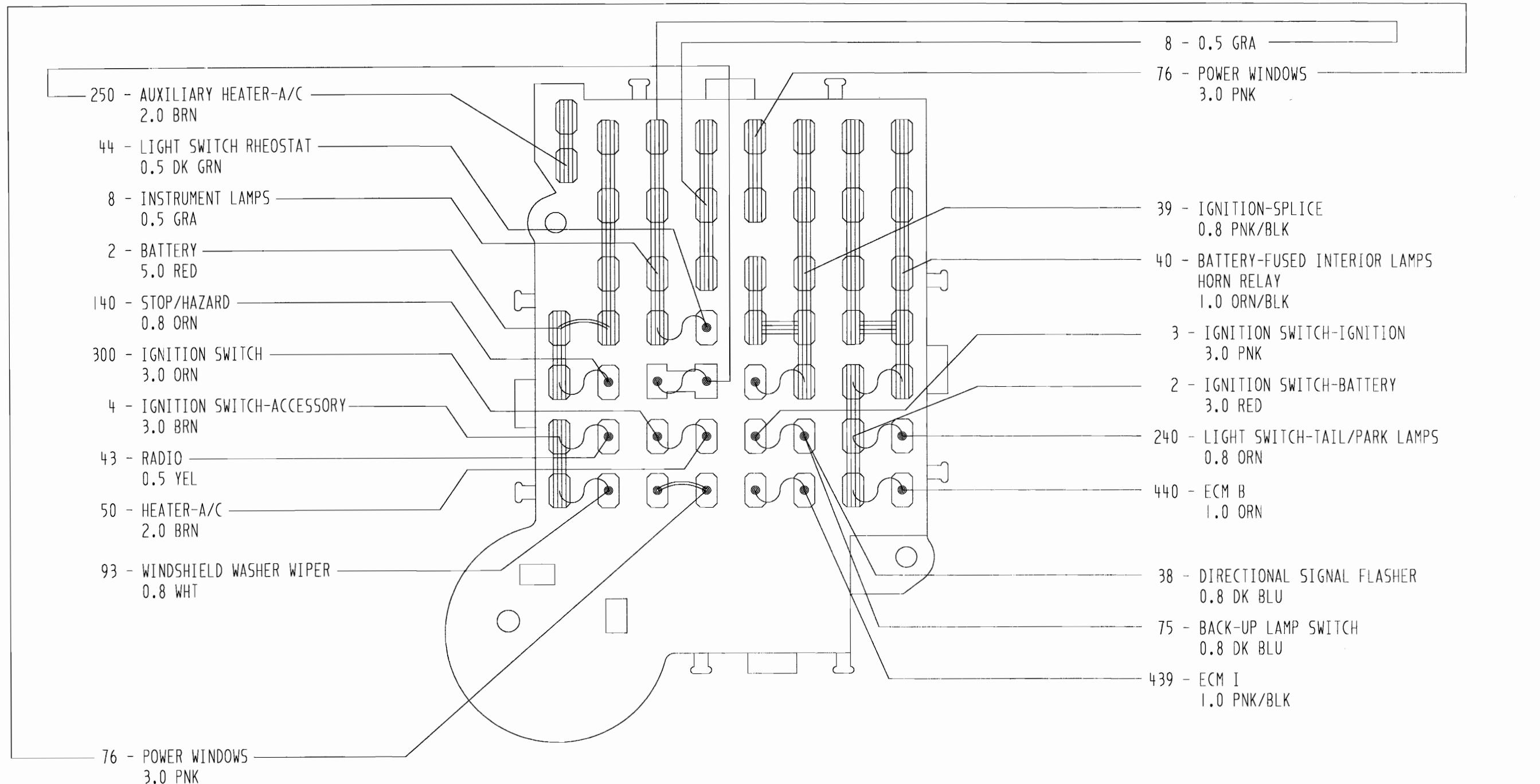
ND SHOWN ON 12004001



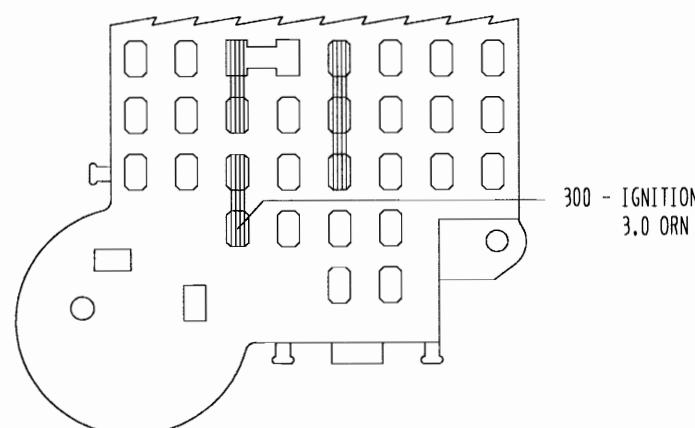
12034359 BLOCK-MOLD
PRINTED BLOCK

* FUSES MARKED 'INJ', 'FUEL PUMP', 'CRANK'
ARE FOR V6 APPLICATIONS ONLY.

