SECTION 21

BODY ELECTRICAL EQUIPMENT

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CONTENTS

21-1. COMBINATION METER ...........................................21-2
21-2. HEAD LIGHT ...................................................21-4
21-3. TURN SIGNAL LIGHT AND HAZARD WARNING LIGHT........21-7
21-4. WINDSHIELD WIPER MOTOR .................................21-9
21-5. WATER TEMPERATURE METER AND GAUGE ..................21-11
21-6. FUEL LEVEL METER AND GAUGE ..........................21-12
21-7. BRAKE WARNING LAMP .......................................21-13
21-8. OIL PRESSURE LAMP ..........................................21-14
21-9. 4 WHEEL DRIVE LAMP ........................................21-15
21-10. SEAT BELT WARNING LAMP/BUZZER .........................21-15
21-11. MAIN SWITCH KEY WARNING BUZZER .......................21-16
21-12. ILLUMINATION CONTROLLER .................................21-16
21-13. REAR DEFOGGER (hard-top) ................................21-16
21-14. FUSE BOX ...................................................21-18
21-15. WIRING HARNESS ROUTING .................................21-19
21-16. WIRING DIAGRAM ............................................21-22
21-1. COMBINATION METER

COMBINATION METER CIRCUIT AND COMPONENTS

[U.S.A. specification vehicle]

[Diagram showing circuit connections for U.S.A. specification vehicle]

NOTE:
Whether equipped with * marked parts or not depends on vehicle specifications.

[Canadian specification vehicle]

[Diagram showing circuit connections for Canadian specification vehicle]
Wire color

G/R . . . Green/Red Or . Orange
B . . . . Black B1/B . Blue/Black
Br/B . . . Brown/Black w . White
Y/B . . . Yellow/Black Y/R . Yellow/Red
B/W . . . Black/White G/Y . Green/Yellow
W/R . . . White/Red Y/W . Yellow/White
R/B . Red/Black R/Y . Red/Yellow
G . . Green R/G . . Red/Green

---

1. 50,000 mile, 80,000 mile and 11. 4WD light
10,000 mile sensor switch 12. Noise suppressor
2. Turn signal pilot light (L) 13. Turn signal pilot light (R)
4. Seat belt warning light 15. Fuel level meter
5. Brake oil level warning light 16. Temp. meter
and parking brake light 17. Illumination light
8. “CHECK ENGINE” light 20. Combination meter
10. Seat belt relay

---

REMOVAL AND INSTALLATION
1. Disconnect battery negative cable.
2. Remove instrument lower panel.
3. Lower steering column.
4. Remove combination meter cover.
5. Disconnect speedometer cable and wire harness coupler.
6. Remove combination meter.

---

7. To install combination meter, reverse above removal procedure.
21-2. HEAD LIGHT

WIRING CIRCUIT

Fig. 21-3
HEADLIGHT INSPECTION
1. Lighting (Low beam, High beam, Passing)
2. Mounting
3. Dirt and cracks on lenses
4. Main beam axis direction and brightness

HEADLIGHT BEAM SETTING (STANDARD PROCEDURE)
Before setting the headlight beams, adjust air pressures of four tires to a specified value respectively. Move the vehicle up and down by hand to settle its attitude. Then move it over a flat surface. There are available a variety of headlight beams setting methods (e.g., the screen method using a focusing tester, etc.). However, the method described here does not use such tester.

Beam alignment
Unless otherwise obligated by the local regulations, align the headlight beams according to the following procedure. Place a blank wall 7.6 m (25 ft) ahead of the headlight. Check to see if the hot spot (high intensity zone) of each main (low) beam axis falls as illustrated below. The beam alignment should be carried out with one driver (68 kg, 150 lb) aboard.

Fig. 21-4

![Diagram of headlight alignment](image)

Fig. 21-5

X — X : Horizontal center line of headlights
H : 25 mm (0.98 in.)
A — A : Vertical center line of left headlight
B — B : Vertical center line of right headlight
MAINTENANCE

(1) Headlight adjustment
There are two screws (1) and (2) which can be used for adjustment. Use these screws to adjust the headlight position for the vertical and horizontal alignment of each beam.

(2) Headlight dimmer switch
Using circuit tester, check each circuit for continuity by putting tester probe pins to the terminals shown in Fig. 21-7. With switch kept in LOW BEAM position, tester should indicate continuity between terminals (7) and (8). Similarly, there should be continuity between terminals (8) and (9) when in HIGH BEAM position.