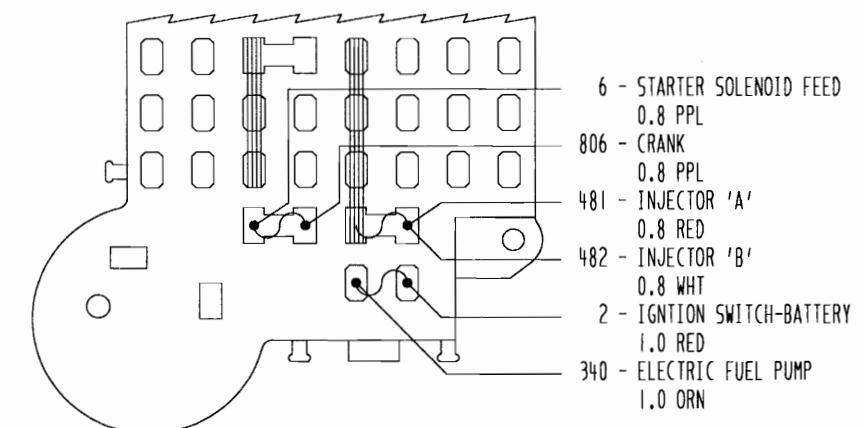
M VAN FUSE BLOCK



PARTIAL VIEW FOR LN8 4 CYLINDER TBI

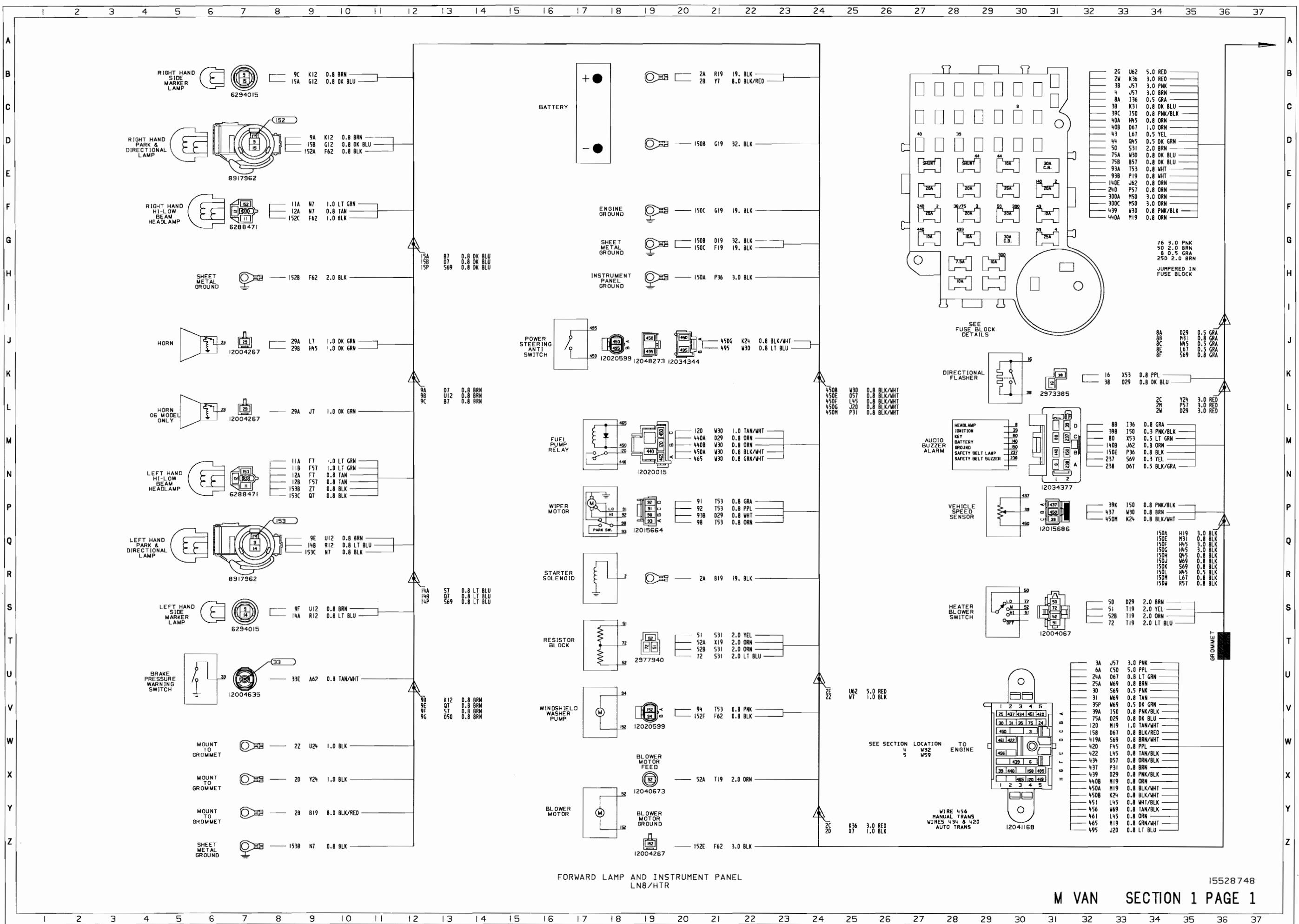


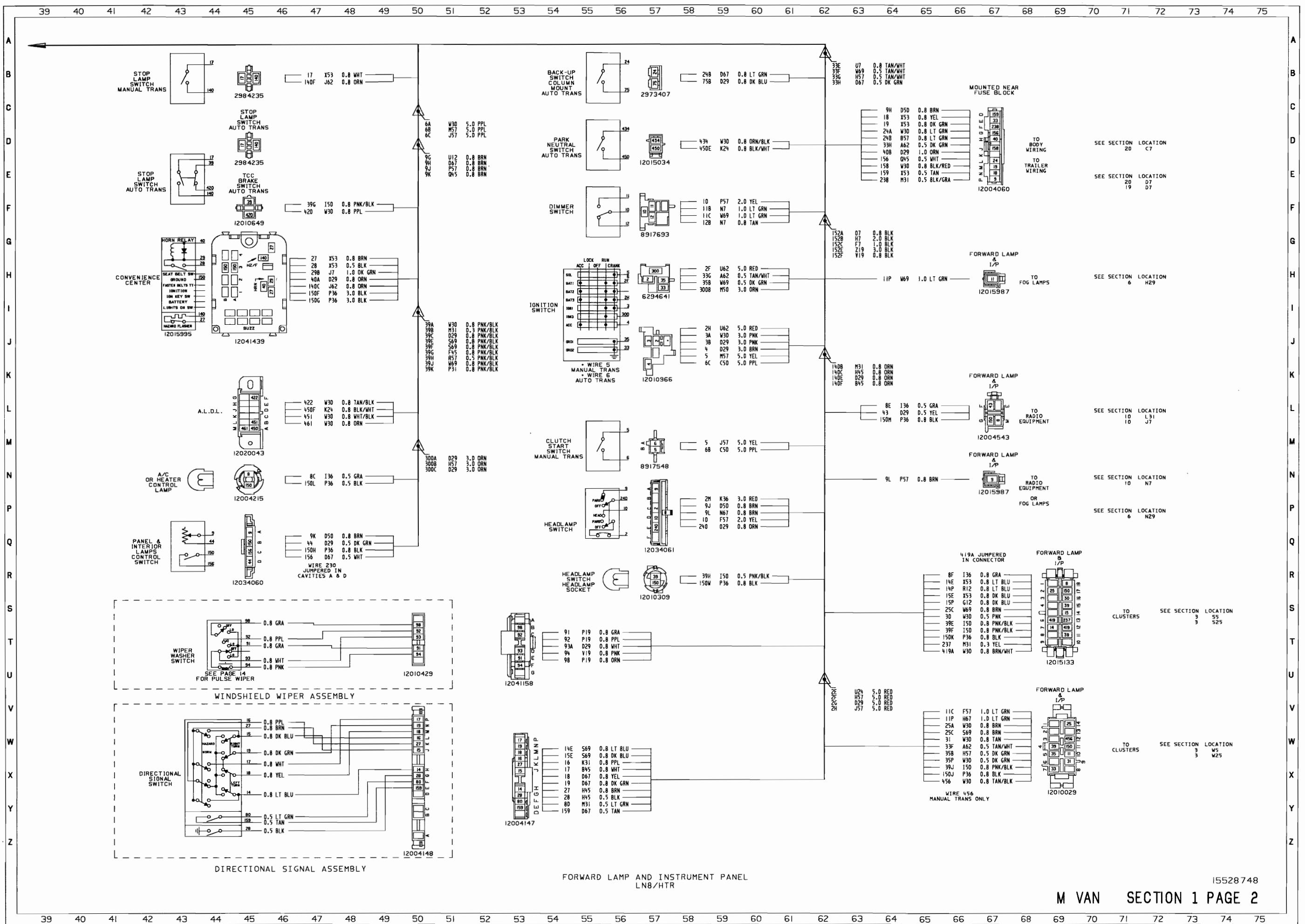
PARTIAL VIEW FOR LB4 V6 TBI

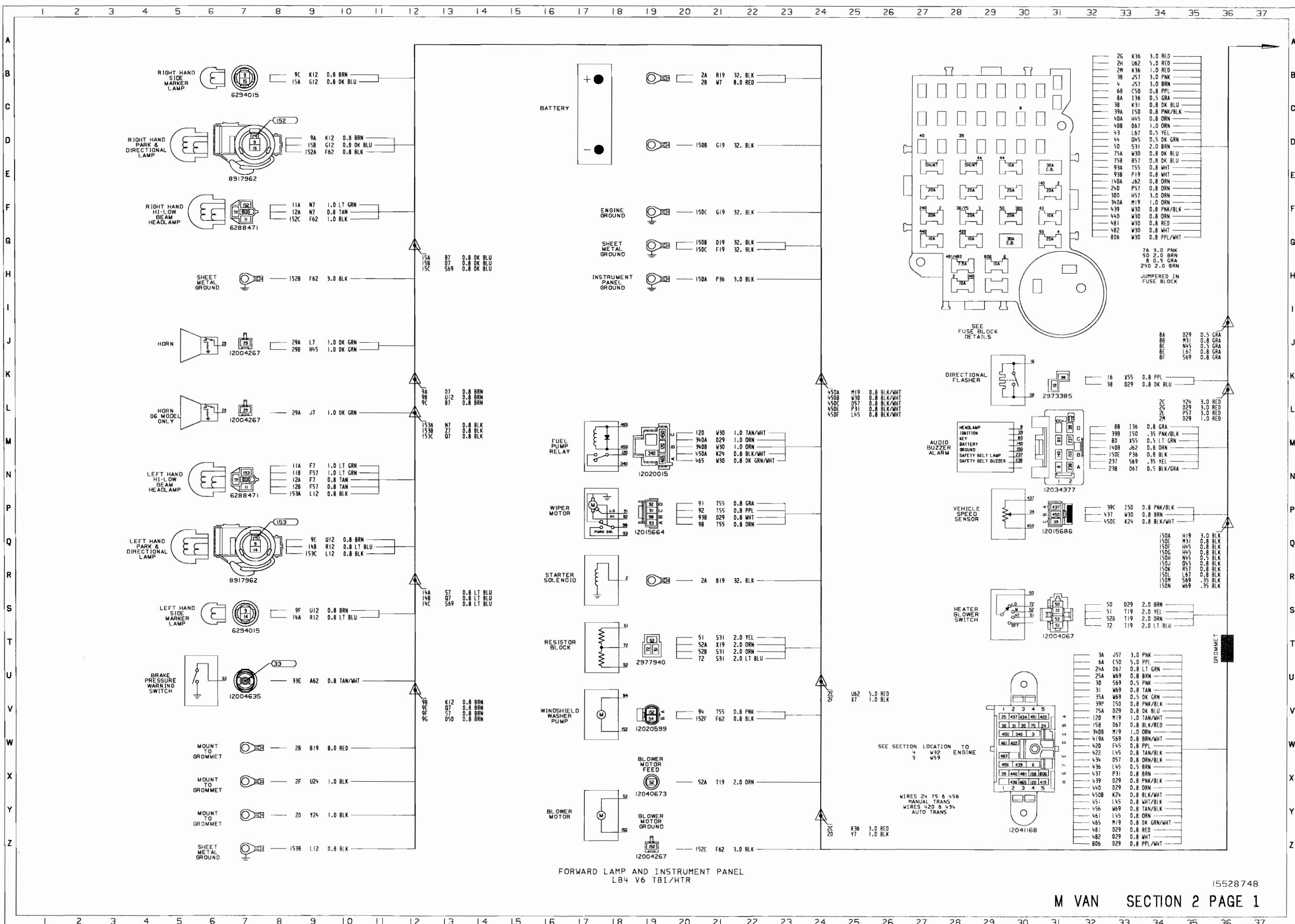


M VAN FUSE BLOCK



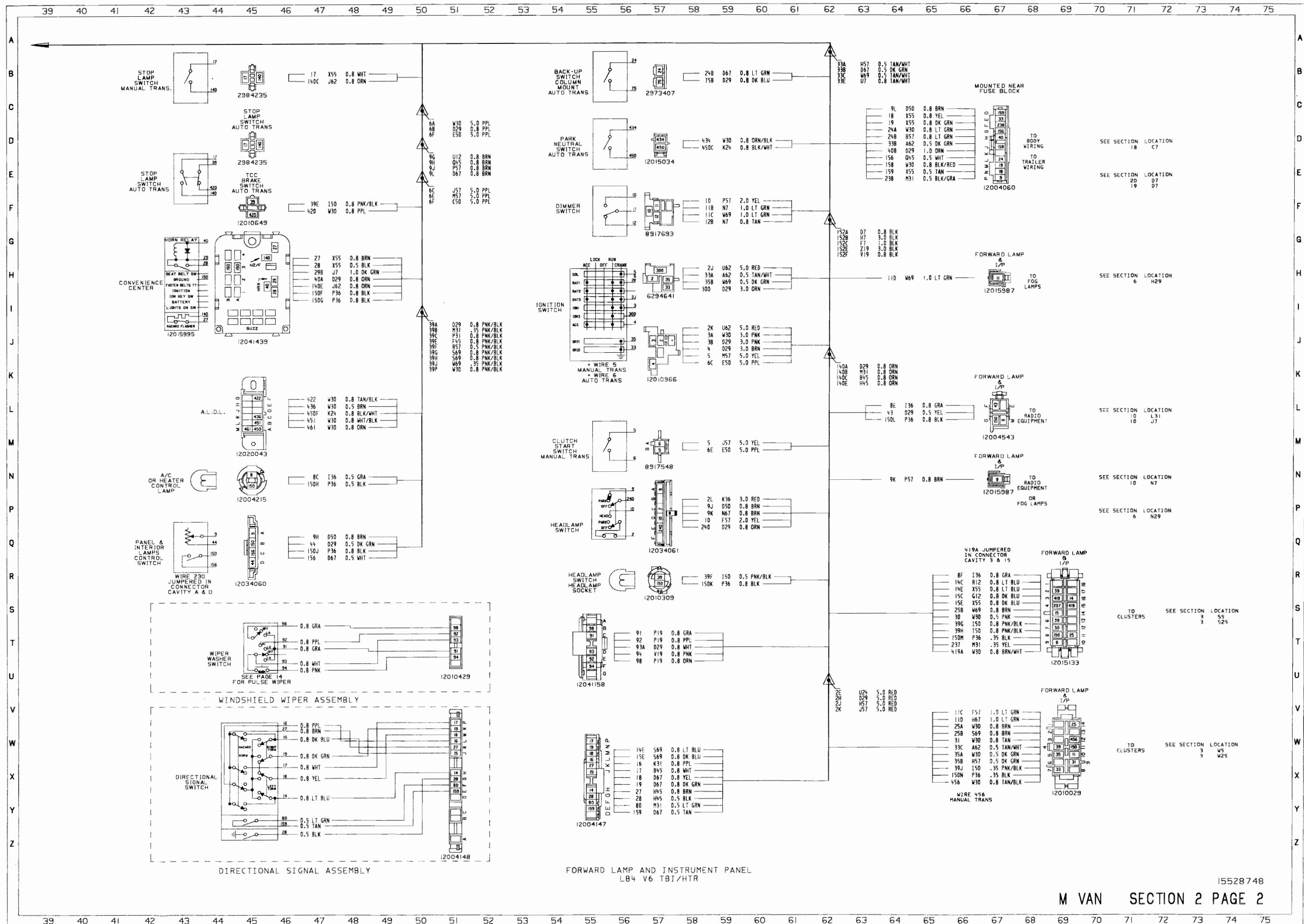


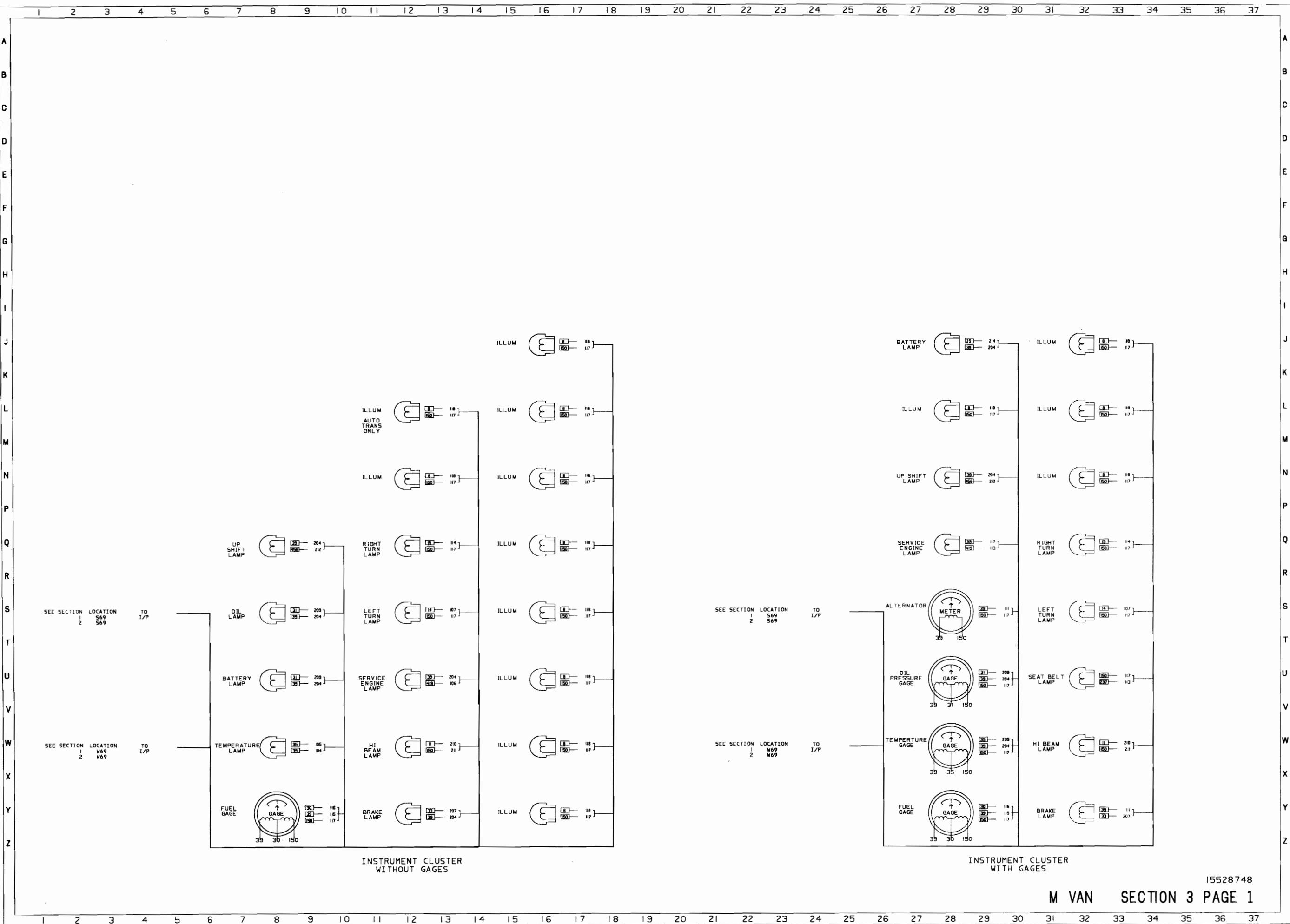


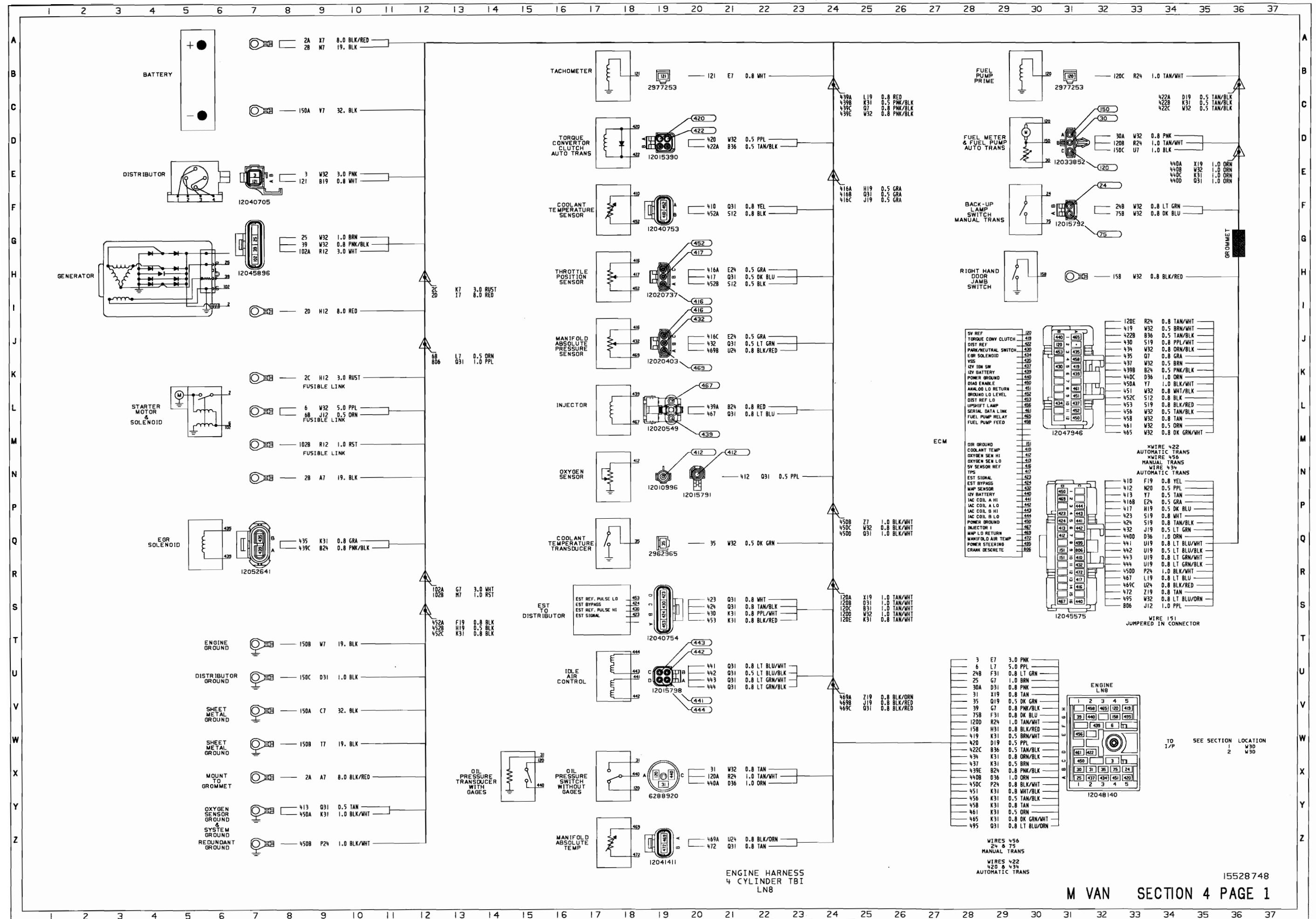


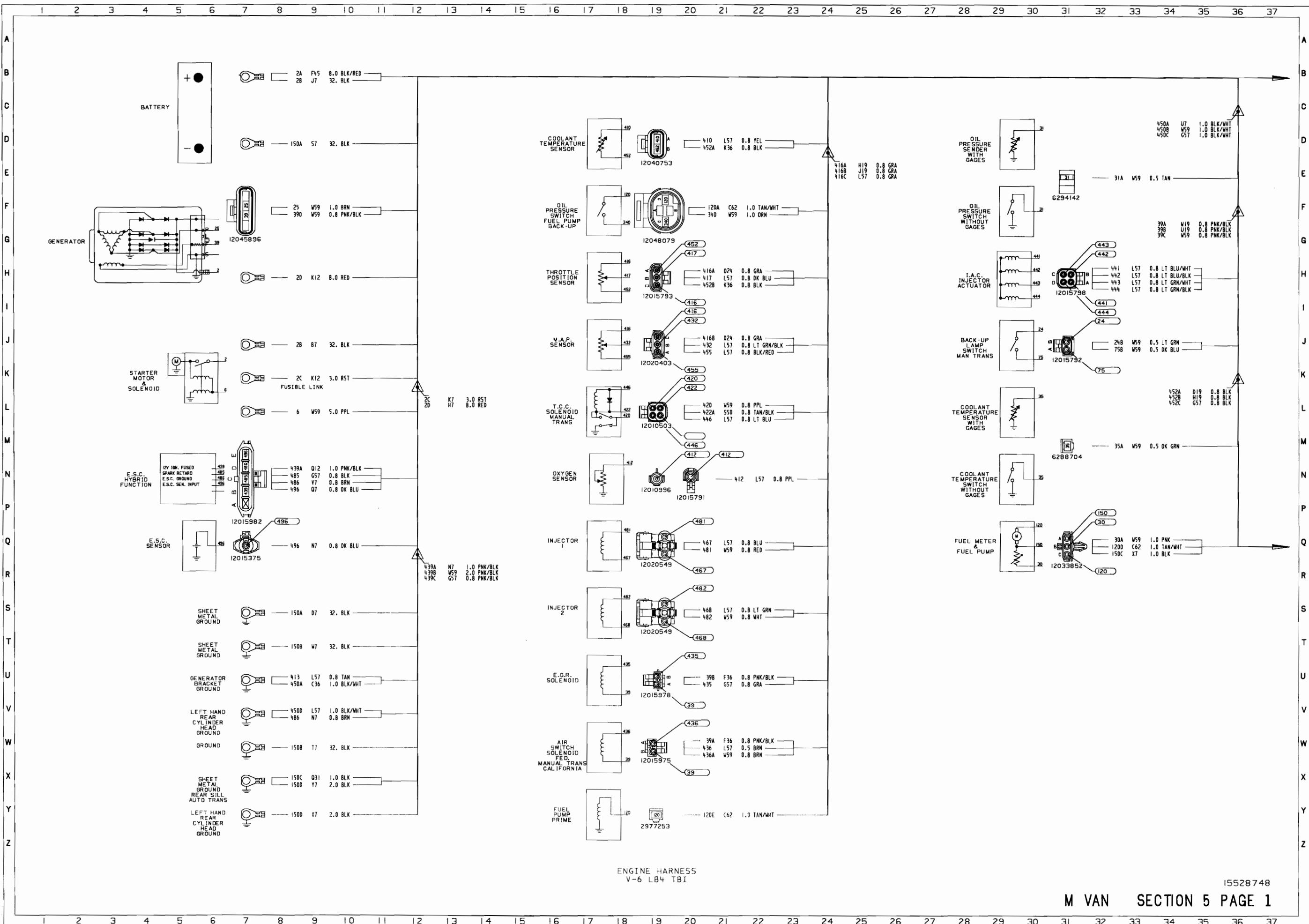
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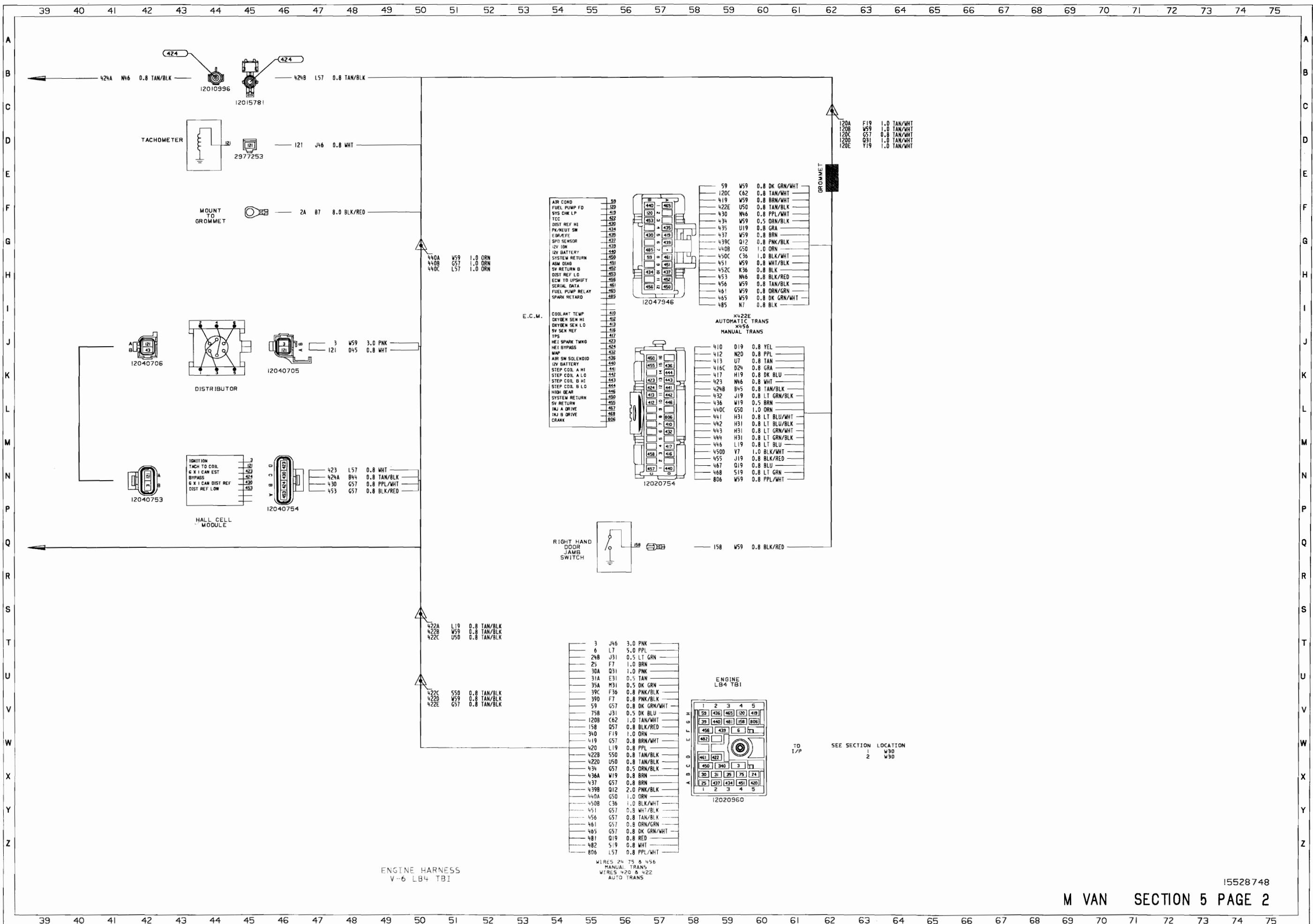
M VAN SECTION 2 PAGE 1



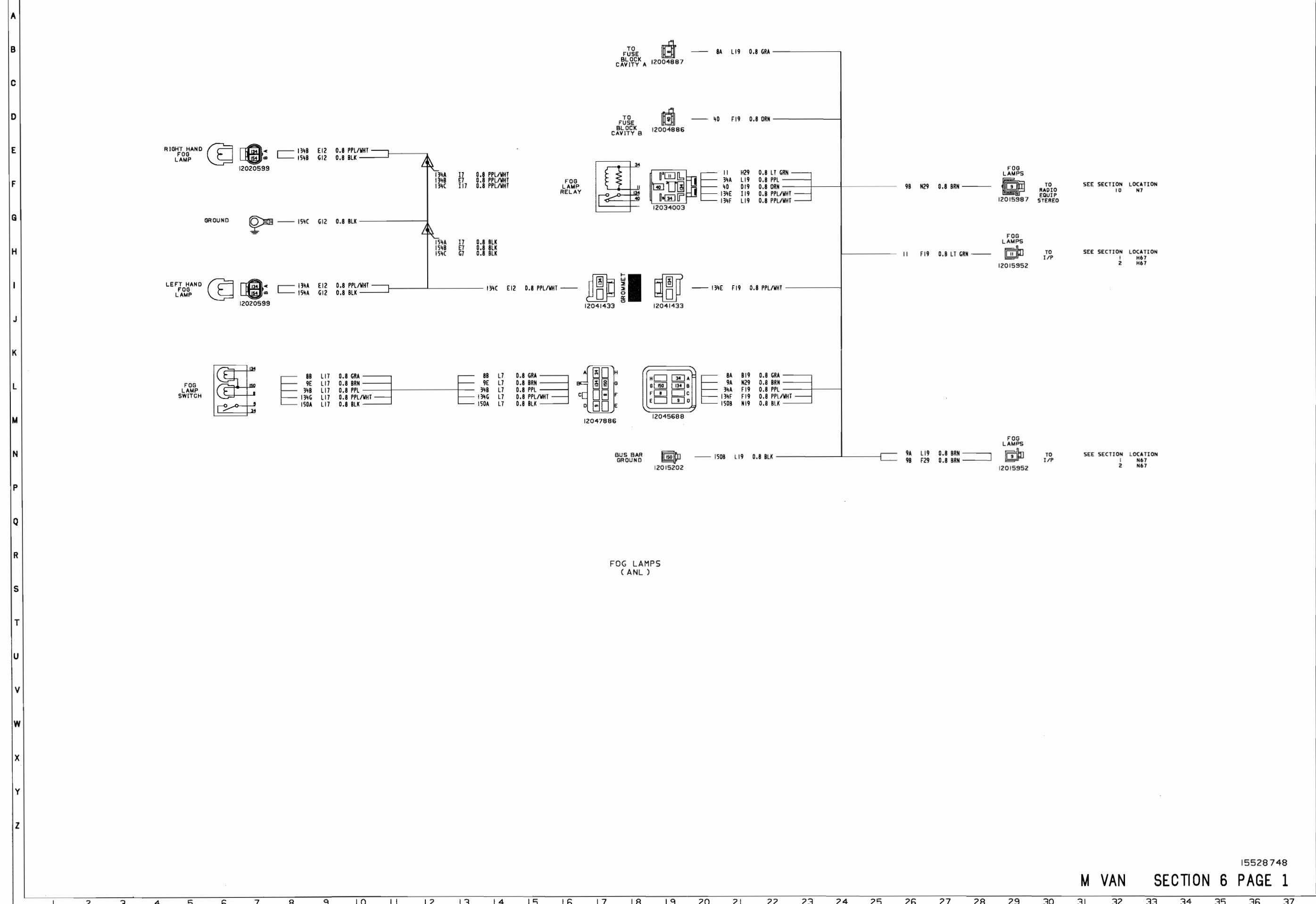




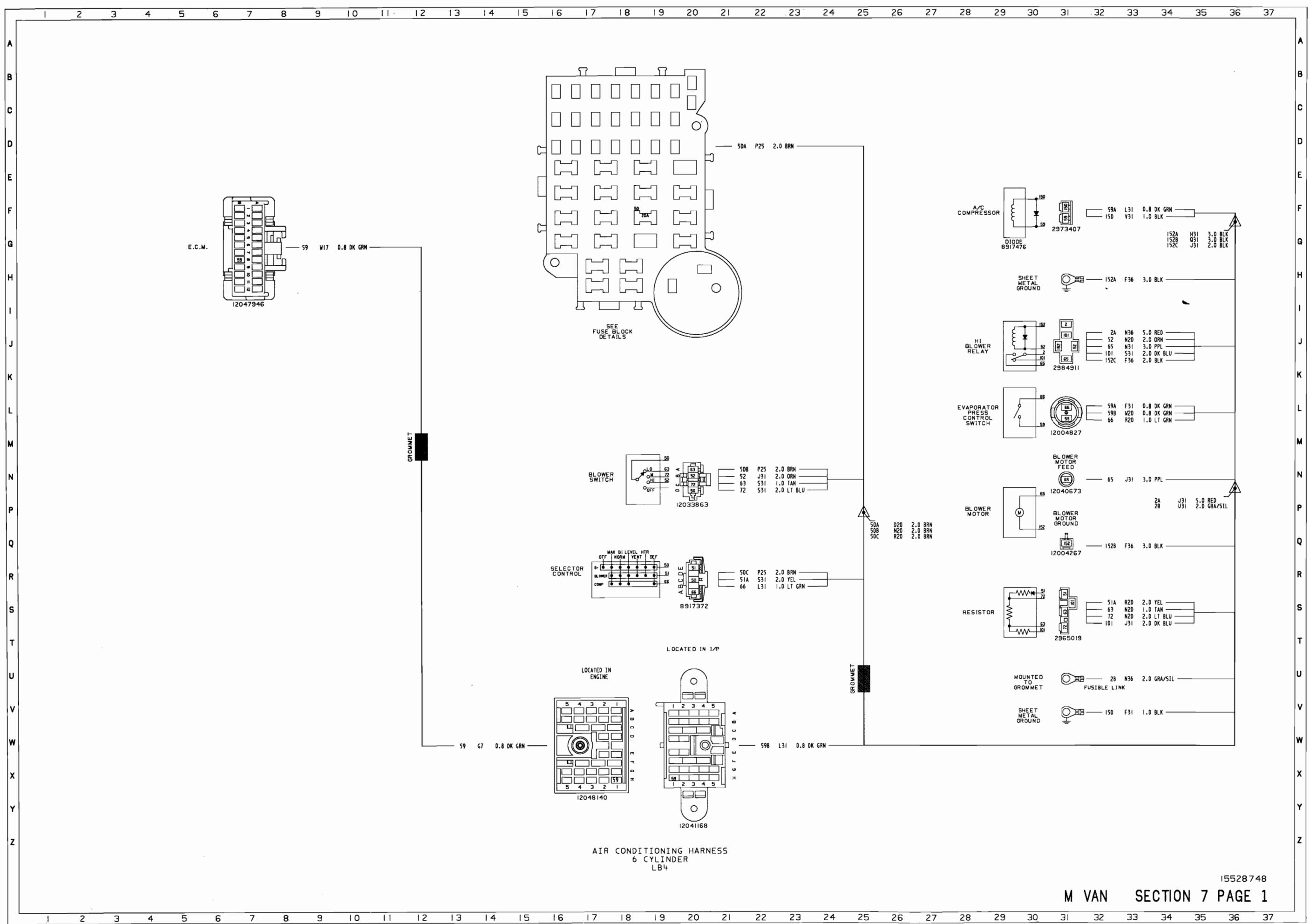


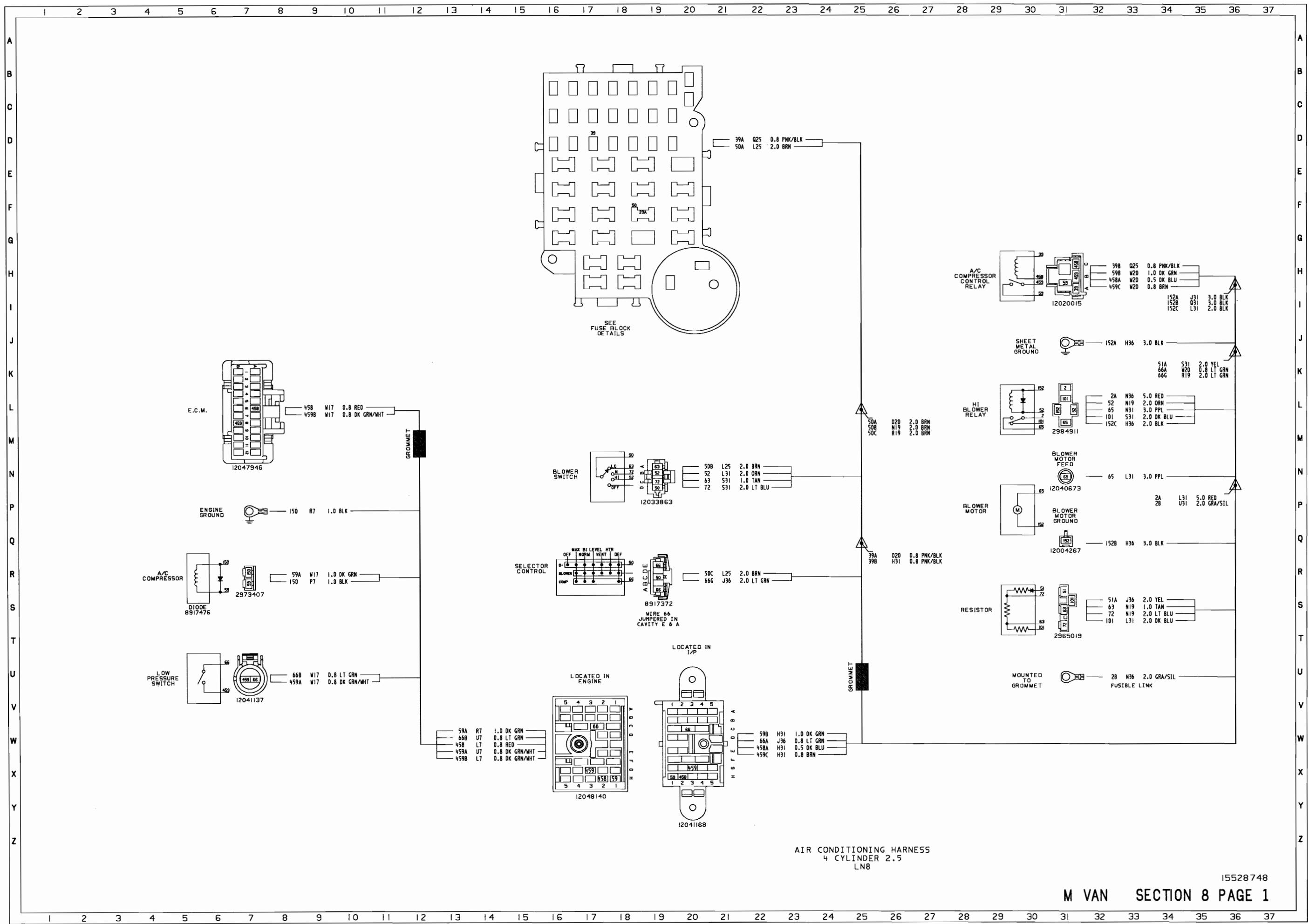


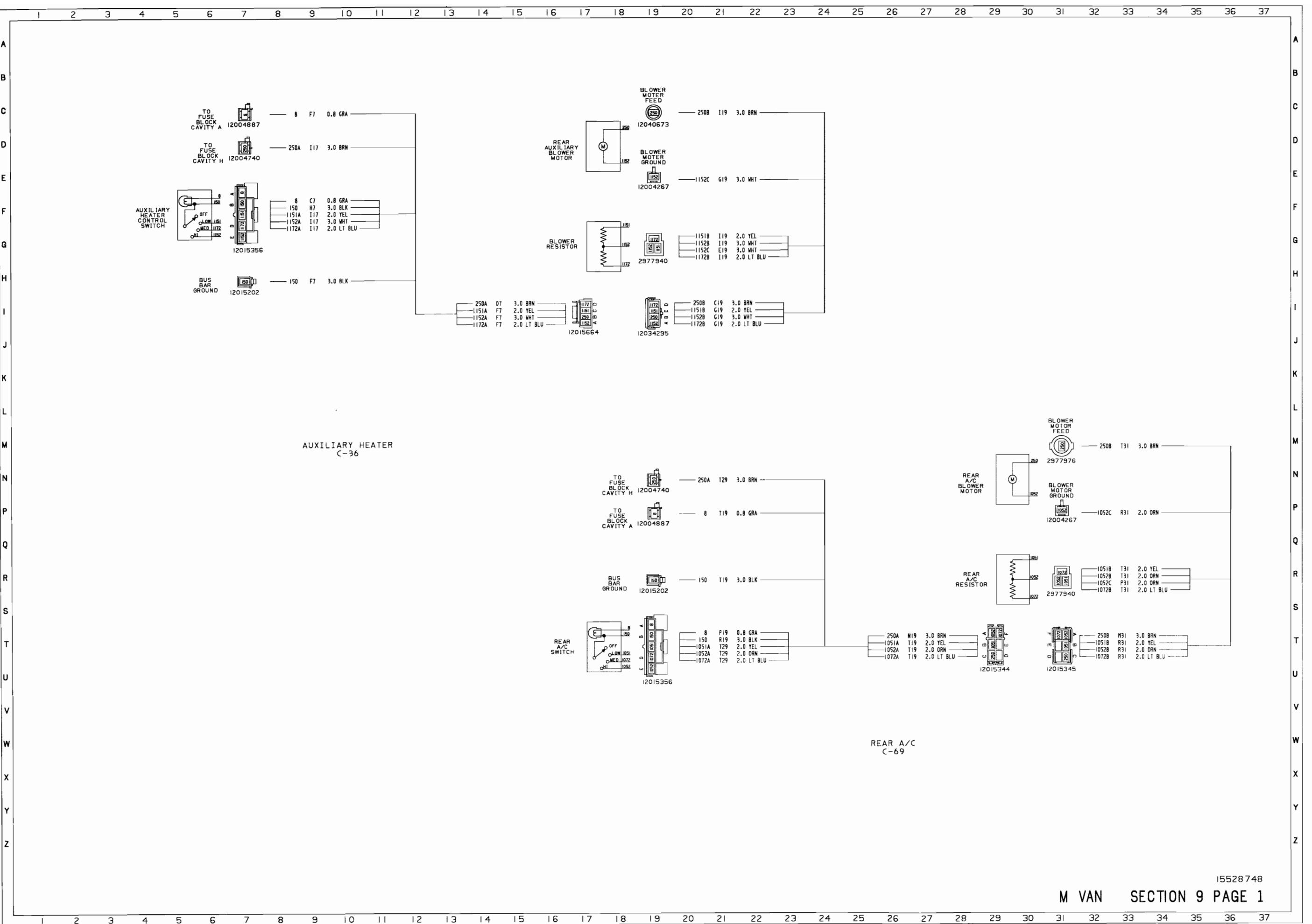
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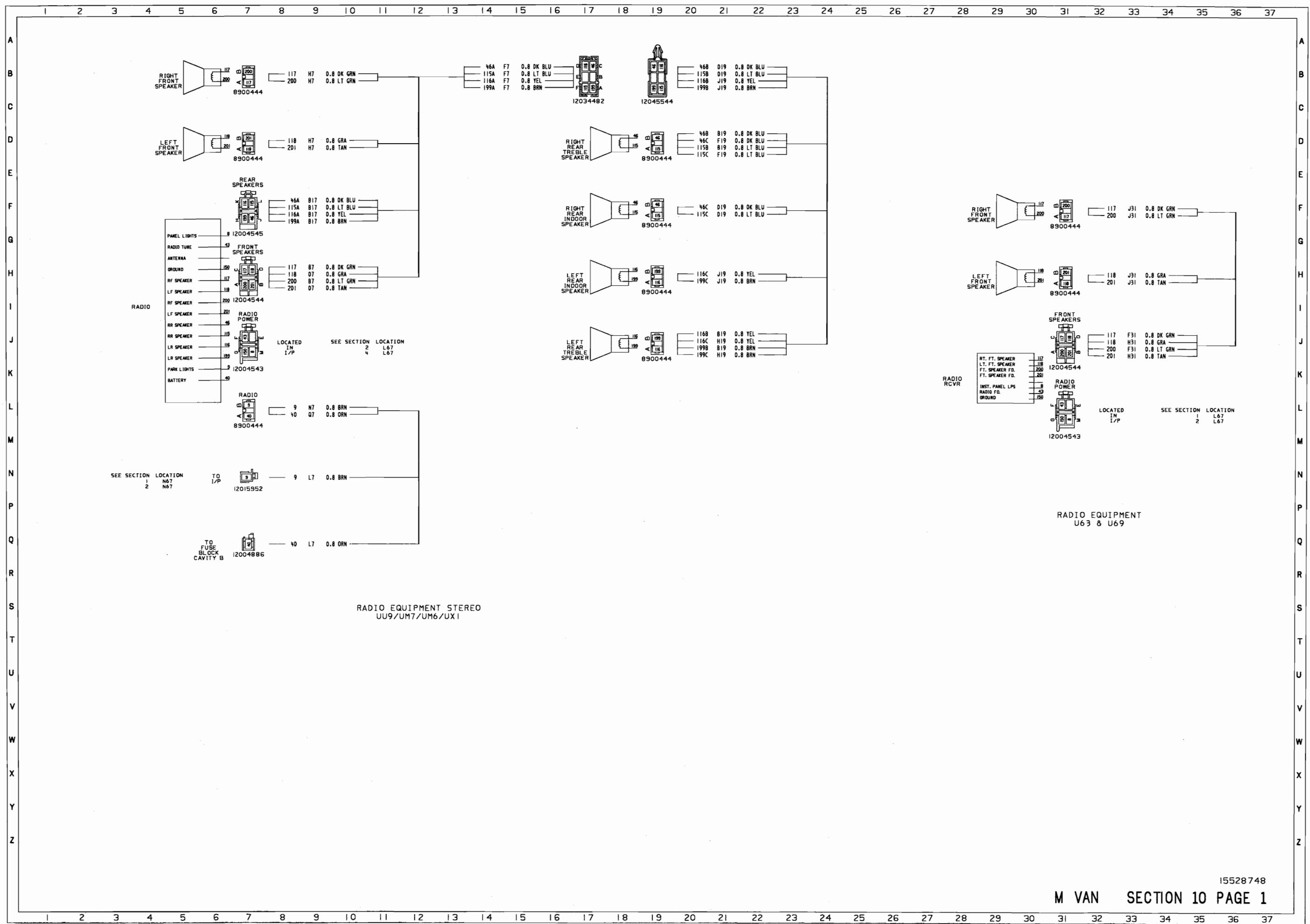


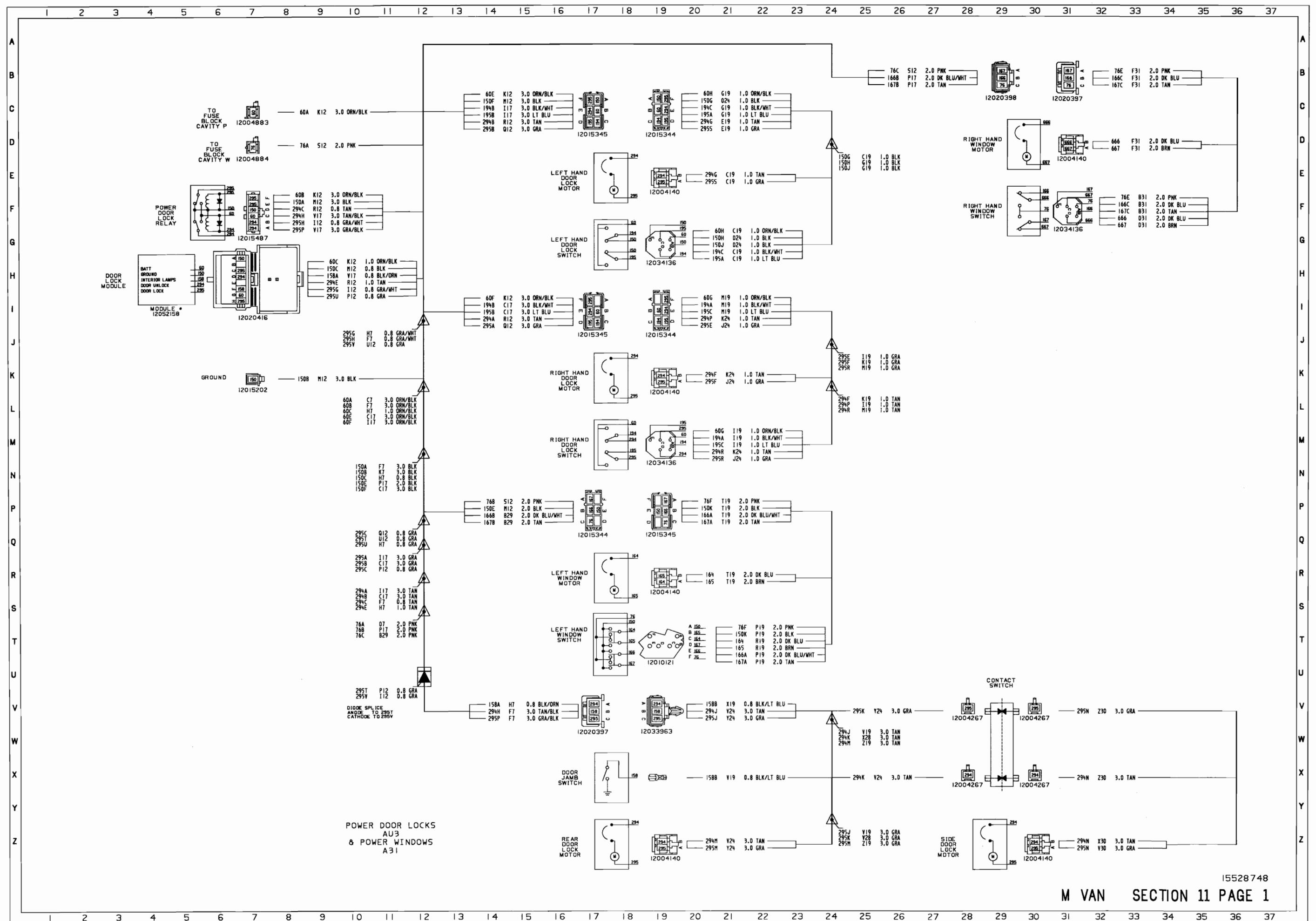




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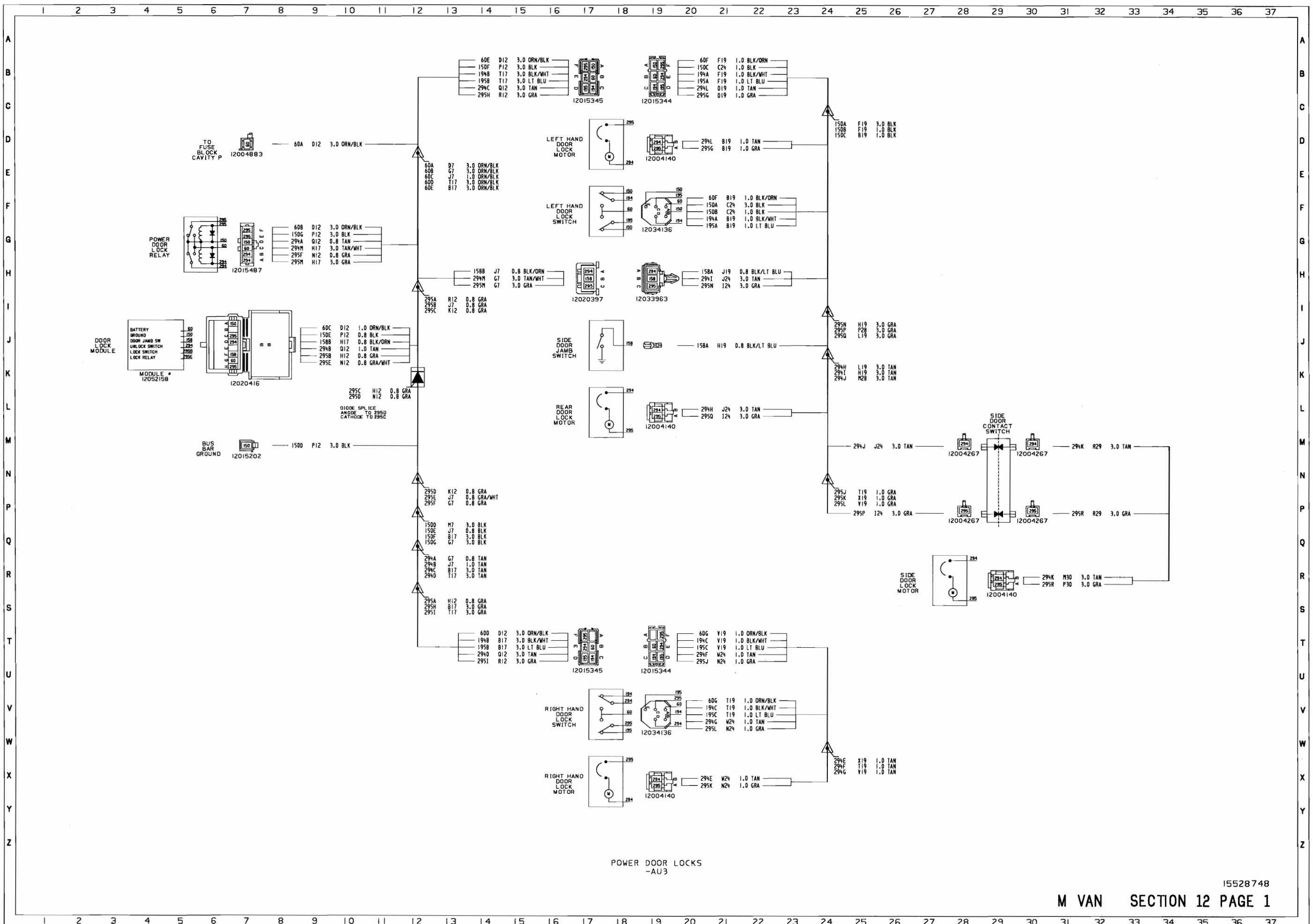
M VAN SECTION 9 PAGE 1

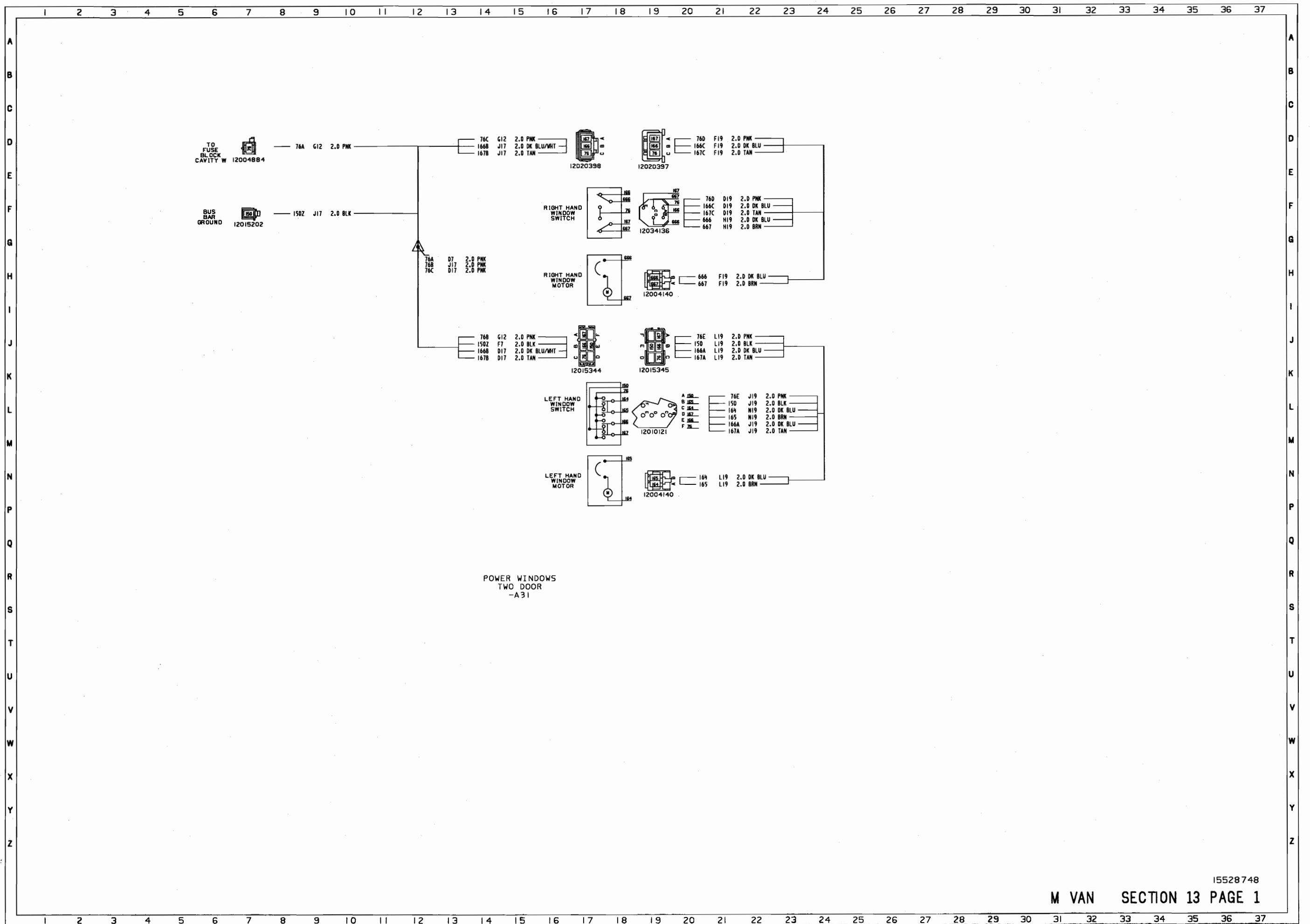


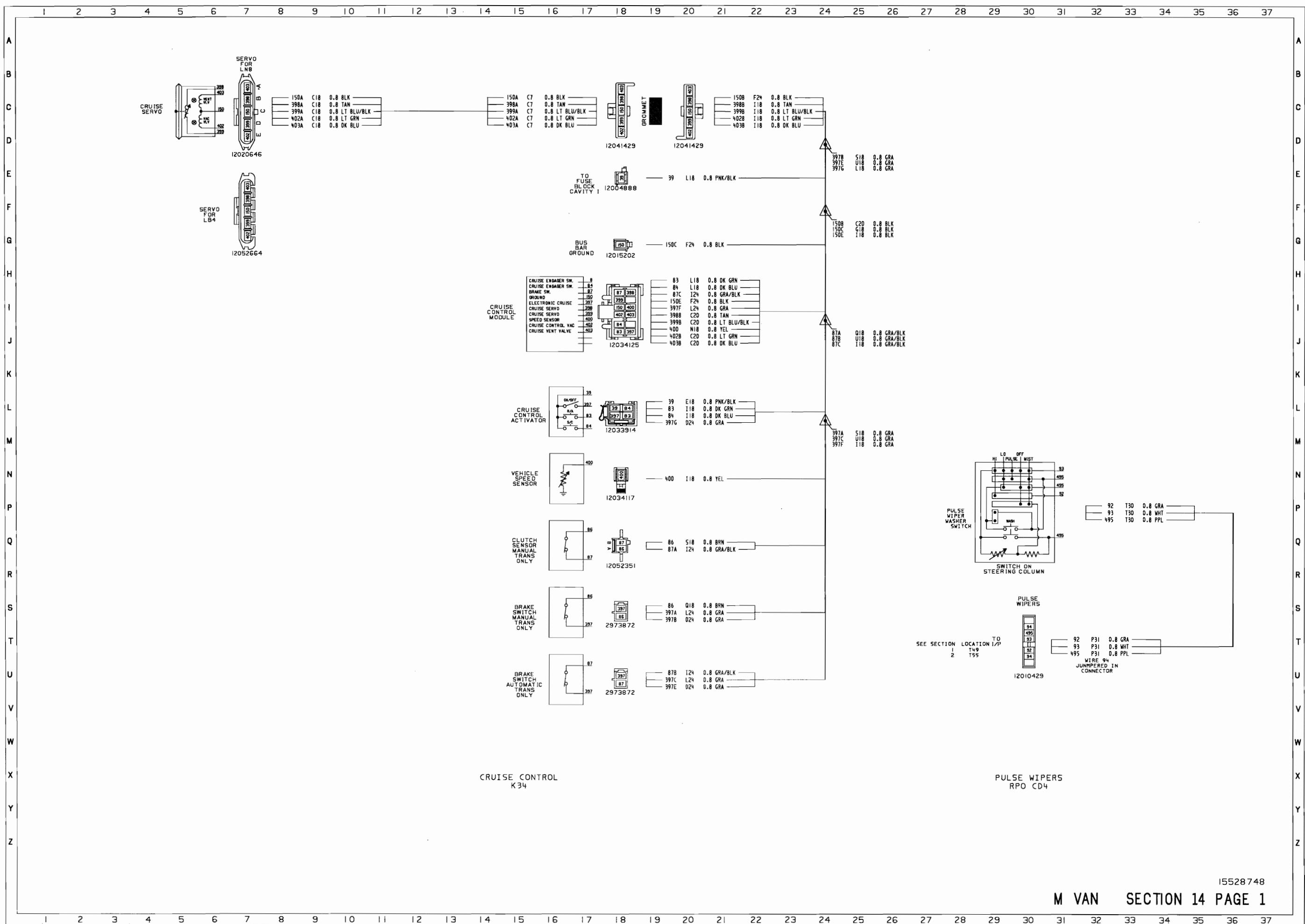


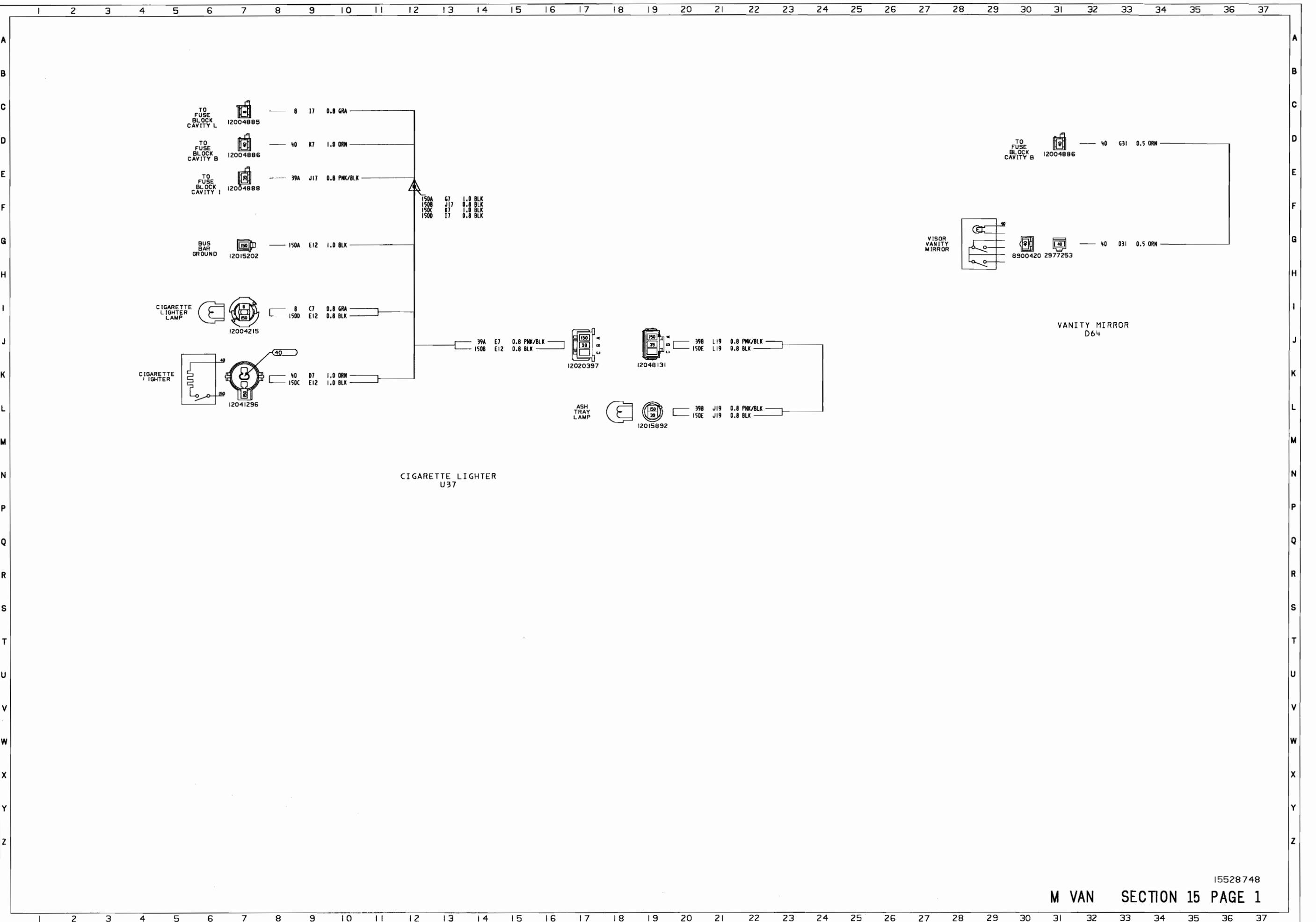
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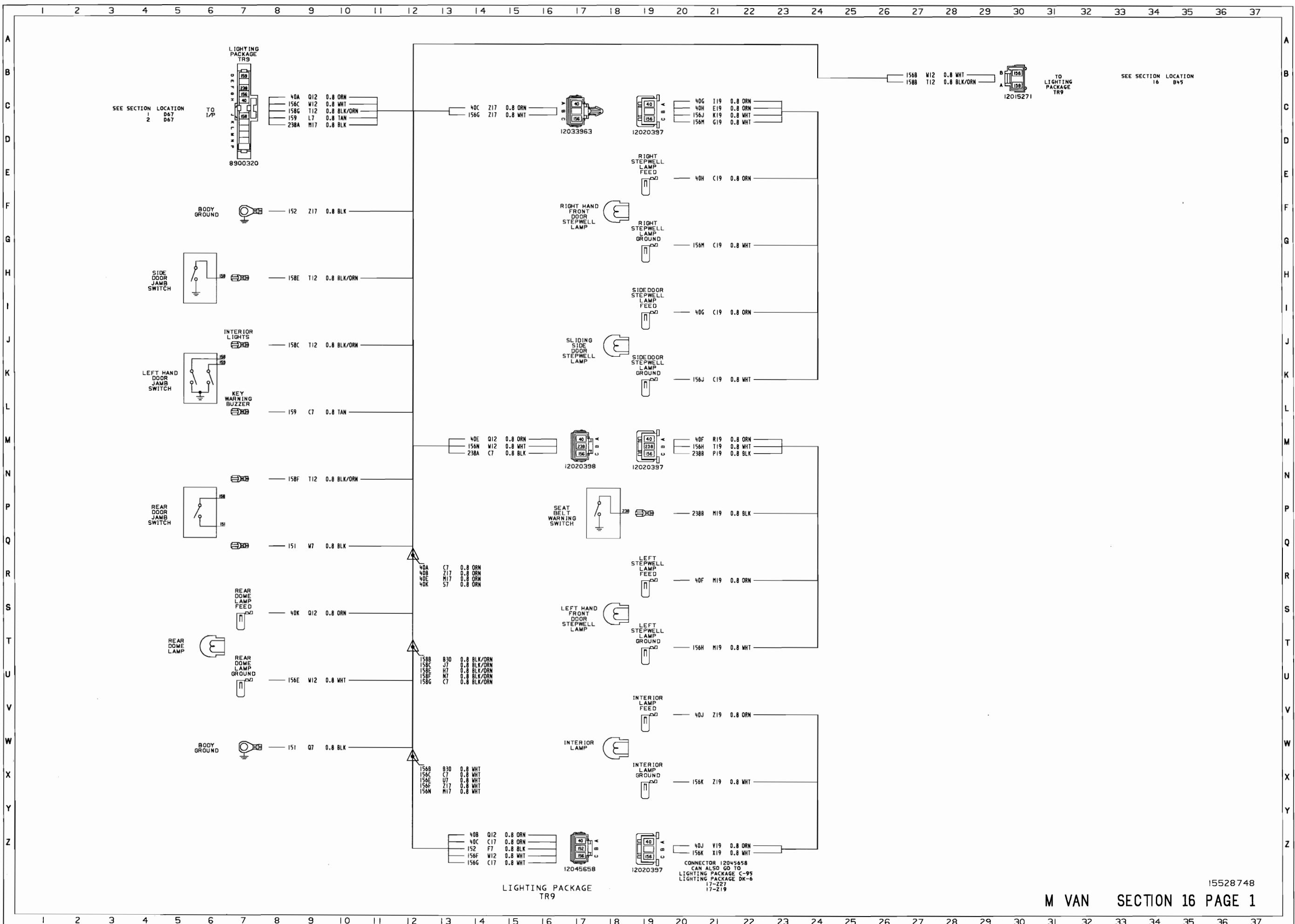
M VAN SECTION 11 PAGE 1

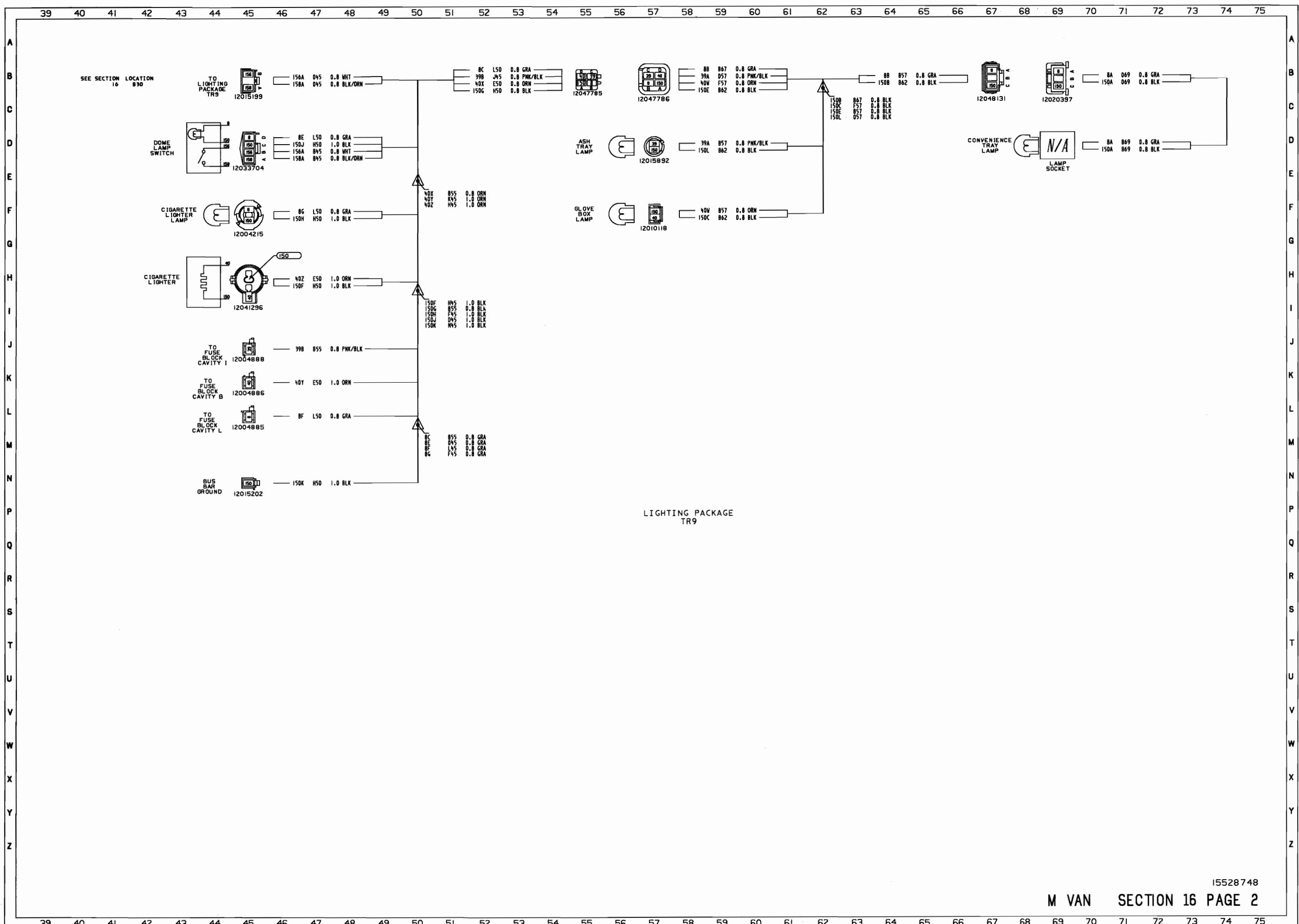


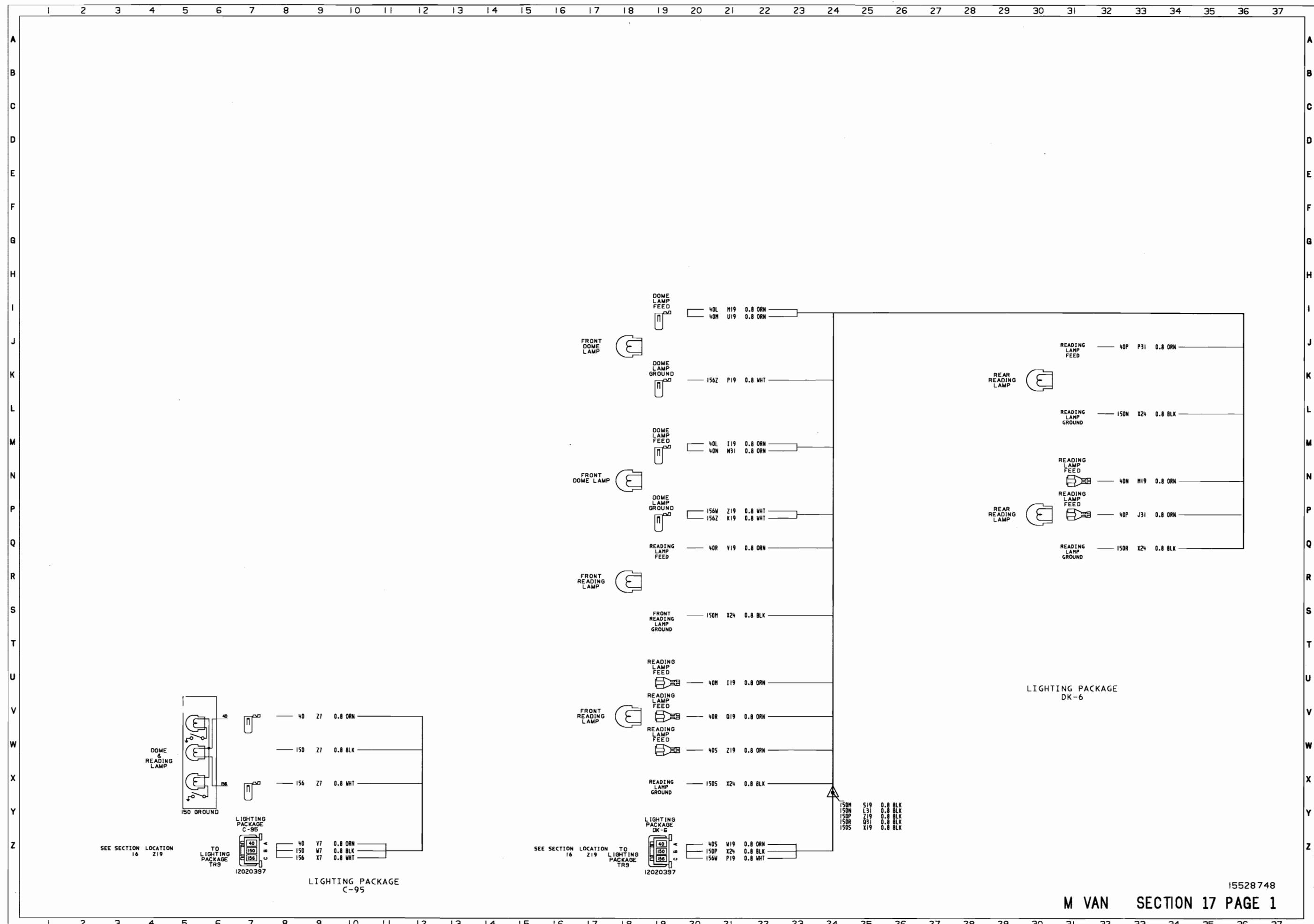


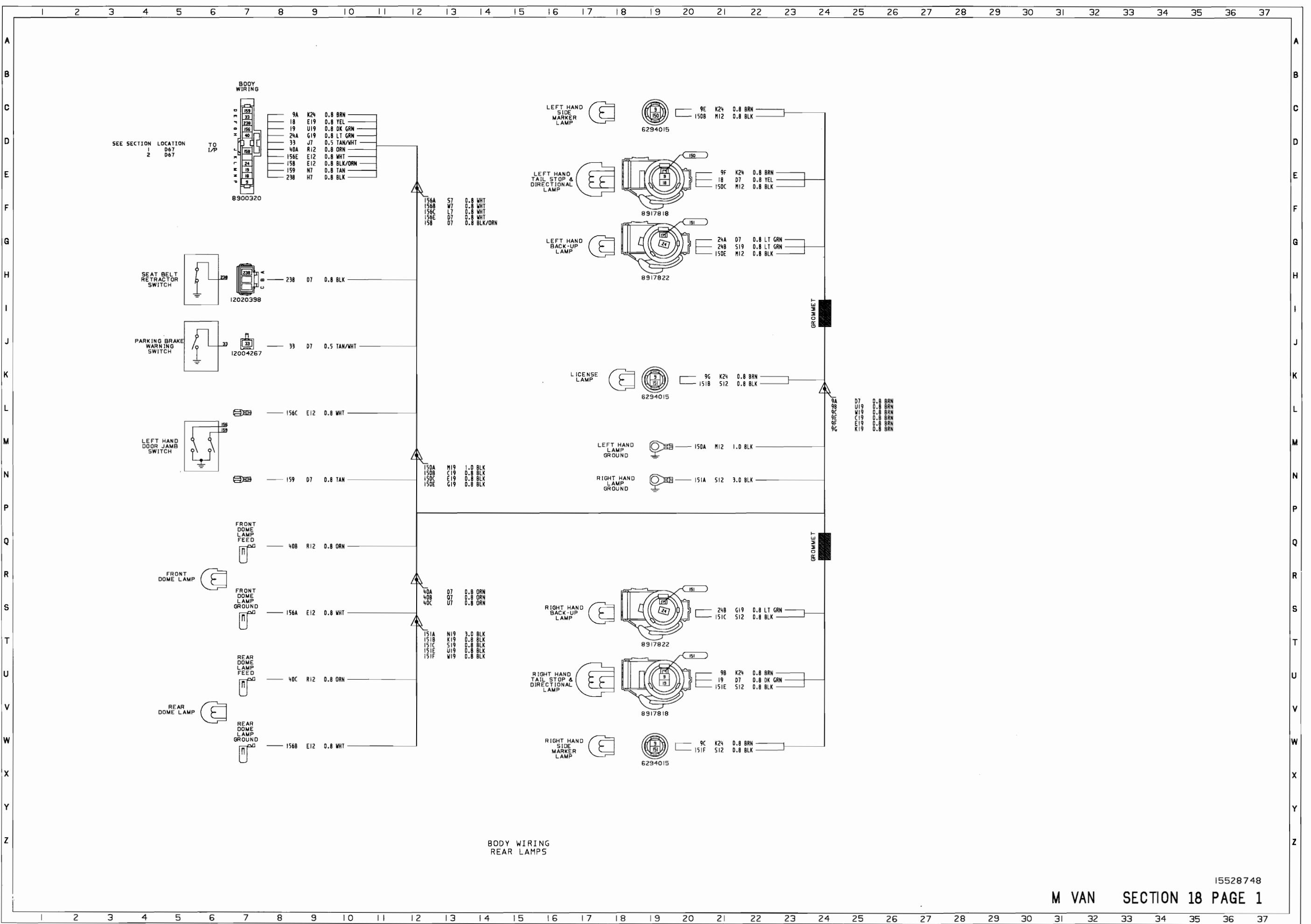


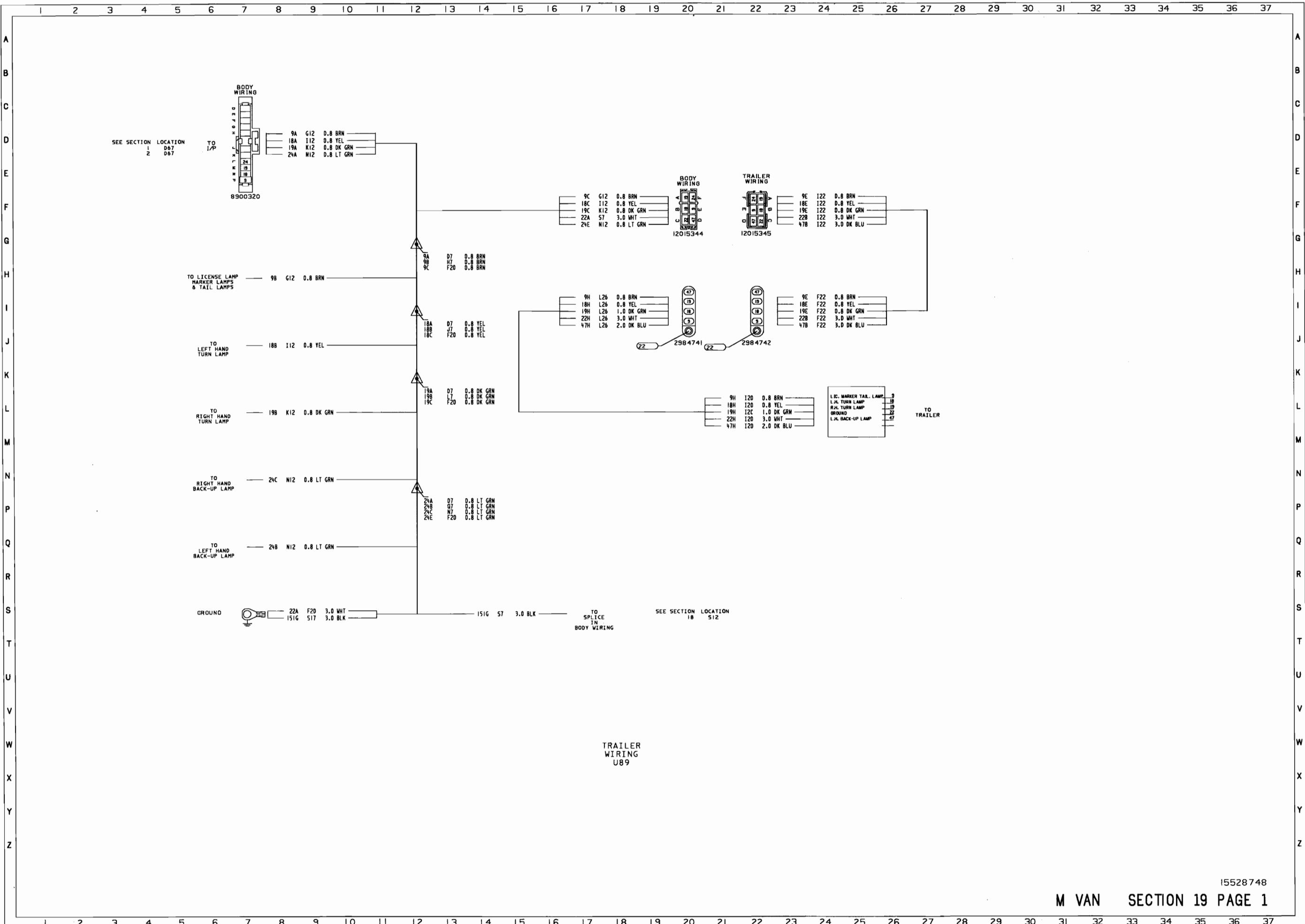


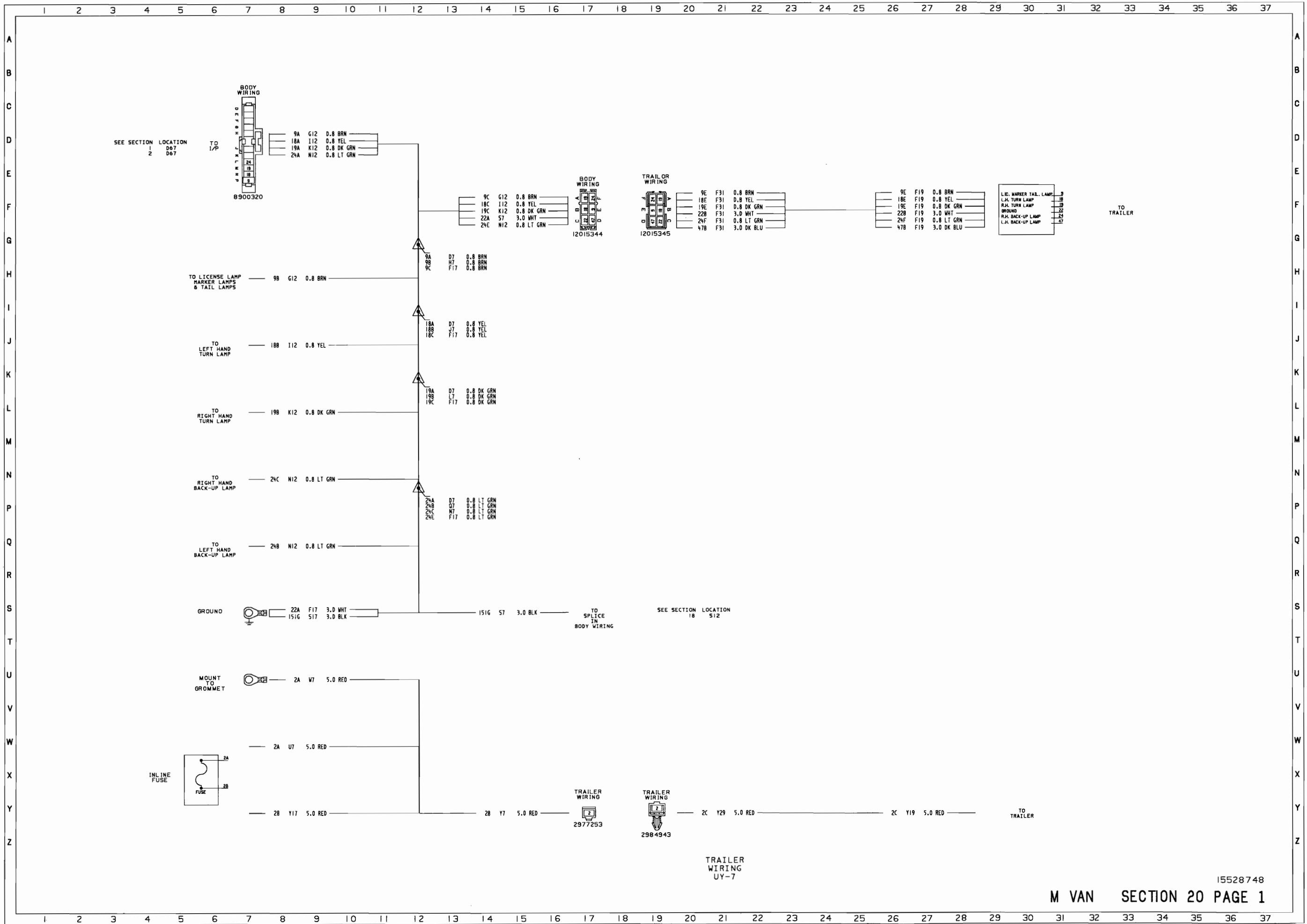






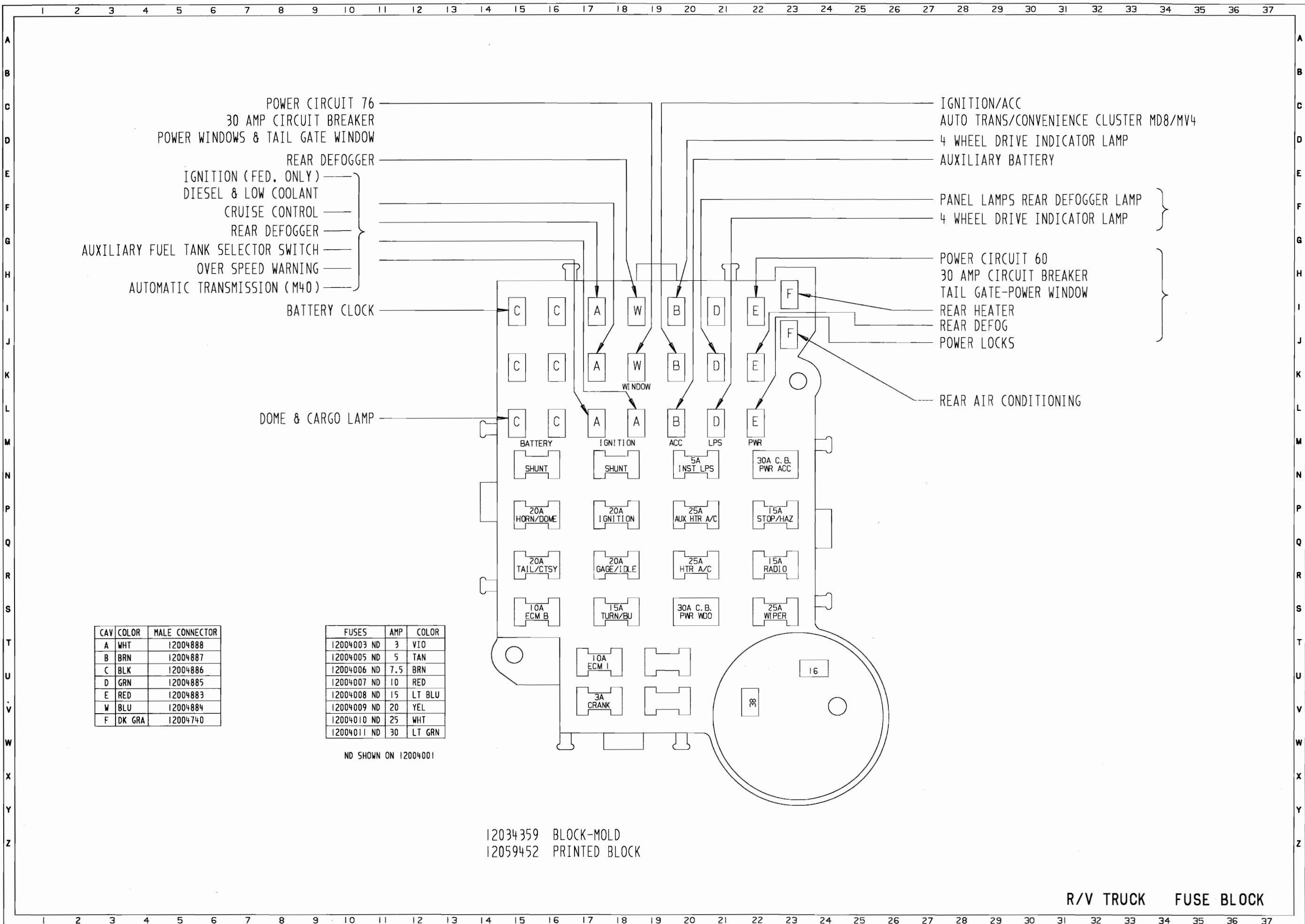


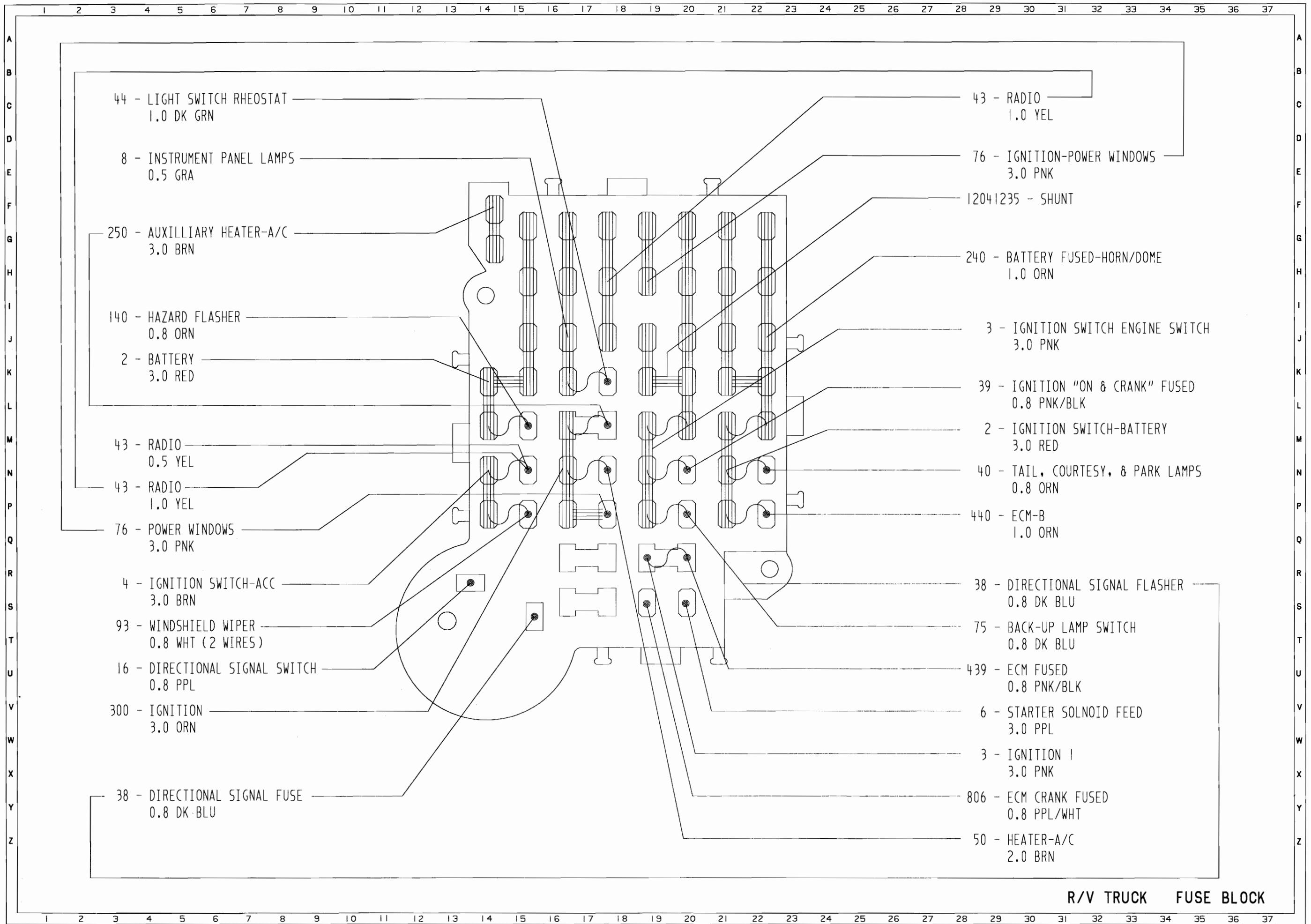




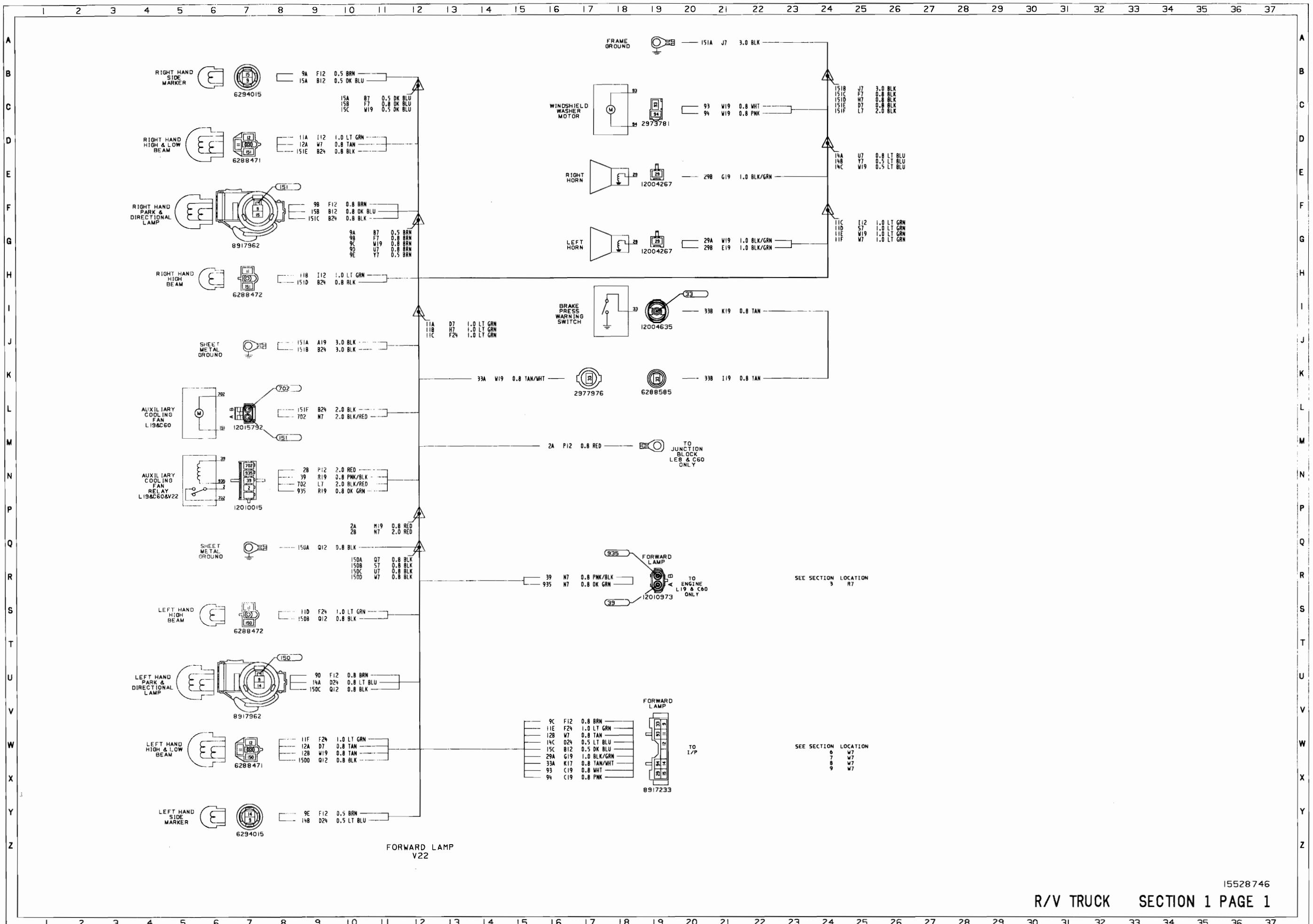
1987 R/V TRUCK

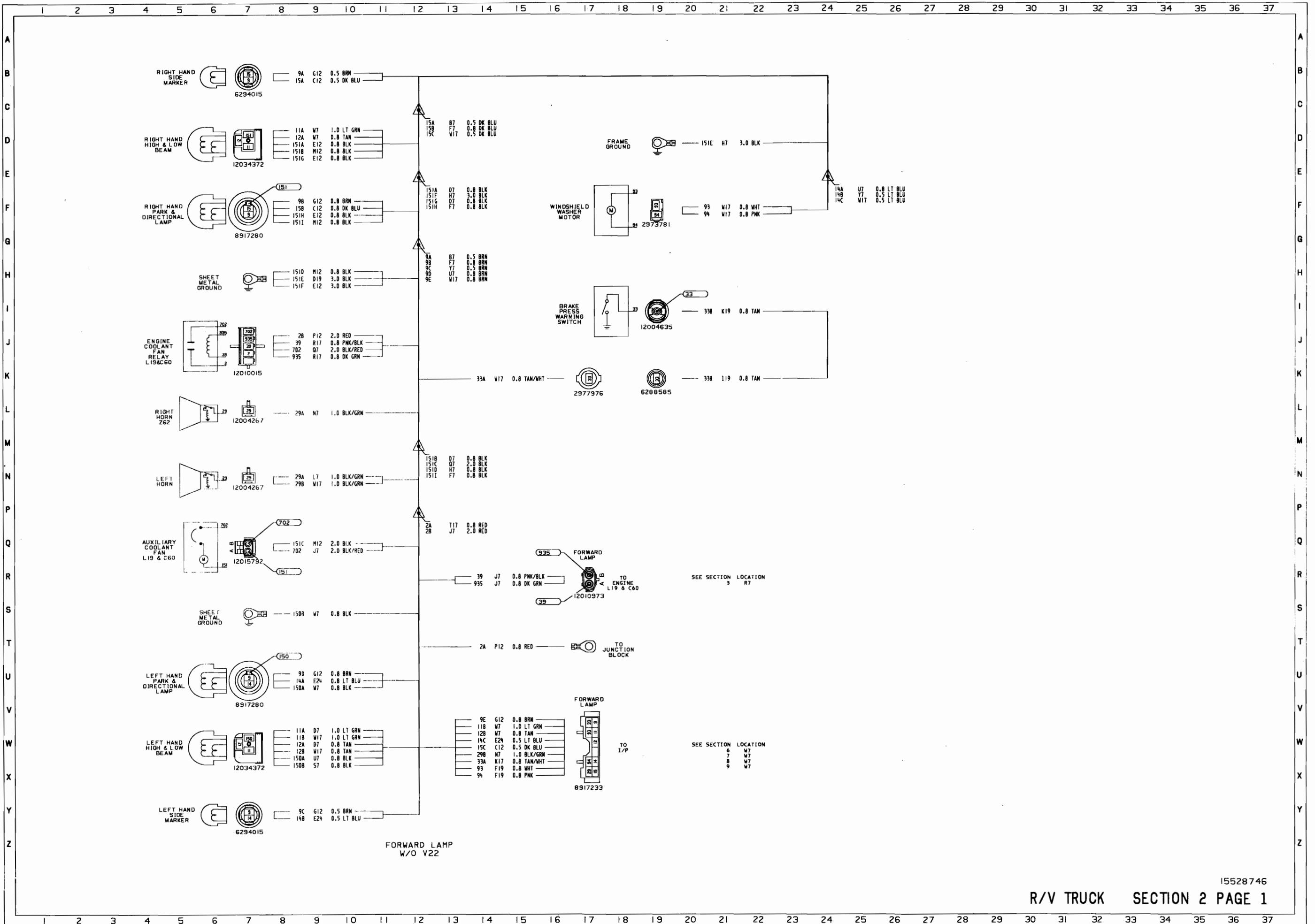
| <u>SECTION</u> | <u>DESCRIPTION</u> | <u>SECTION</u> | <u>DESCRIPTION</u> |
|----------------|--|----------------|--|
| 1 | FUSE BLOCK DETAILS | 23 | POWER REAR WINDOWS |
| 2 | FORWARD LAMP V22 | 24 | REAR CARGO DOOR LOCK |
| 3 | FORWARD LAMP W/O V22 | 25 | FOUR WHEEL DRIVE INDICATOR LAMP V300 |
| 4 | GAS ENGINE L19 7.4L | 26 | FOUR WHEEL DRIVE INDICATOR LAMP V100 200 |
| 5 | GAS ENGINE LB4 4.3L 5.0 & 5.7L L03 & L05 | 27 | ROOF MARKER LAMPS UQ1 |
| 6 | DIESEL ENGINE LH6 & LL4 & NA5 & NA6 | 28 | RADIO W/DIGITAL CLOCK |
| 7 | I/P GAS W/O GAGES | 29 | RADIO OPTION RV 100 200 300 & U63/U69 |
| 8 | I/P GAS W/GAGES | 30 | RADIO EQUIPMENT RV 100 200 300 & UP8 |
| 9 | I/P DIESEL W/O GAGES | 31 | PULSE WIPER SYSTEM |
| 10 | I/P DIESEL W/GAGES | 32 | AUXILIARY BATTERY |
| 11 | INSTRUMENT CLUSTERS | 33 | AUXILIARY FUEL TANK (GAS) |
| 12 | CRUISE CONTROL | 34 | AUXILIARY FUEL TANK (DIESEL) |
| 13 | OVER SPEED WARNING W/O CRUISE CONTROL | 35 | TORQUE CONVERTER CLUTCH AUTOMATIC |
| 14 | OVER SPEED WARNING W/CRUISE CONTROL | 36 | TRANSMISSION DIESEL MD8 |
| 15 | OVER SPEED WARNING (GAS & DIESEL) | 37 | 951 GENERATOR |
| 16 | AIR CONDITIONING C69 | 38 | M40 RELAY |
| 17 | AIR CONDITIONING C60 | 39 | STEPSIDE PICKUP/FENDER SIDE |
| 18 | HEATER WIRING BASE C41 | 40 | FLEETSIDE PICKUP/WIDESIDE |
| 19 | HEAVY DUTY HEATER C42 | | PULSE WIPERS CD4 |
| 20 | AUXILIARY HEATER C36 | | FLEETSIDE/WIDESIDE PICKUP |
| 21 | POWER WINDOWS & DOOR LOCKS TWO DOOR | | REAR END GATE LAMPS |
| 22 | POWER DOOR LOCKS TWO DOOR | | HEAVY DUTY TRAILER |
| | POWER WINDOWS TWO DOOR | | CAMPER EQUIPMENT |
| | POWER WINDOWS & DOOR LOCKS FOUR DOOR | | CARGO & DOME LAMP |
| | POWER DOOR LOCKS FOUR DOOR | | REAR LAMP WIRING I6 & 06 |
| | POWER WINDOWS FOUR DOOR | | REAR LAMP WIRING I6 & 06 |
| | | | REAR LAMP 03 & 04 W/O E62/E63 |
| | | | REAR WINDOW DEFOGGER |

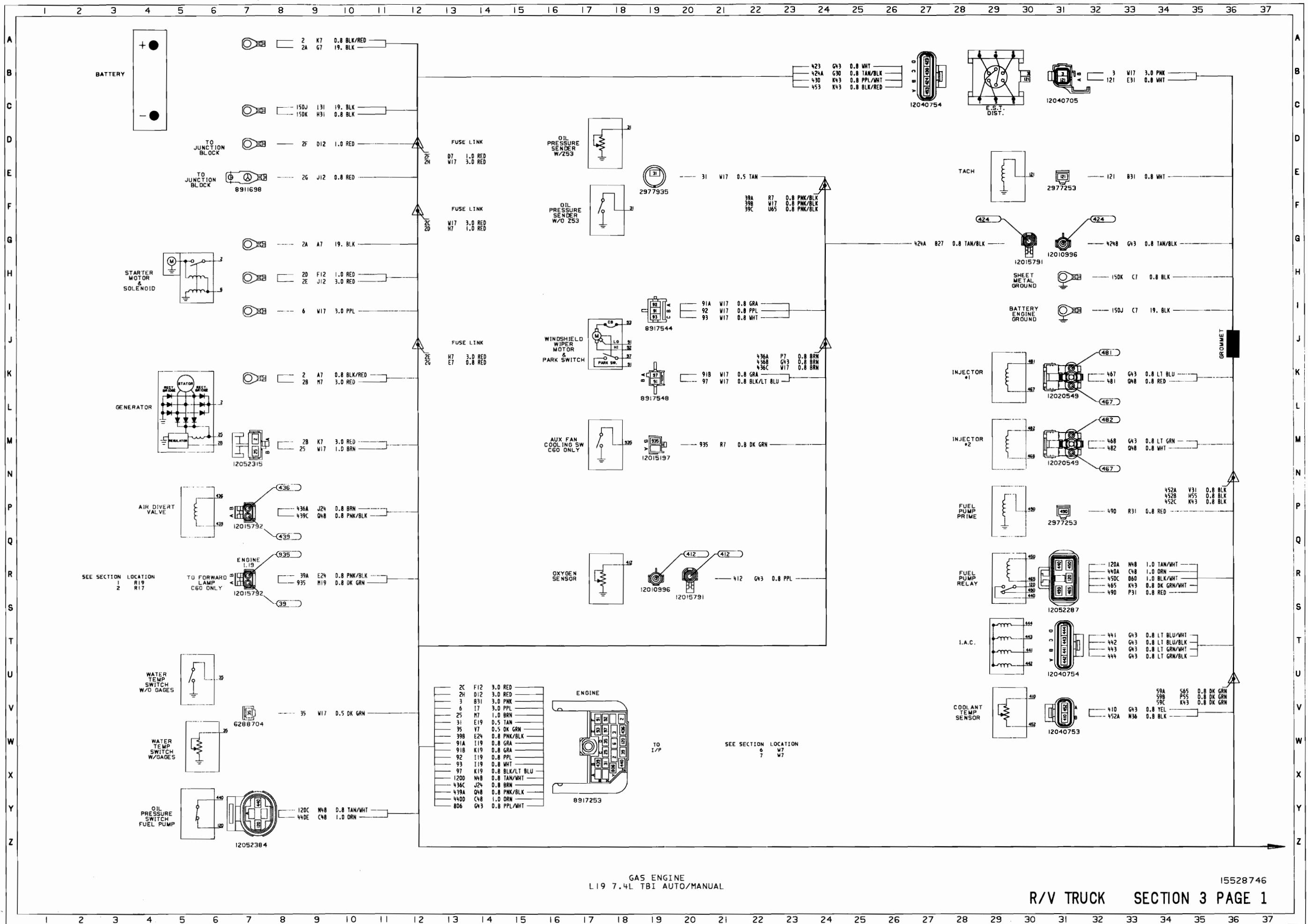


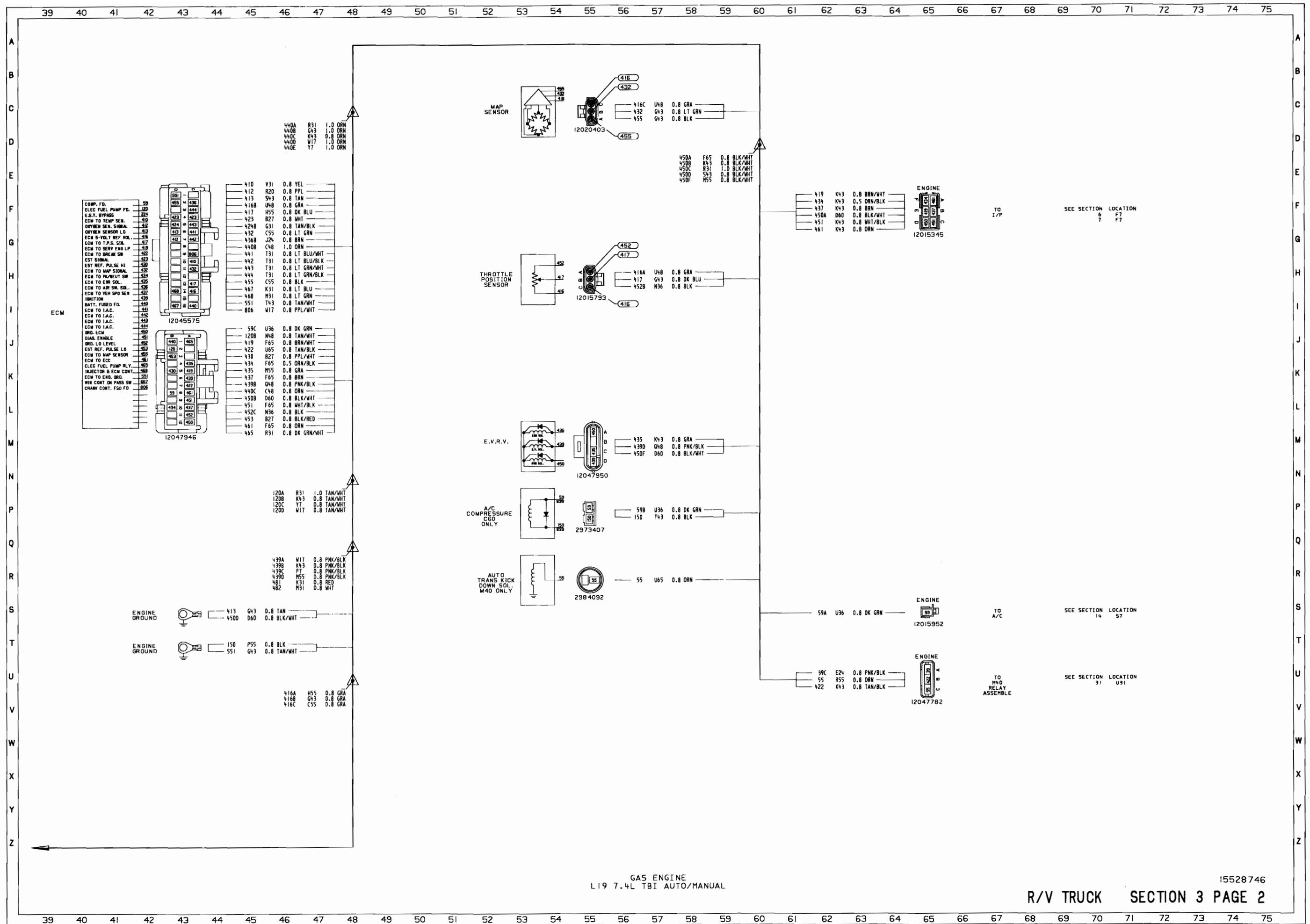


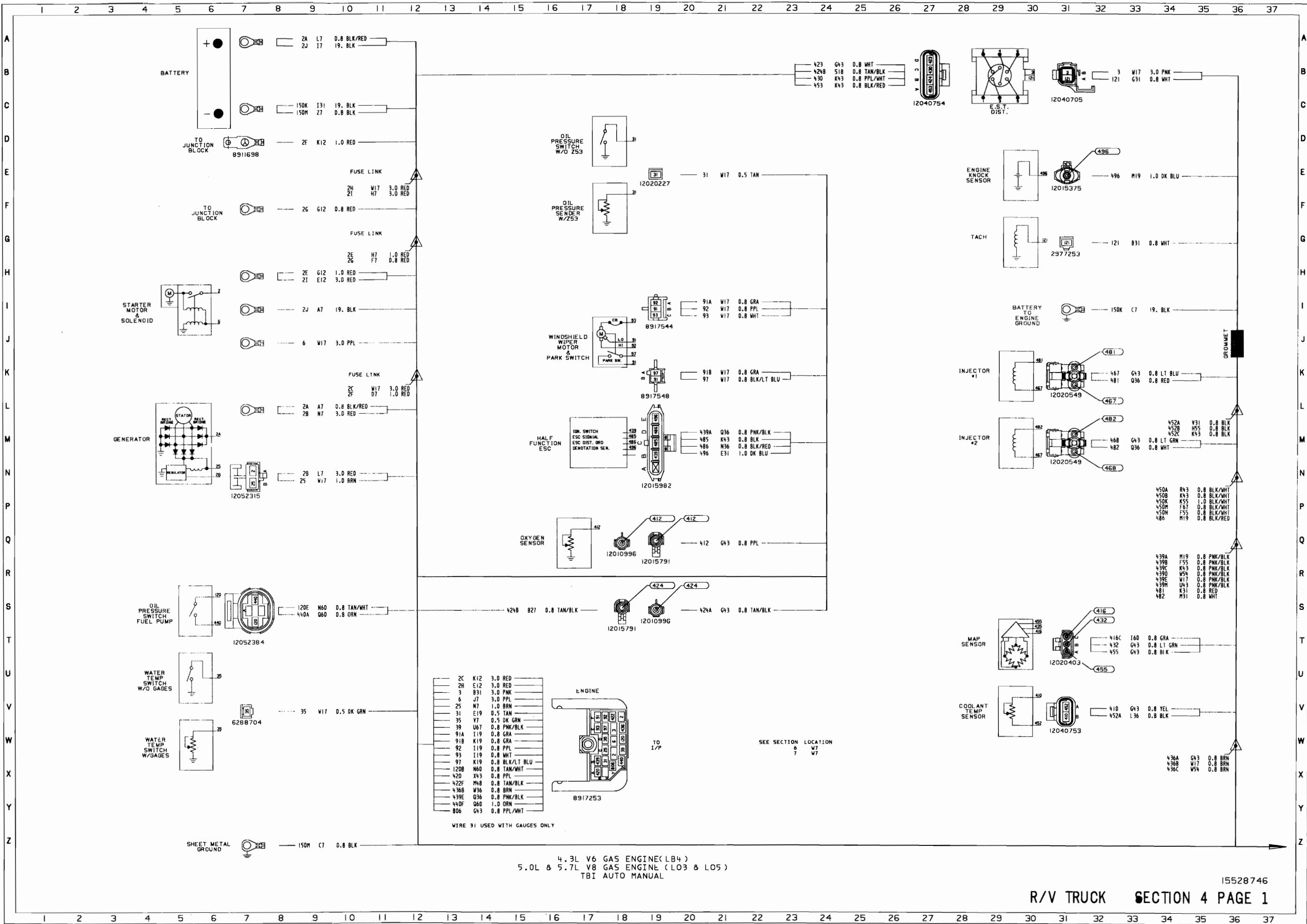


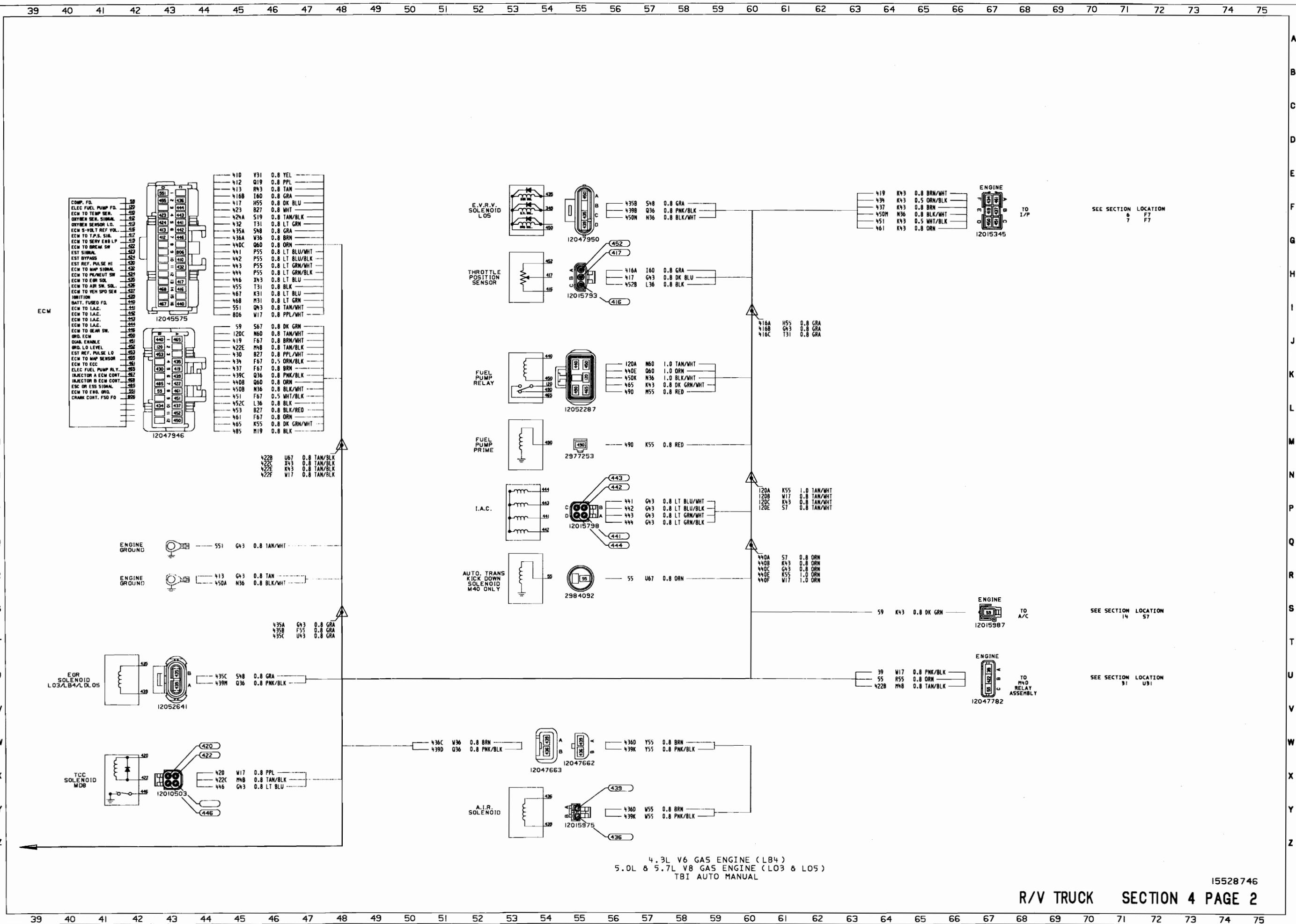


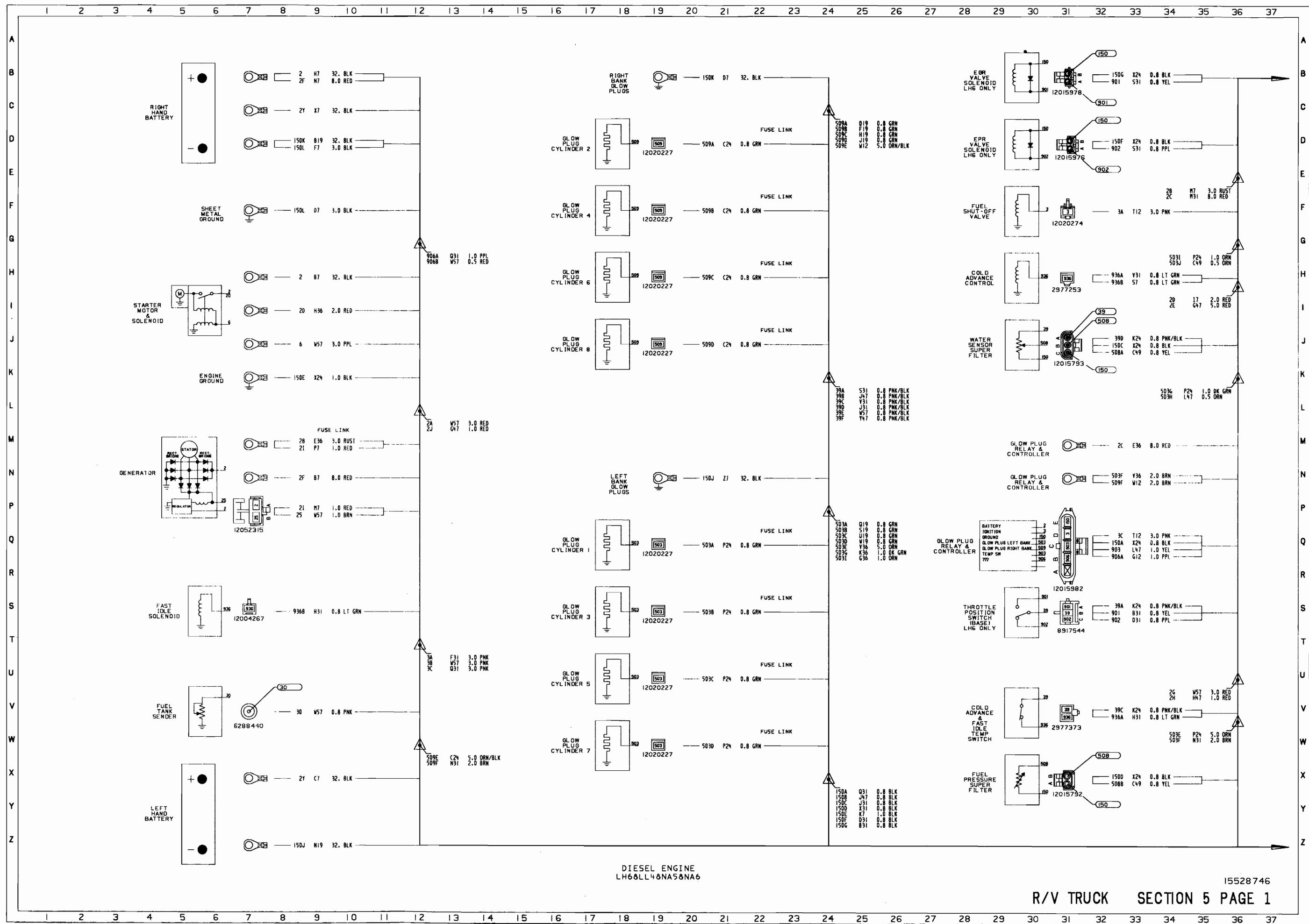


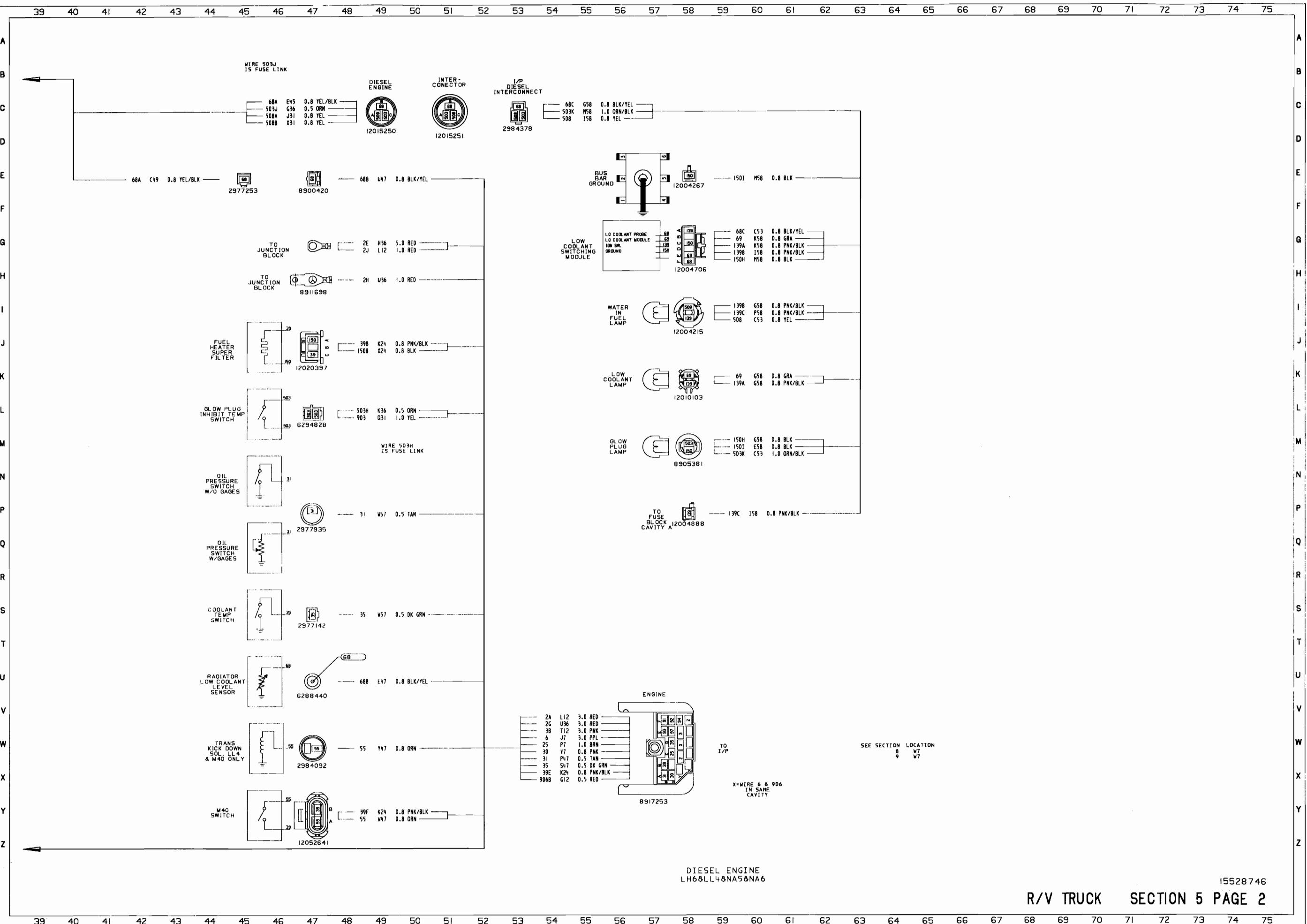


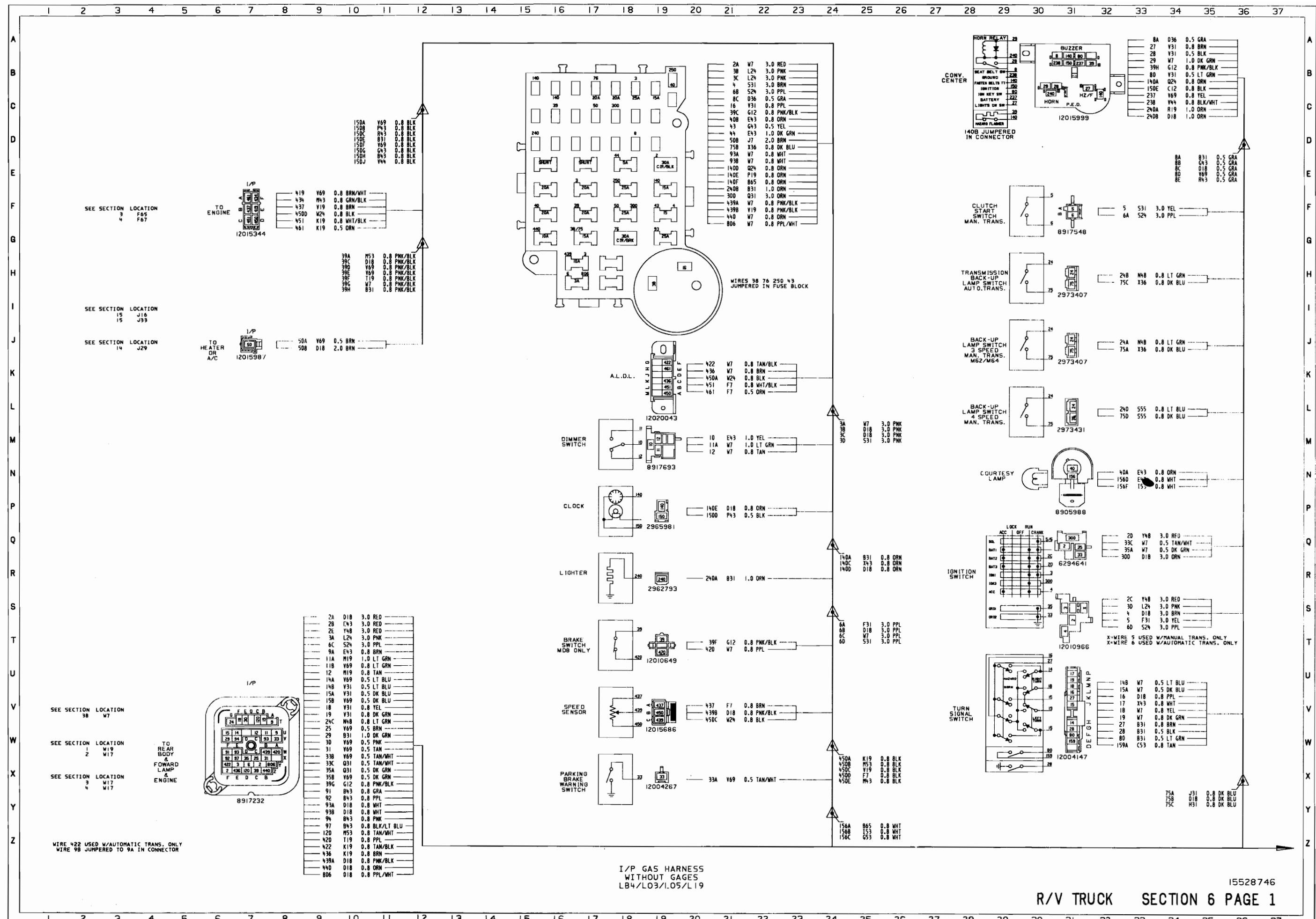


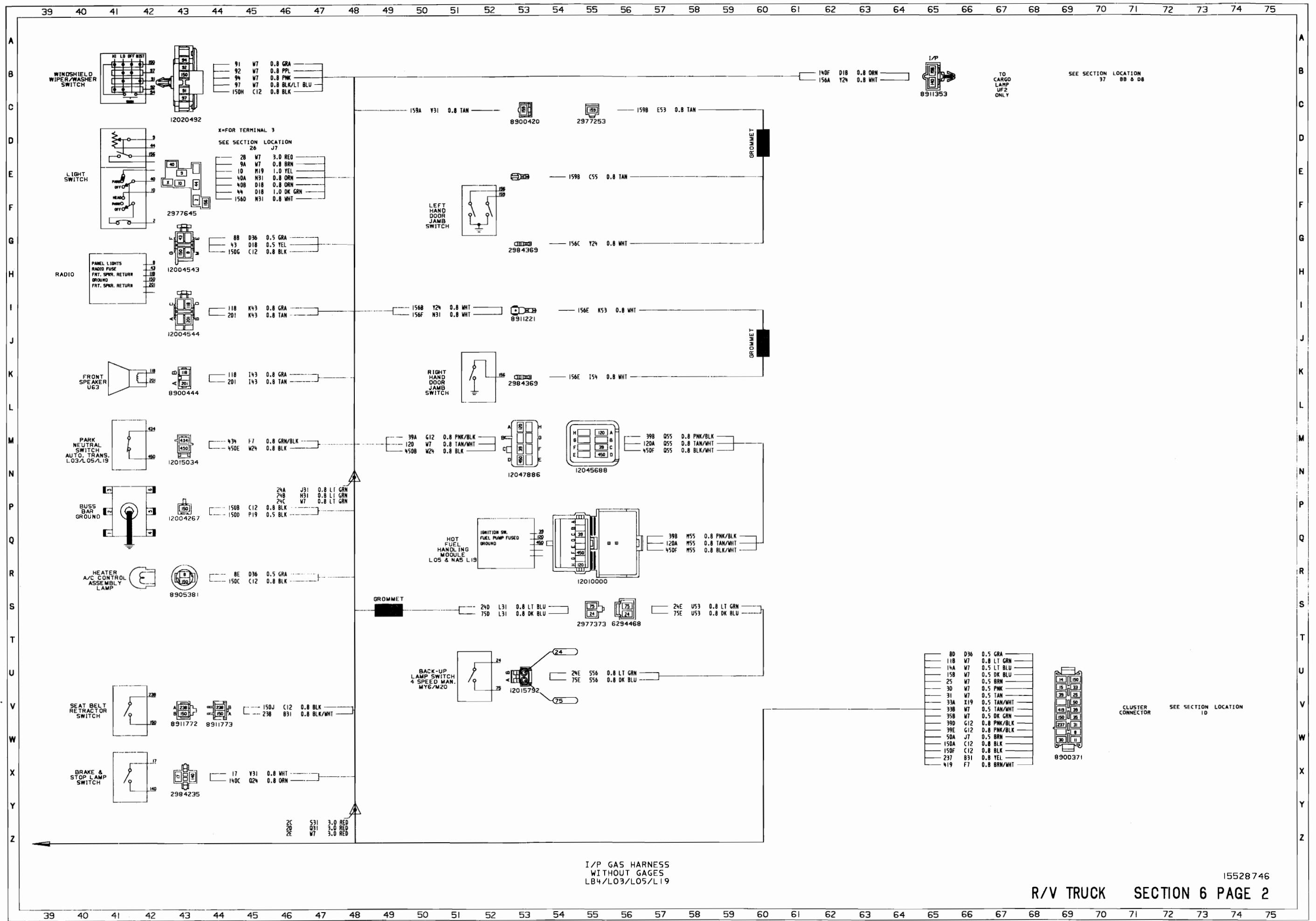


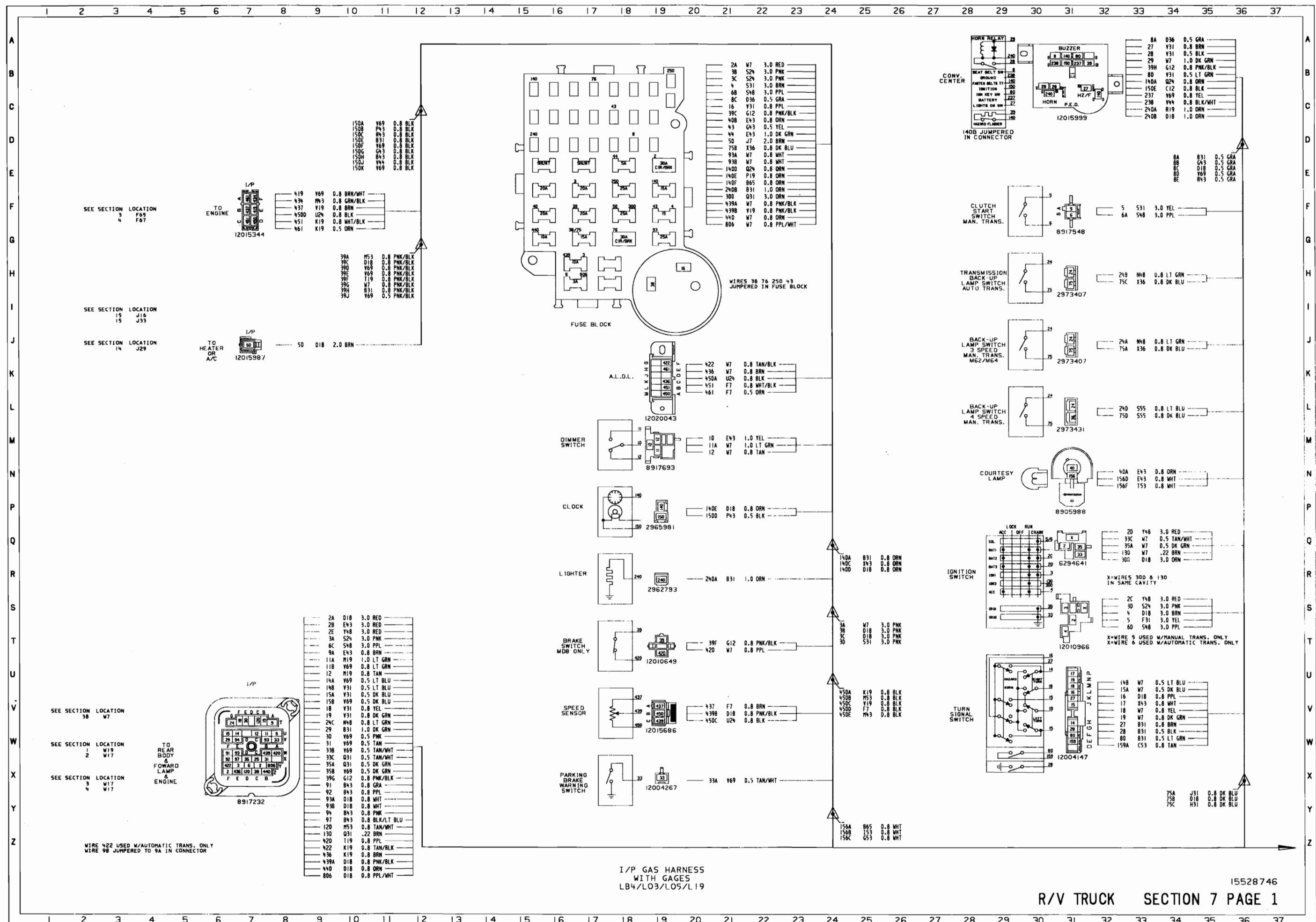


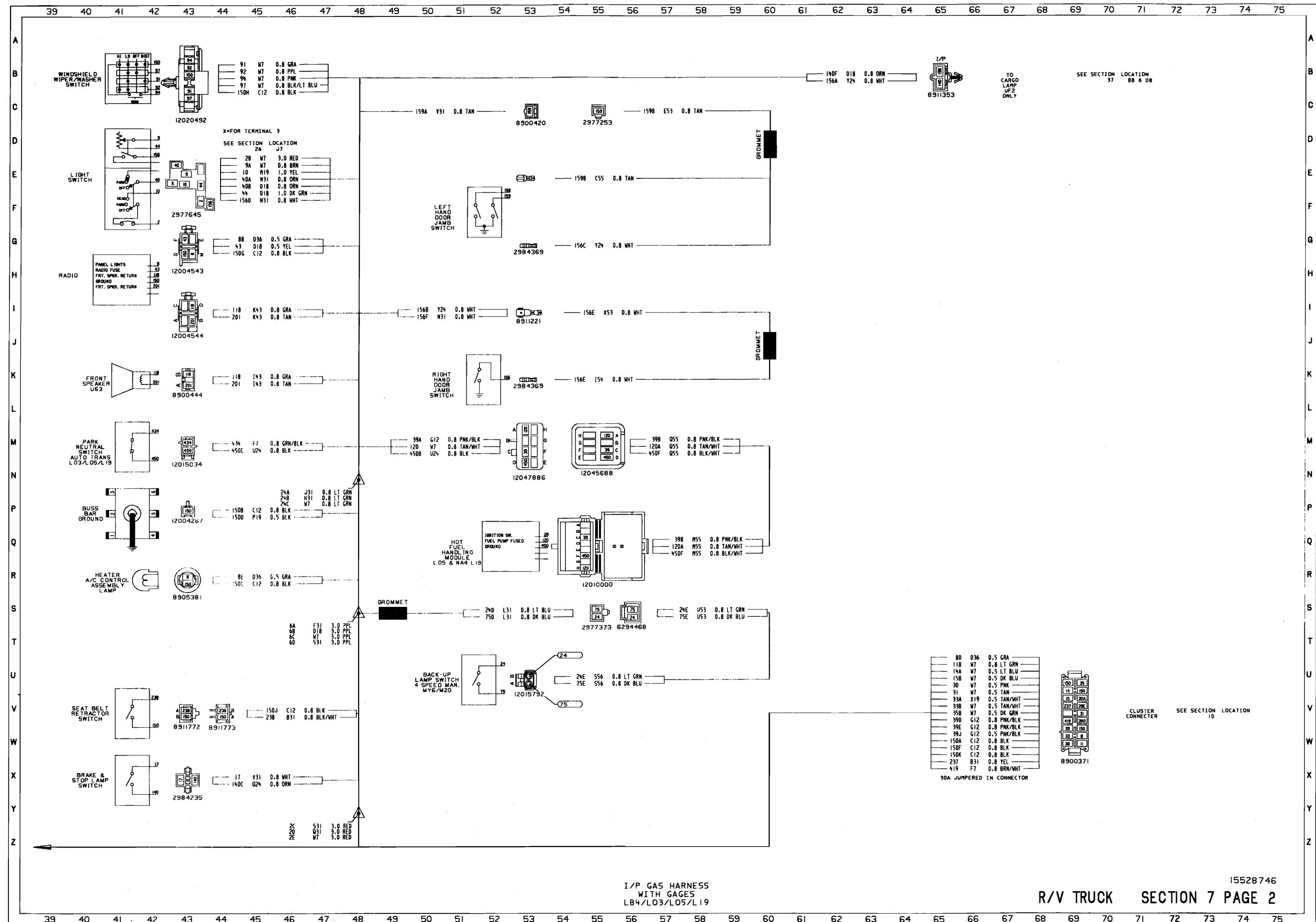


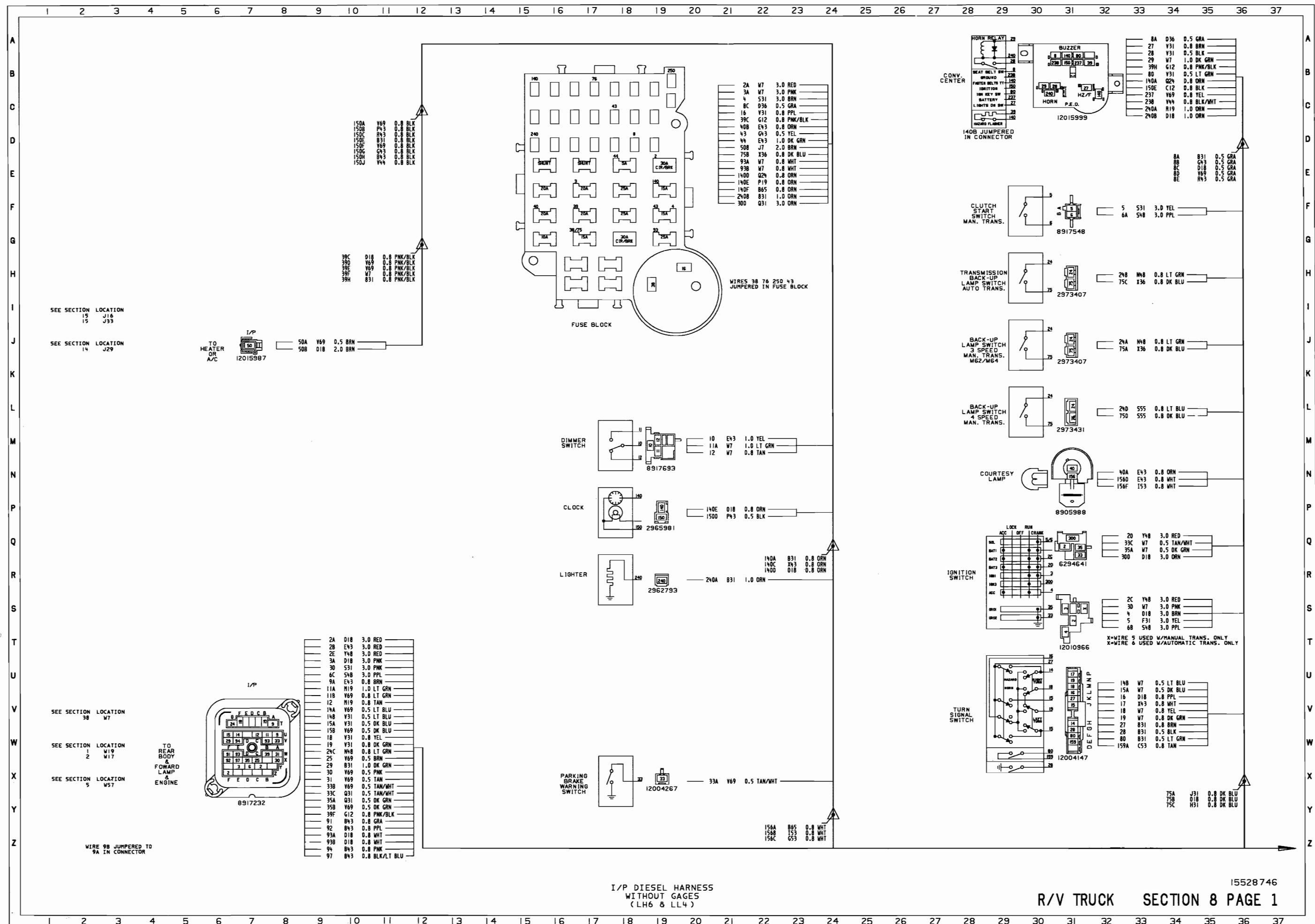


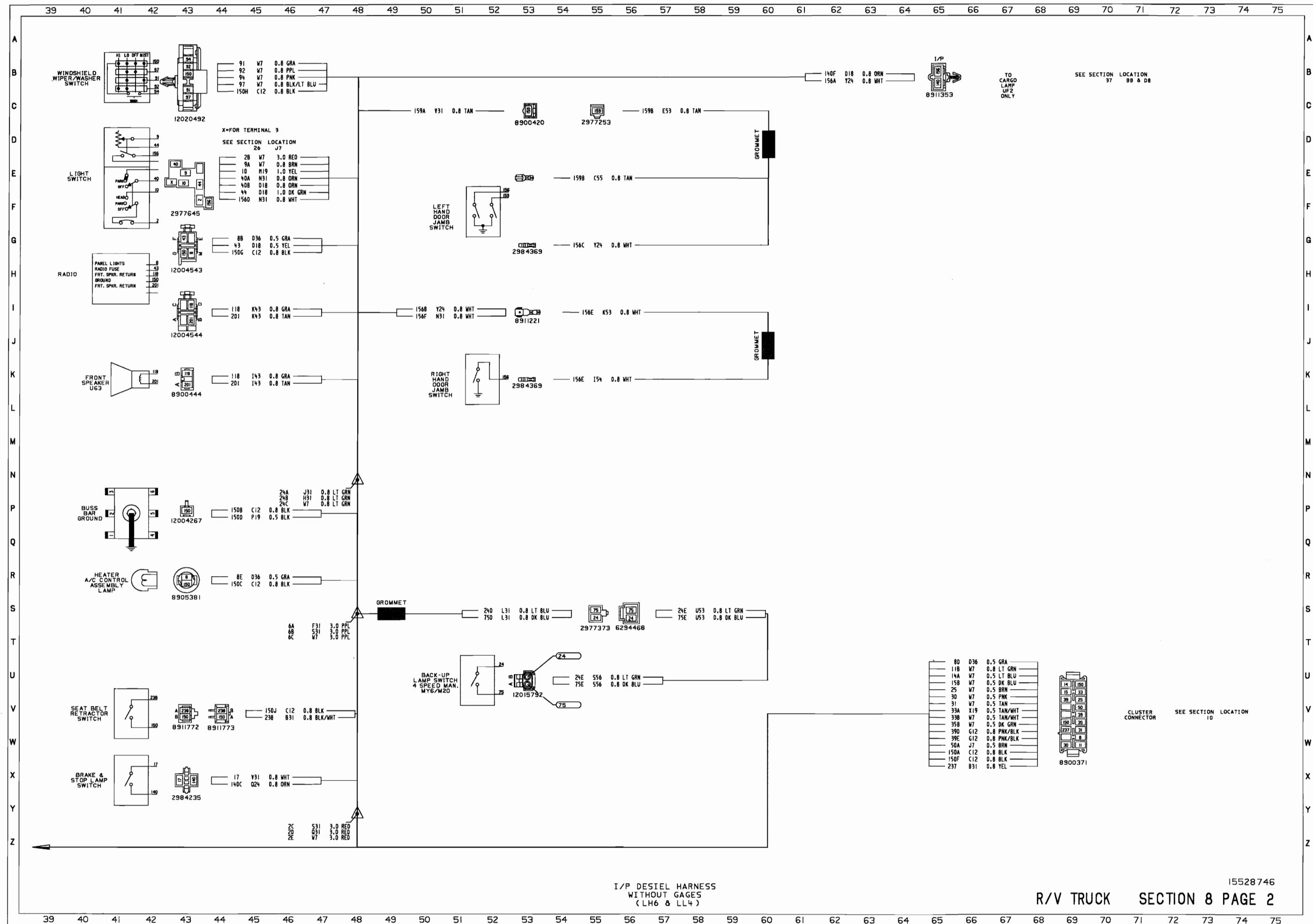


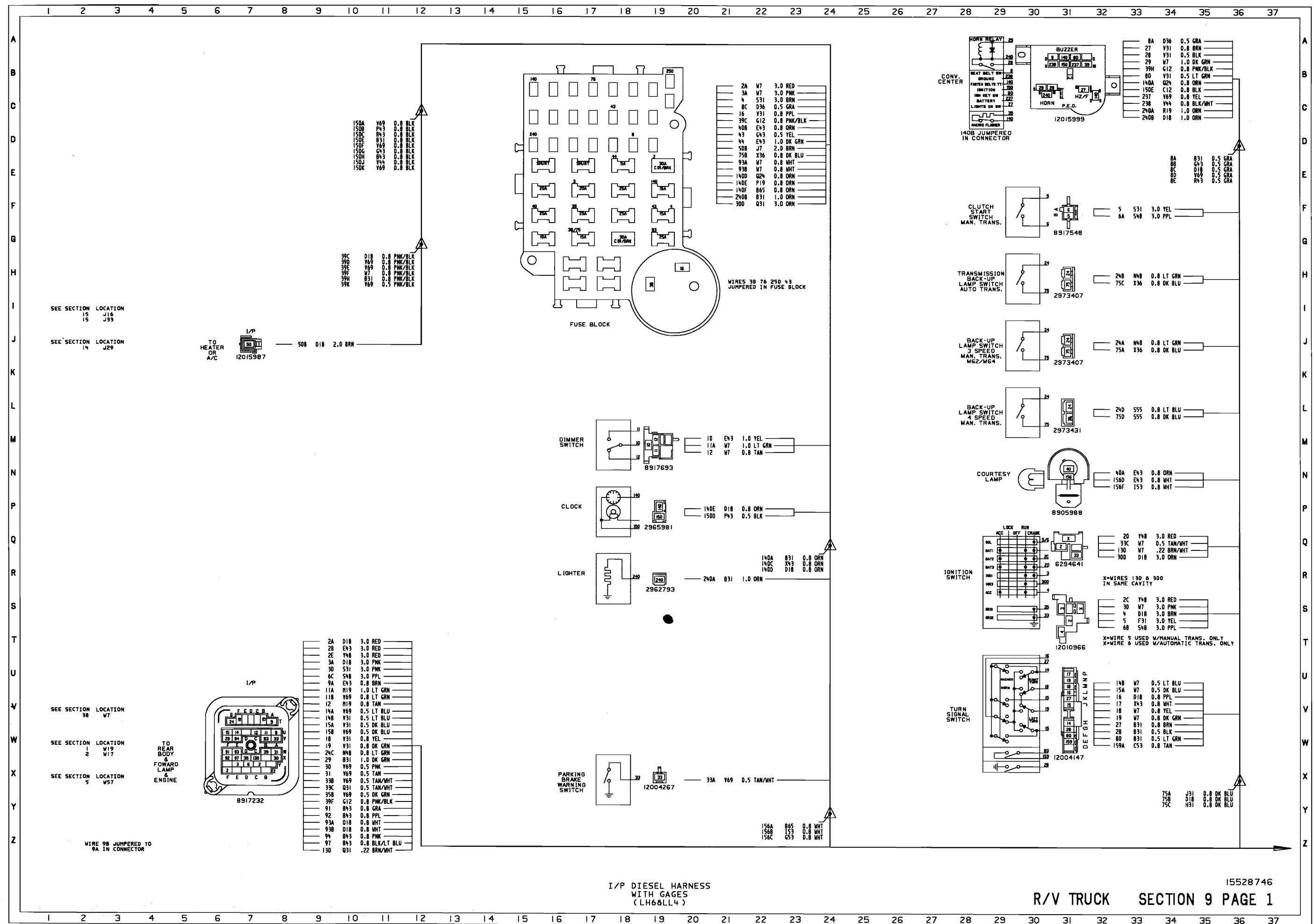


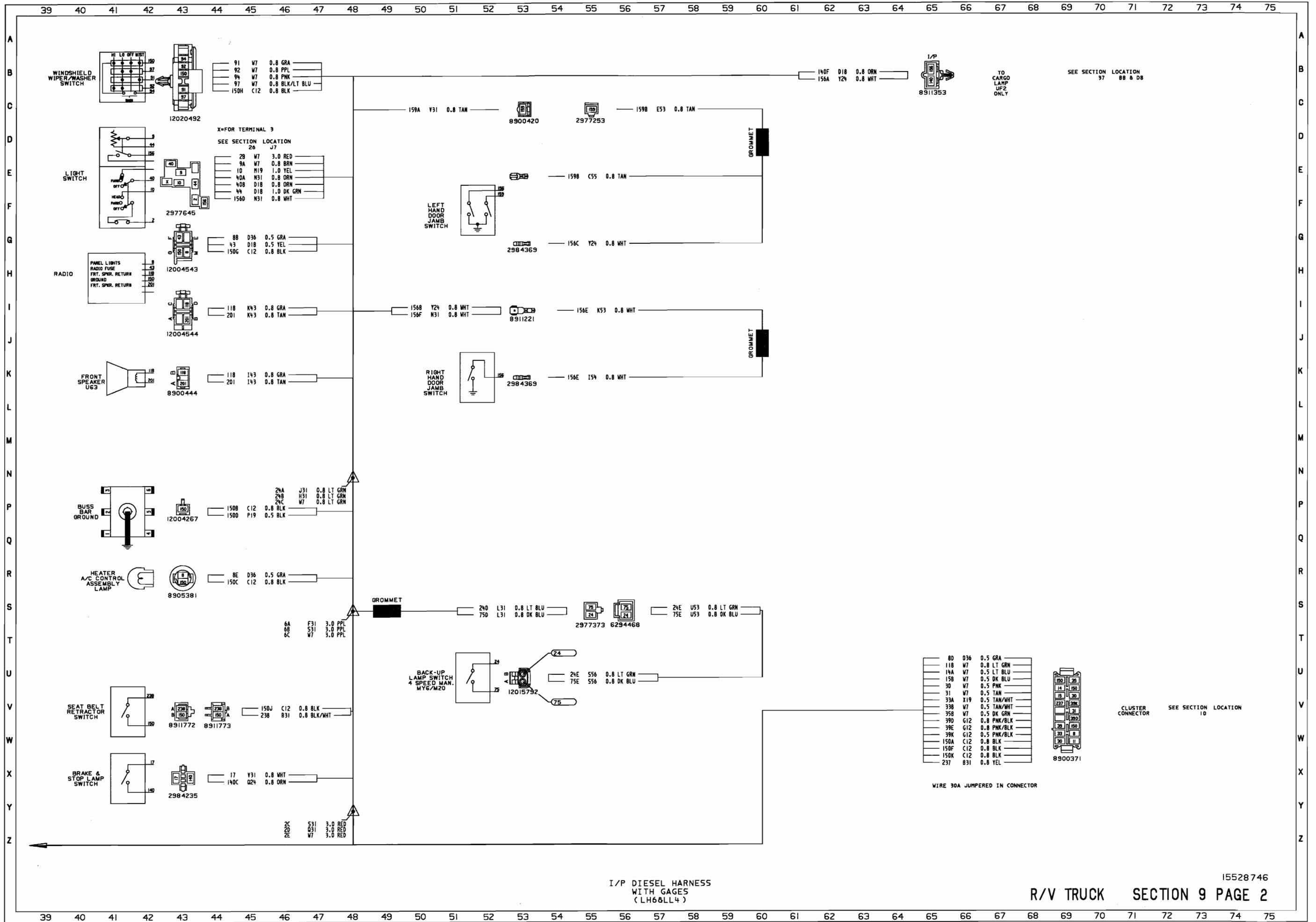








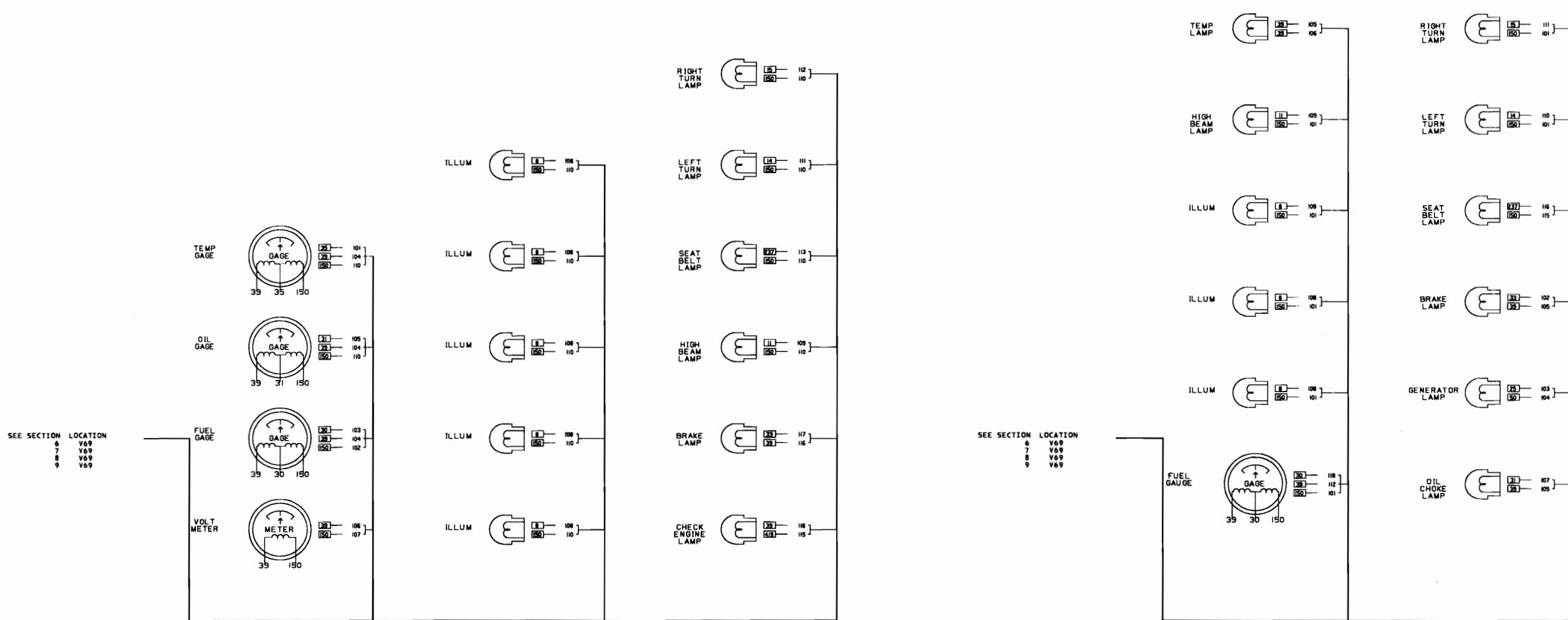




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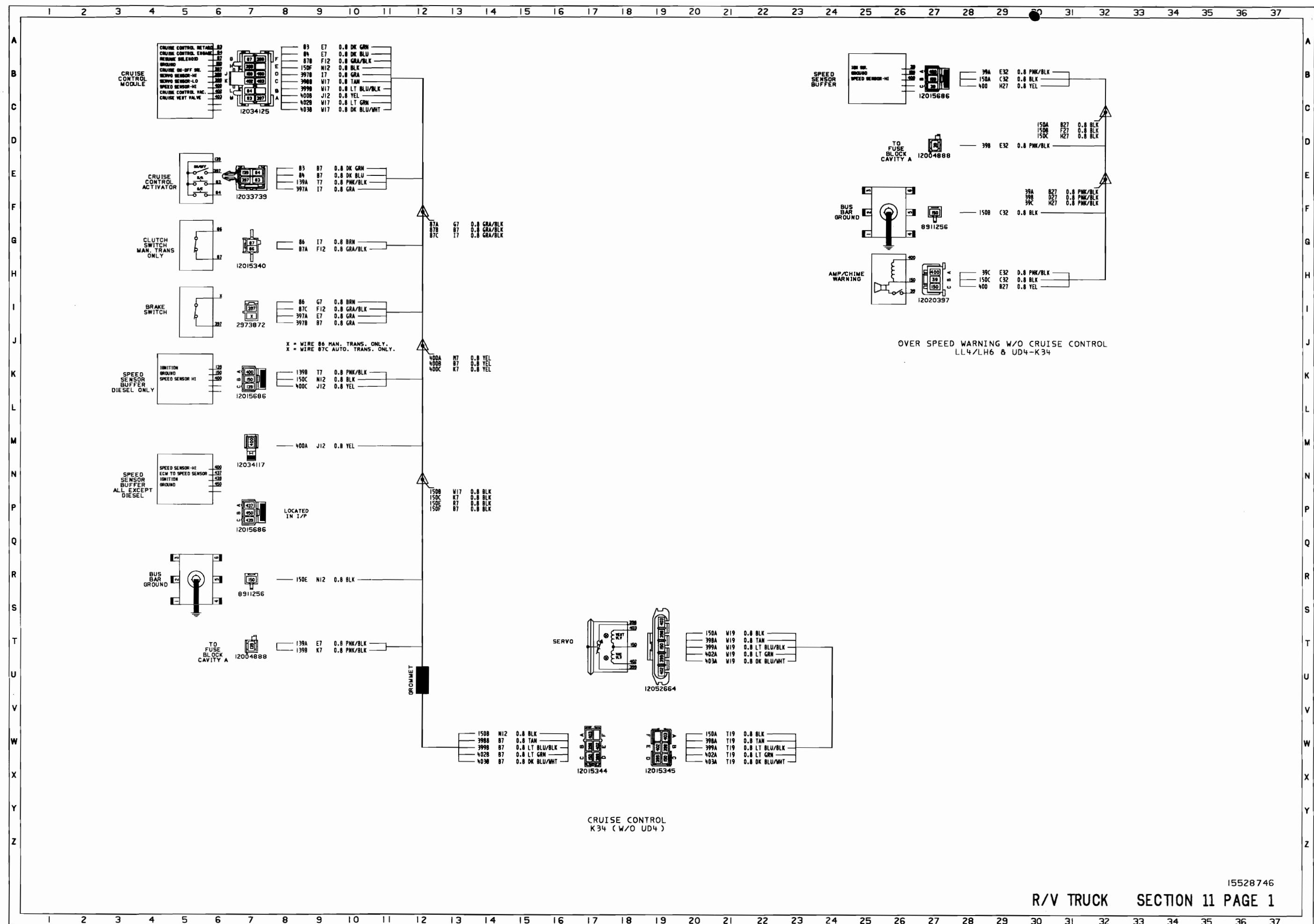


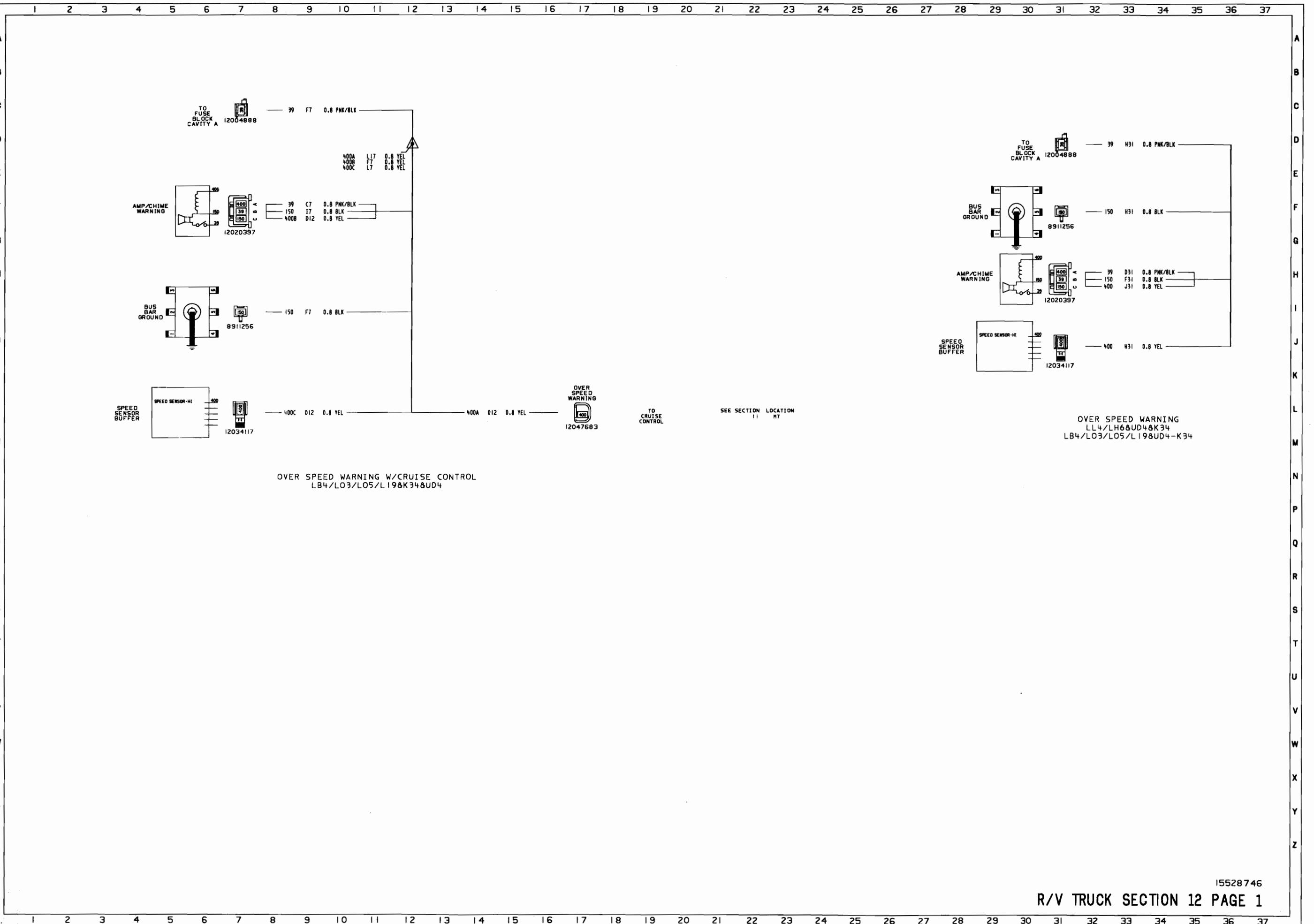
**INSTRUMENT CLUSTER
GAUGE WITH TACH**

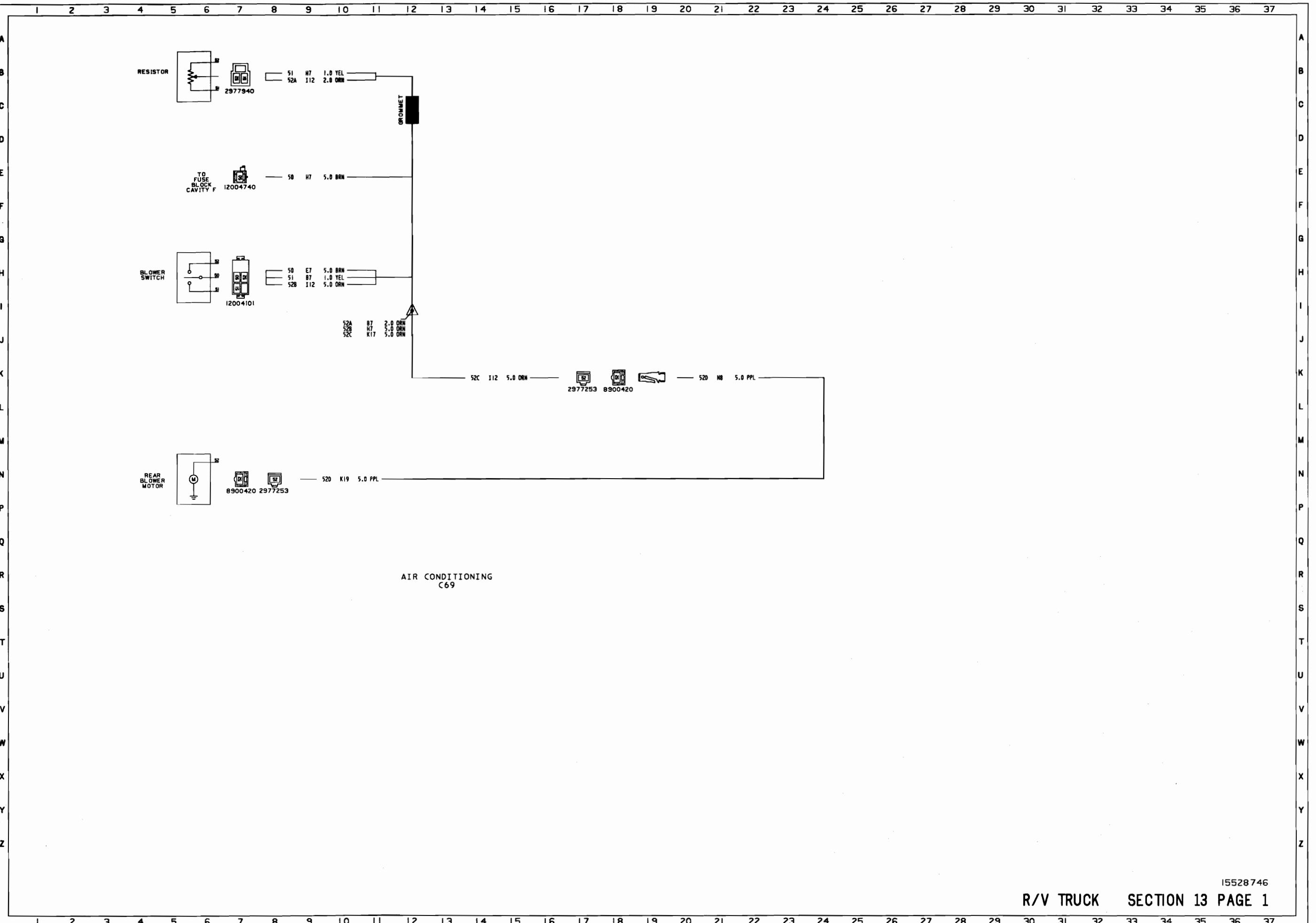
INSTRUMENT CLUSTER WITHOUT GAUGES

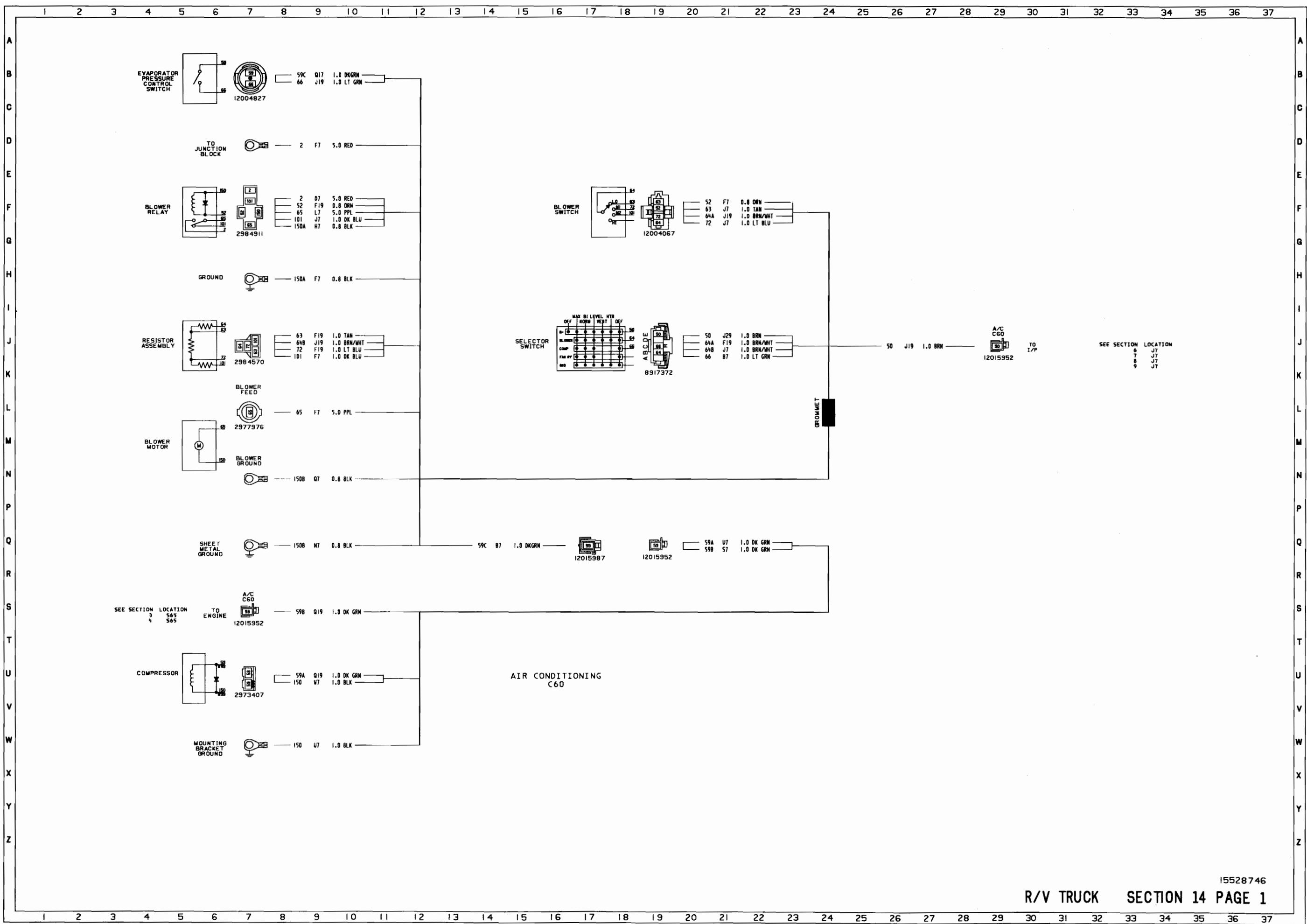
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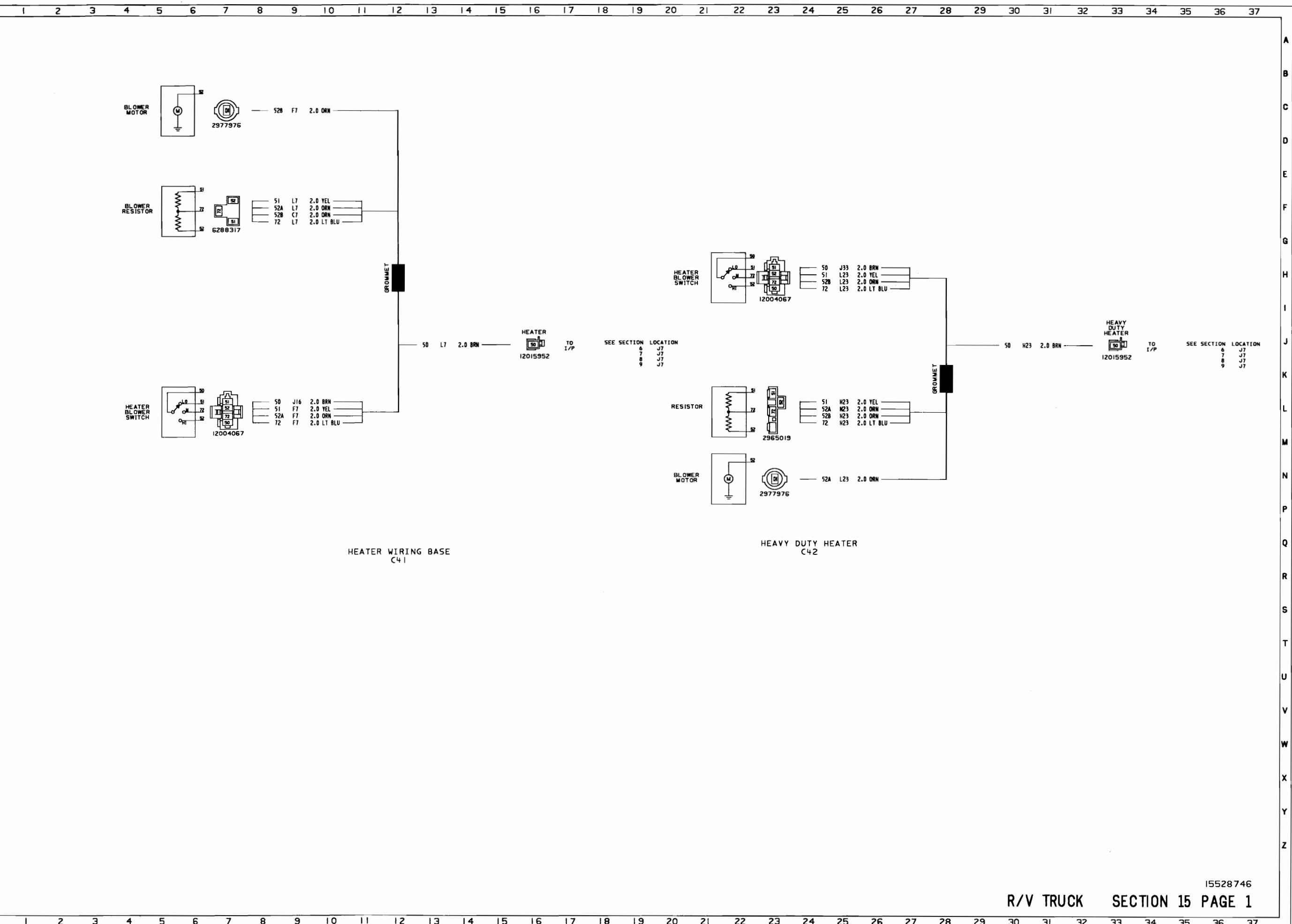
R/V TRUCK SECTION 10 PAGE 1

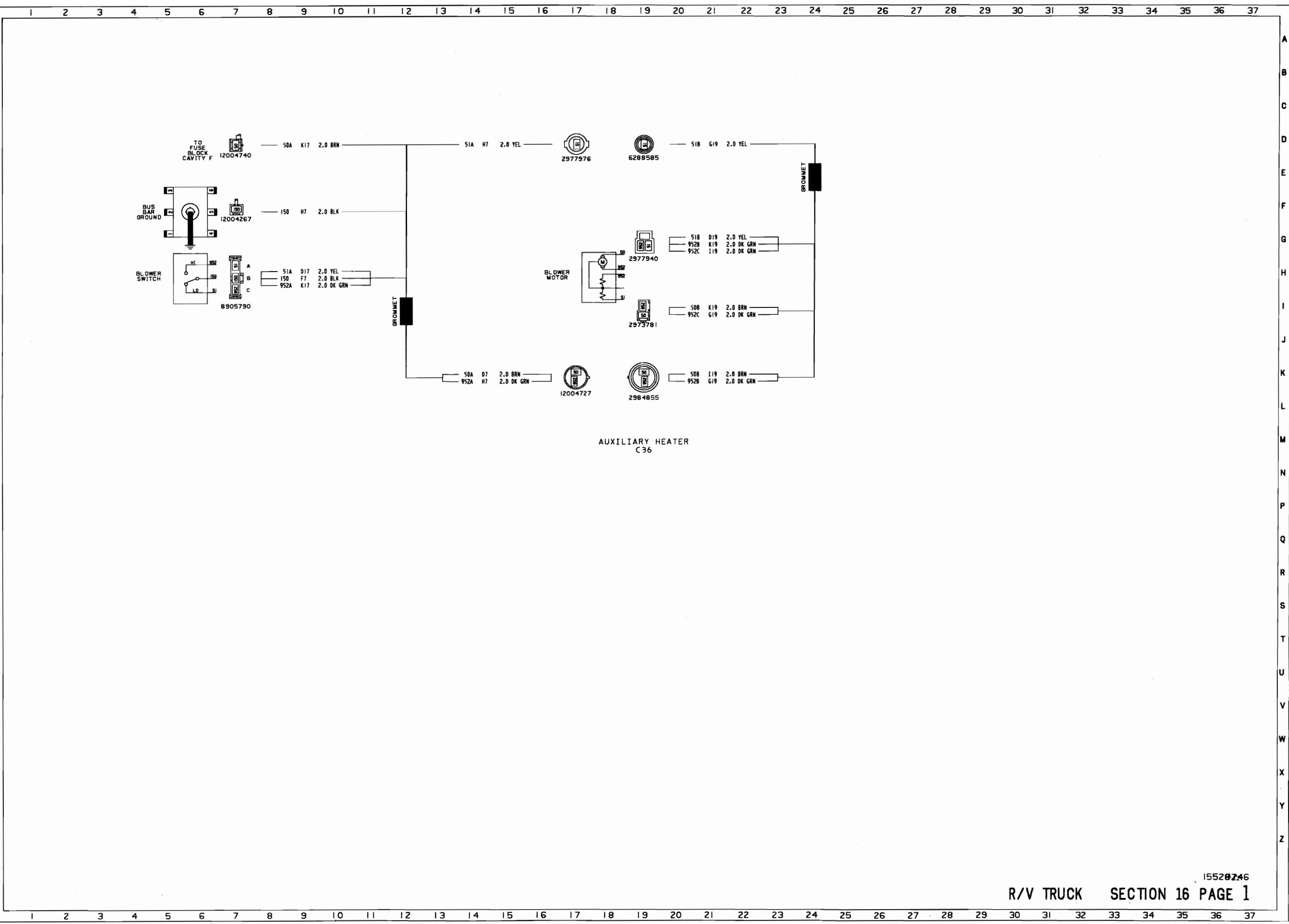


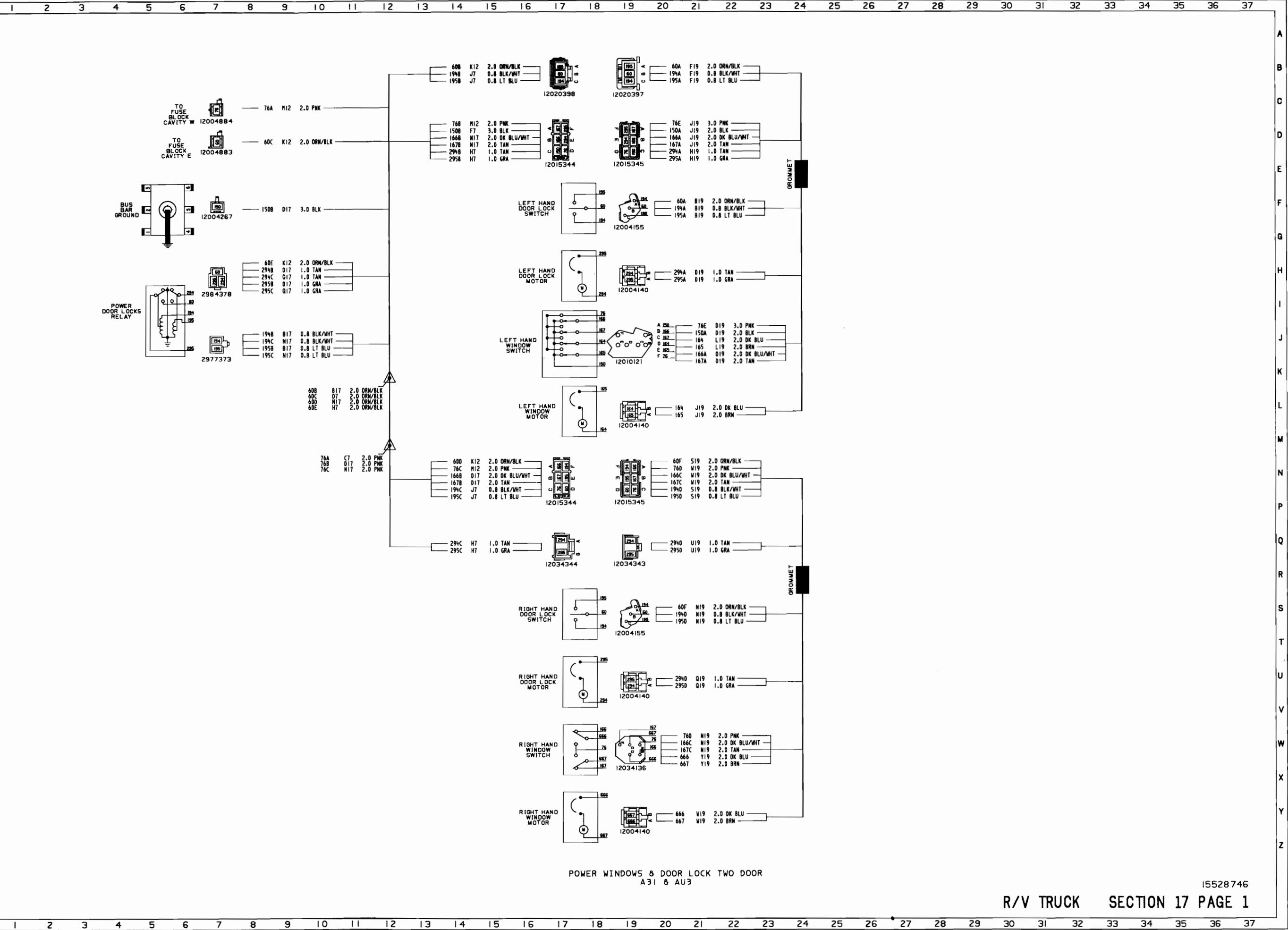


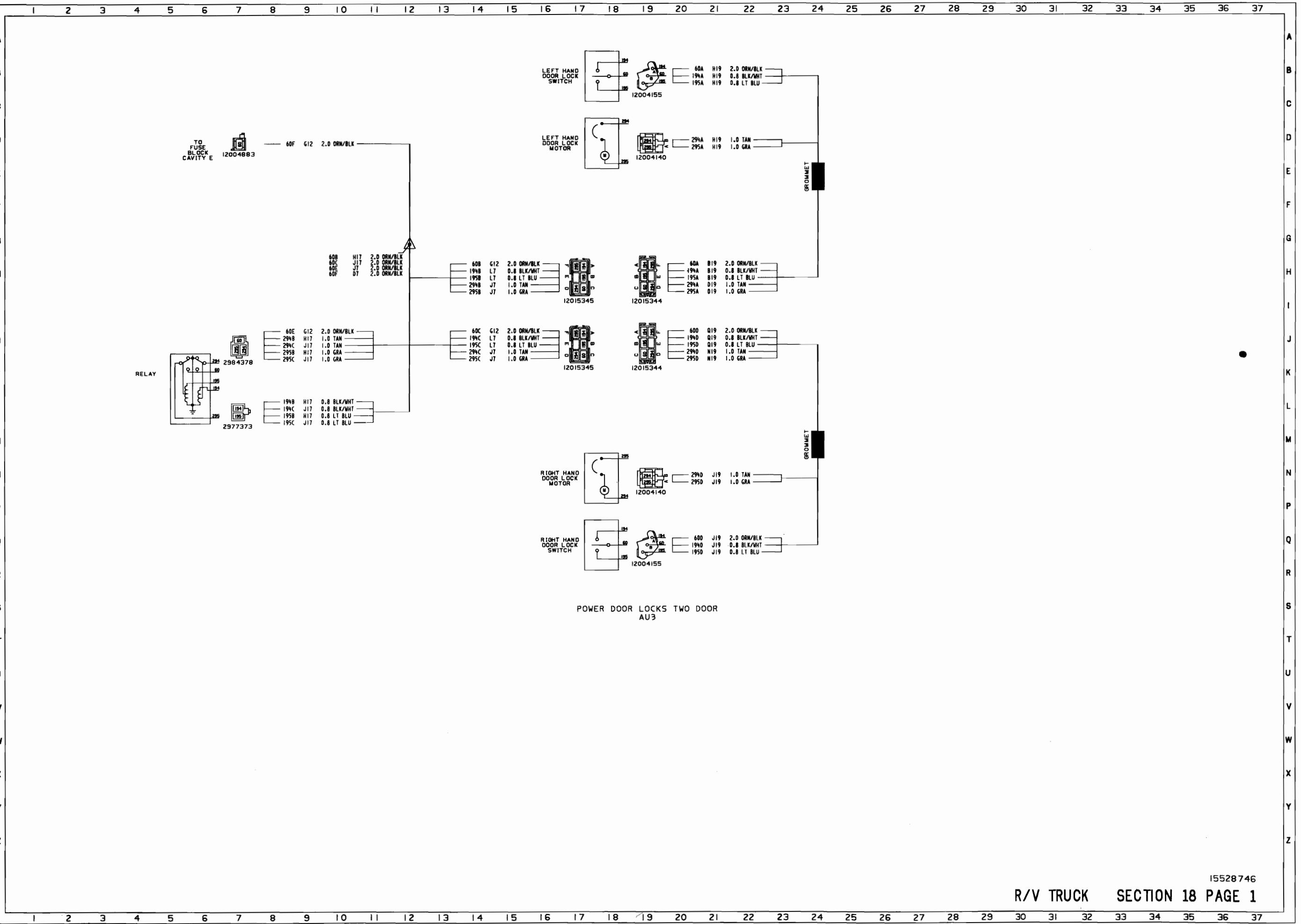




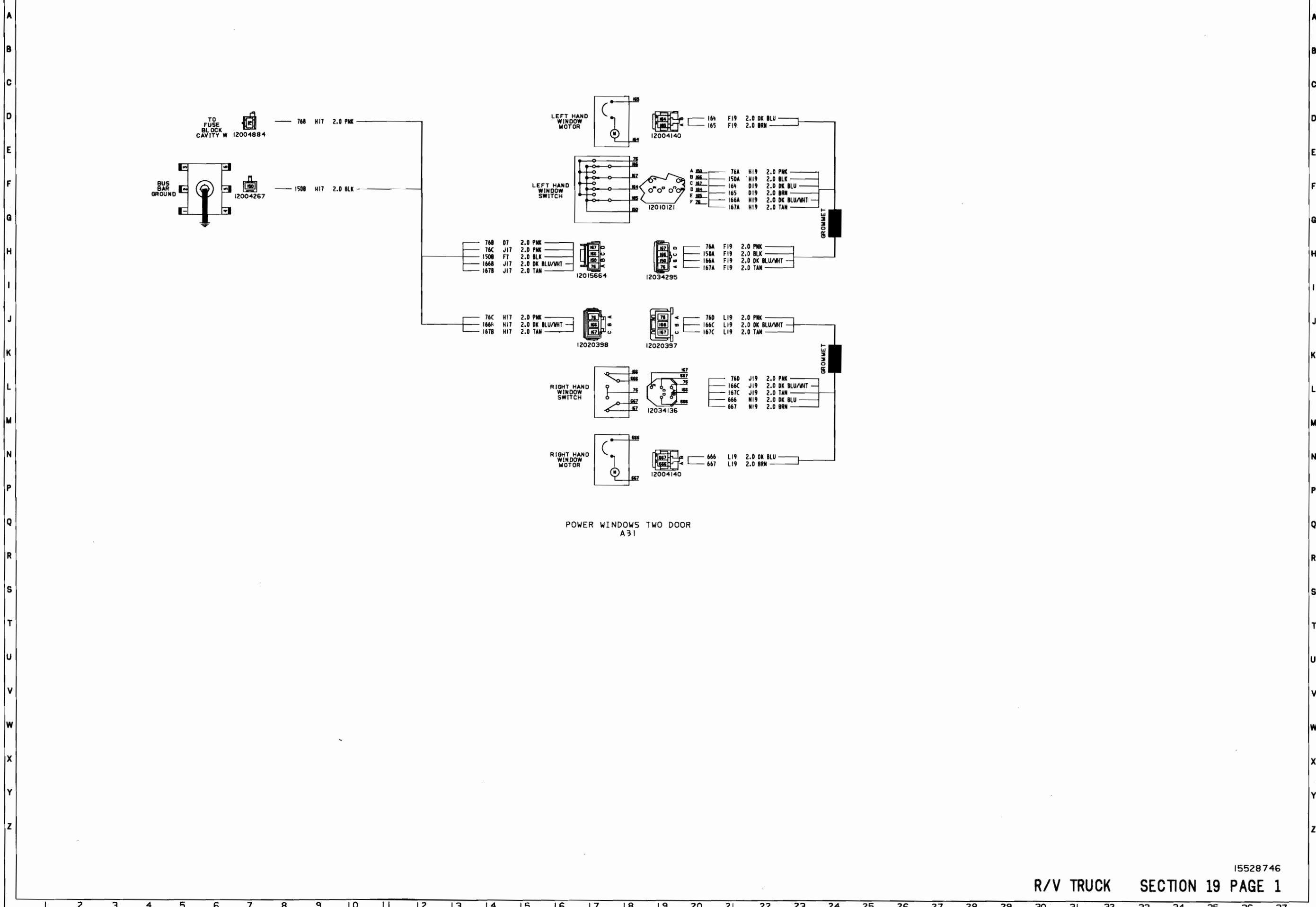


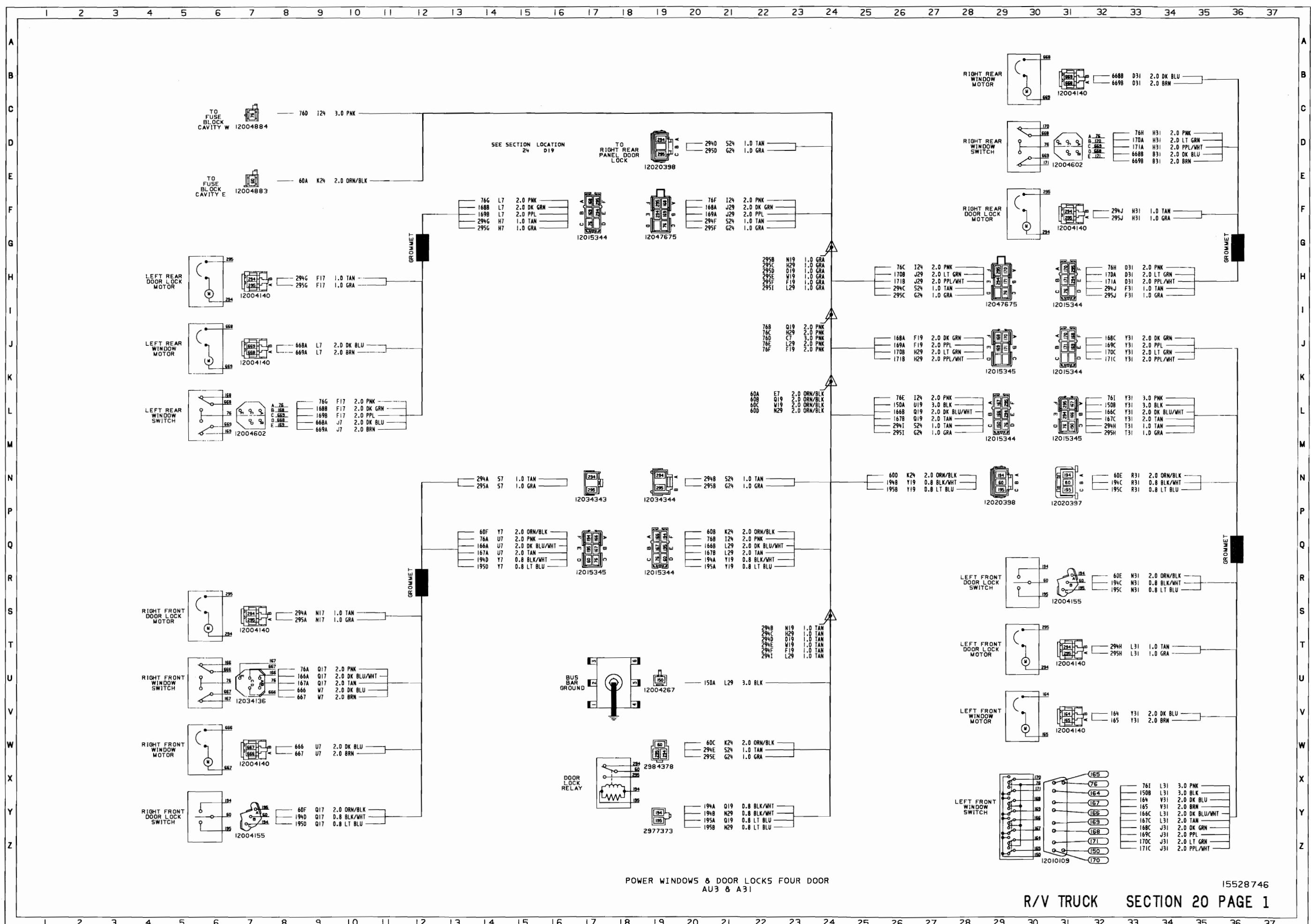


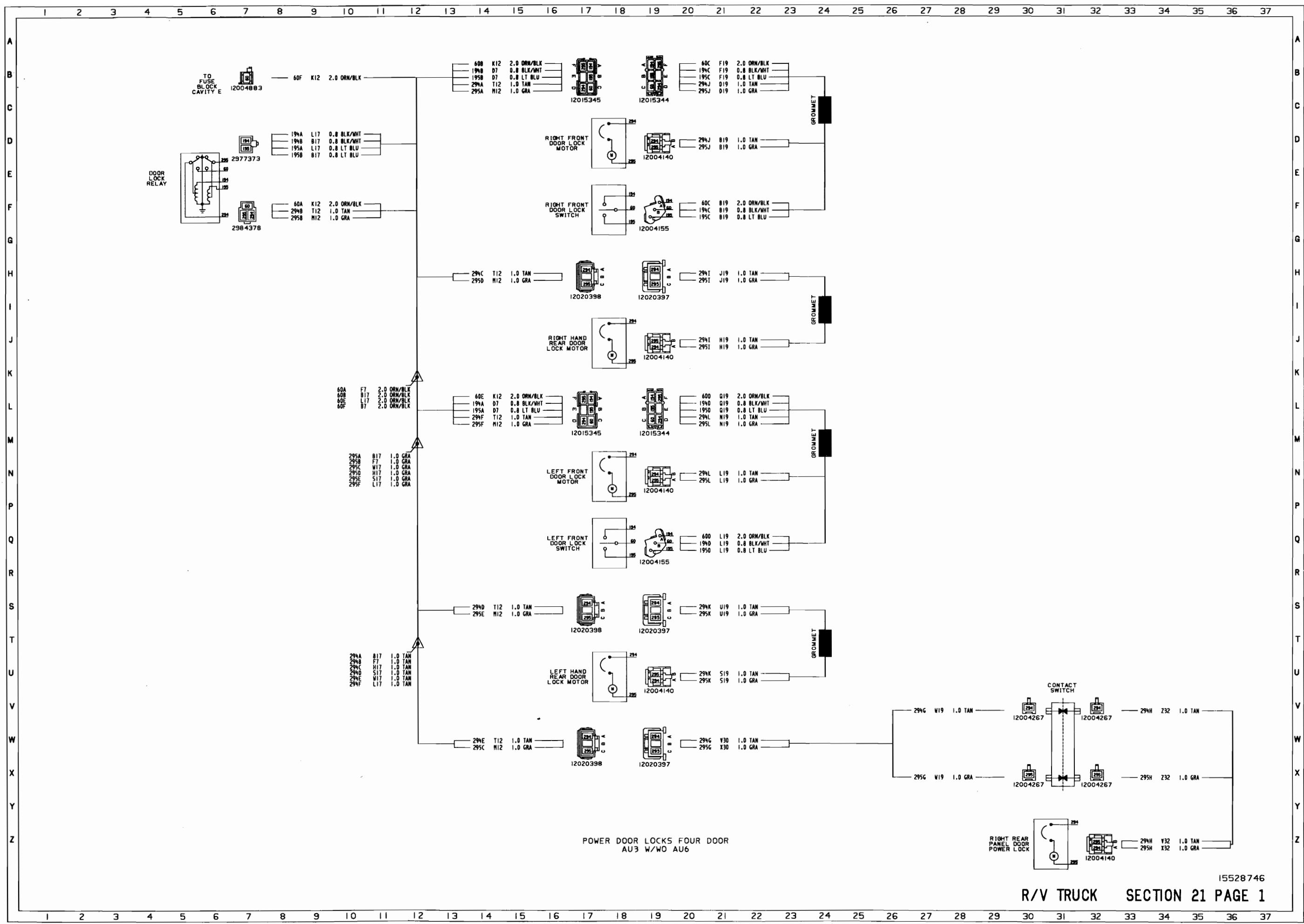


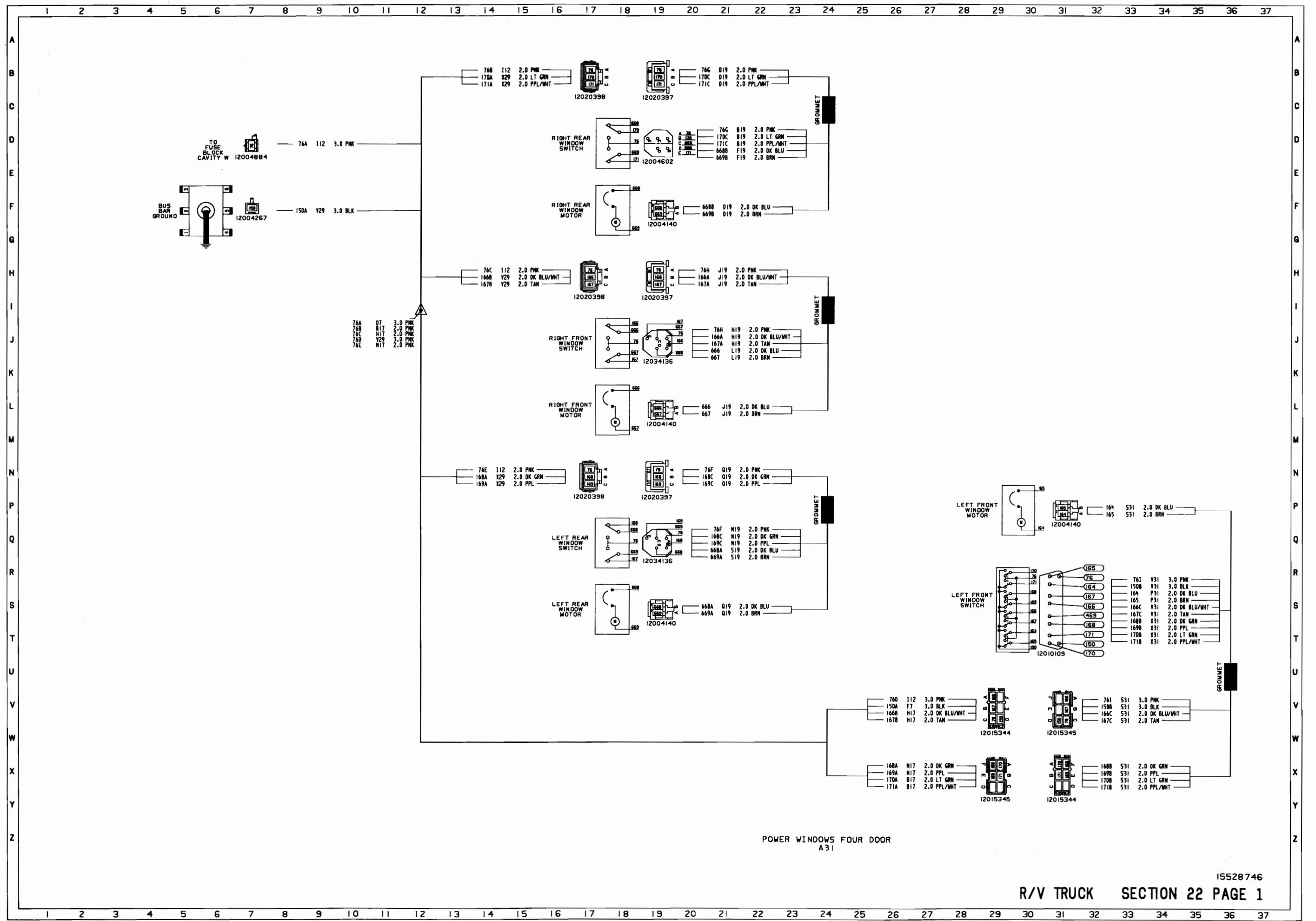


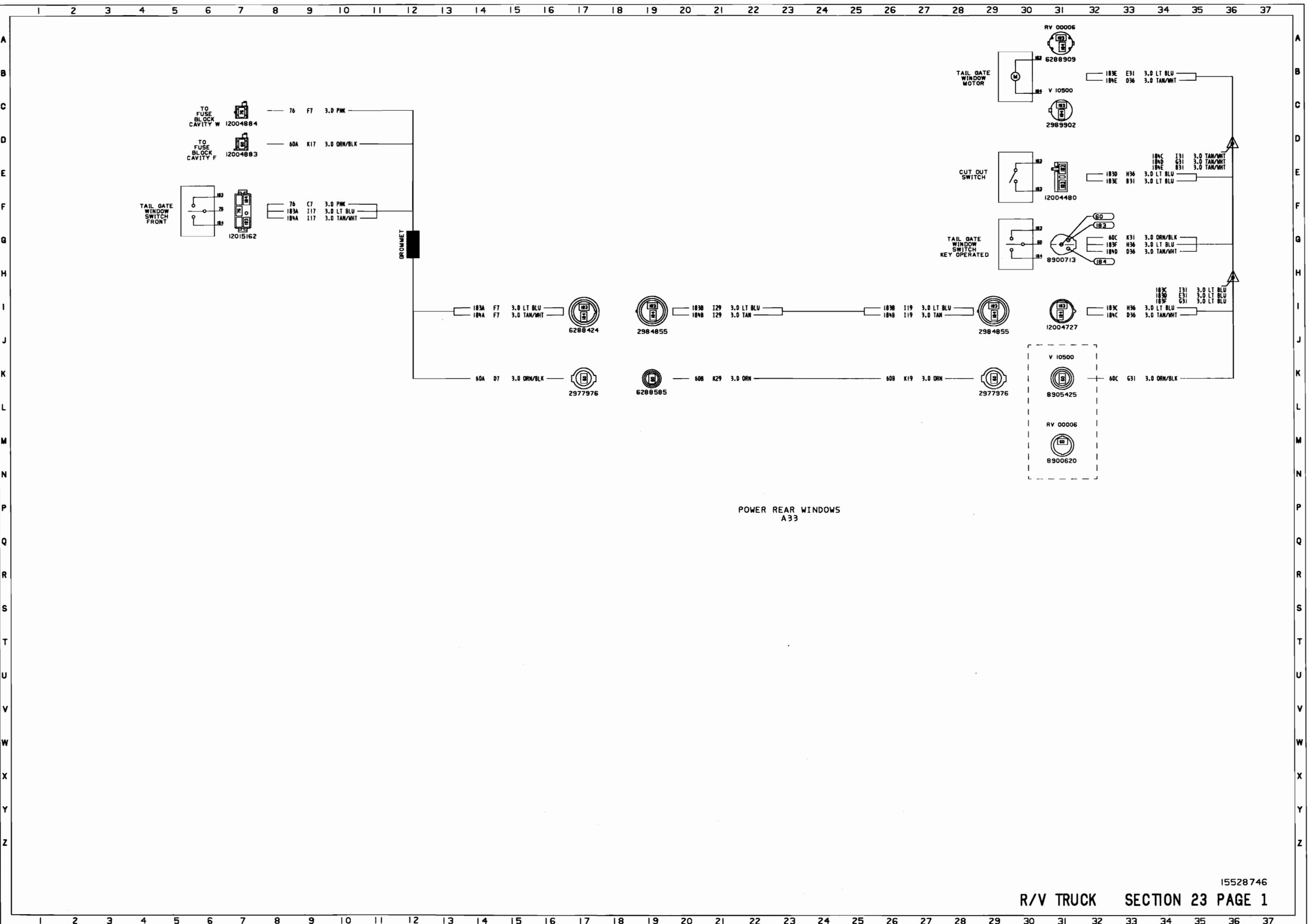
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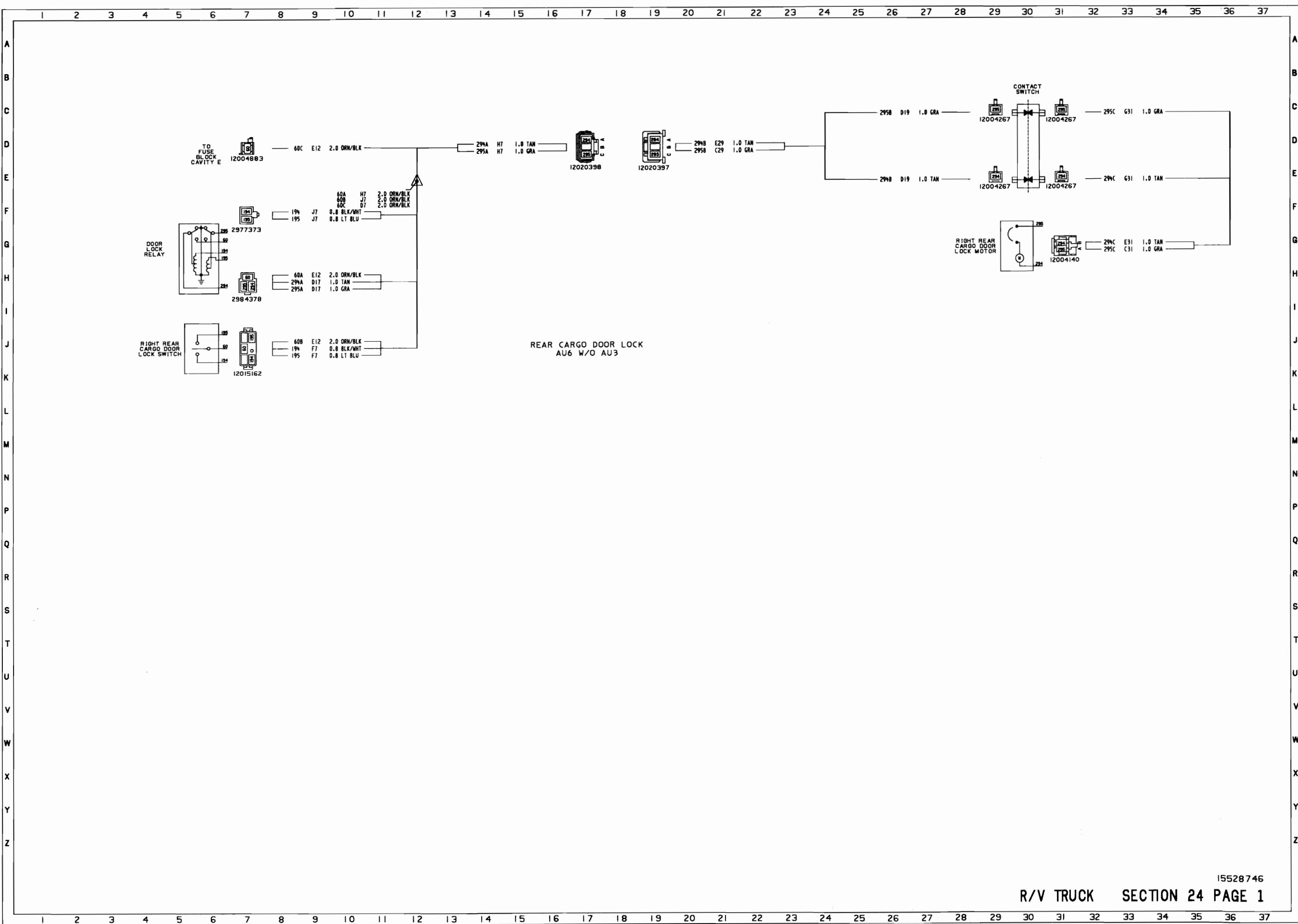


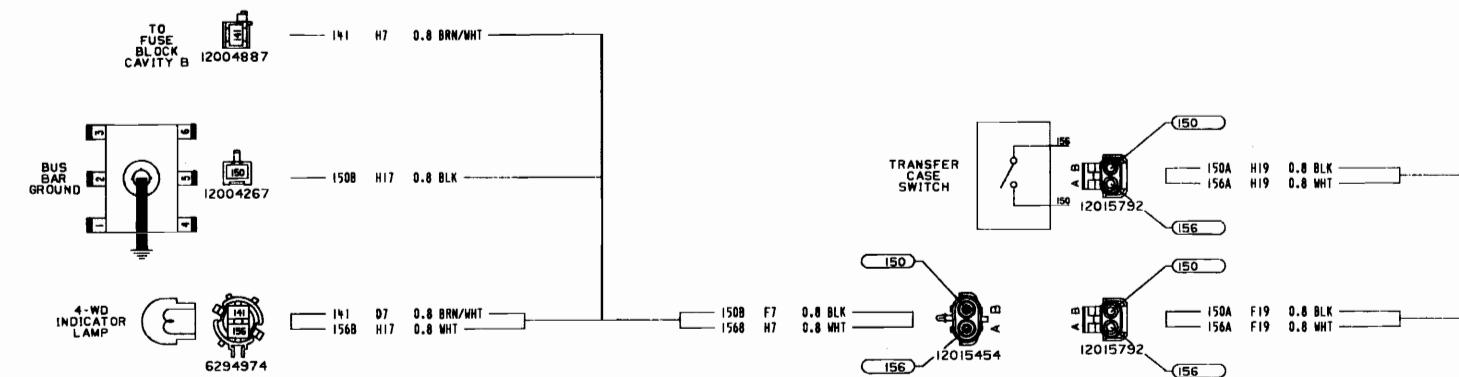




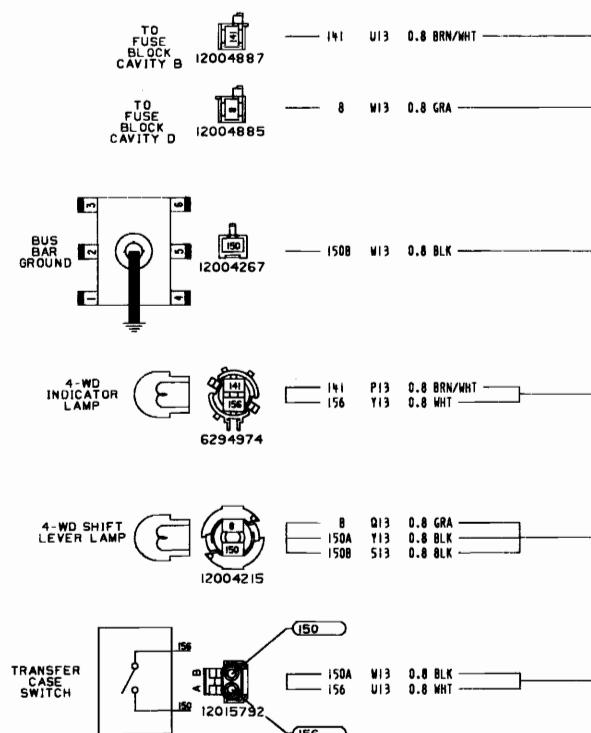








4 WHEEL DRIVE INDICATOR LAMP
V300



4 WHEEL DRIVE INDICATOR LAMP
V100 200

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