Combination switch (Lighting switch circuit)
21-3. TURN SIGNAL LIGHT AND HAZARD WARNING LIGHT
CIRCUIT DESCRIPTION

When hazard warning switch is “OFF”, Yellow lead 10 is connected to Yellow/Blue lead 11.
When the hazard warning switch is “ON”, White/Green lead 17 is connected to Yellow/Blue lead 11, and
Green lead (12) to both Green/Yellow lead 8 and Green/Red lead 14.
When Turn-signal switch is “ON” for right turn, Green lead 12 is connected to Green/Yellow lead 8.
When Turn-signal switch is “ON” for left turn, Green lead 12 is connected to Green/Red lead 16.
INSPECTION

1) Trouble diagnosis

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Possible cause</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Lights will not come on in either left or right group of light.</td>
<td>Fusible link is blown off.</td>
</tr>
<tr>
<td>2. Hazard light comes on but turn signal lights will not.</td>
<td>Open circuit (due to poor point contact) in turn signal dimmer switch.</td>
</tr>
<tr>
<td>3. No light comes on; or lights light up but do not flicker.</td>
<td>Defective relay unit.</td>
</tr>
<tr>
<td>4. Turn signal lights are satisfactory, but hazard light will not come on.</td>
<td>Open circuit in hazard warning switch.</td>
</tr>
<tr>
<td>5. Flickering frequency is erratic, or lights remain lit.</td>
<td>Light bulbs are defective or improperly grounded.</td>
</tr>
<tr>
<td>6. Turning on hazard warning switch lights up only one group of lights.</td>
<td>Defective contact in dimmer switch.</td>
</tr>
</tbody>
</table>

2) Turn signal switch

Using circuit tester, check for continuity between each pair of terminals by referring to the chart given below and figure at the right for each position of turn signal switch lever. Discontinuity means that contact points are burnt or otherwise defective in the switch. For example, switch is in sound condition if continuity is noted between terminals 2 and 3, with lever in right-turn position, and between terminals 1 and 3, with lever in left-turn position.

Switch connector

3) Hazard warning switch

Disconnect, lead wire of the hazard warning switch at its coupler. Set switch to ON position and check for continuity with circuit tester between each of the following pairs of terminals; 2 and 3, 1 and 3, 5 and 6 among those shown in Fig. 21-10. The switch is in sound condition if continuity is noted between each pair.

Turn signal & hazard warning switch

<table>
<thead>
<tr>
<th>Hazard warning</th>
<th>1 (Green/Red or Green/Black)</th>
<th>2 (Green/Yellow)</th>
<th>3 (Green)</th>
<th>4 (Yellow)</th>
<th>5 (Yellow/Blue)</th>
<th>6 (White/Blue)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left-N-Right</td>
<td>[Diagram]</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turn signal</td>
<td>Left</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Neutral</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
21-4. WINDSHIELD WIPER MOTOR

CIRCUIT DESCRIPTION
The circuit is designed so that, when the Wiper Switch is turned “OFF”, the blade will automatically return to the horizontal position. In Fig. 21-11, when the Wiper Switch is turned “ON” while the Main Switch is “ON”, current is supplied to the Wiper Motor from the Battery, the motor rotates and the blade moves. The gear mechanism which converts rotational movement of the motor into swinging movement of the blade has a cam on the final gear shaft. The cam switches the contacts of P0 and P2 every revolution. (At the blade stop position, the contact is switched from P2 to P1.)

Repeated contact making and breaking is independent of the wiper motor rotation. When the Wiper Switch is turned “OFF” while the blade is in a position other than the rest position, motor current path is changed (i.e. BI/W → BI → MOTOR). Therefore, the motor keeps rotating even though the wiper switch is turned “OFF”, and the blade will return to the rest position.
When the blade returns to the rest position, the cam contact is changed from P2 to P1 and motor current is shunted. When supply to the motor is cut off, a counter electromotive force is generated in the armature. As a result of this counter electromotive force, current flows through the motor and shunt circuit and the motor stops and the wiper blade stays in the specified position.

[INTERVAL WIPER RELAY CIRCUIT (OPTIONAL)]
When the wiper switch is set to the interval position with the ignition switch ON (the condenser is charged at this time), current from the battery flows through the yellow/blue wire, generates magnetic force in the coil in the relay and causes the switch in the relay to turn ON. Then current is transmitted in the sequence of yellow/blue, relay, wiper switch and blue and causes the wiper motor to rotate (meanwhile, the condenser discharges). By the time the wiper motor makes one rotation and the cam in the motor comes to the automatic stop position P1, the condenser in the relay has finished discharging (no magnetic force in the coil in the relay). Then the switch in the relay turns OFF and the wiper stops. They remain that way until the condenser is fully charged. As soon as the condenser begins discharging after being fully charged, magnetic force generated in the coil in the relay causes the switch to turn ON. As described above, interval operation of the wiper motor is controlled by charging and discharging of the condenser.

Fig. 21-11
**MAINTENANCE**

1) **Wiper trouble diagnosis**
When wiper motor does not start even if Wiper Switch is turned “ON”, check lead connections and coupler connections. Then, check the following.
   a) Fuse blown or mounted incorrectly.
   b) Wiper switch:
      To check wiper switch: remove couplers and check continuity between following terminals by using circuit tester.

Switch connector

2-speed type

<table>
<thead>
<tr>
<th>High speed</th>
<th>Blue</th>
<th>Blue/red</th>
<th>Blue/white</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low speed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OFF</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3-speed type

<table>
<thead>
<tr>
<th>Yellow/white</th>
<th>Blue</th>
<th>Blue/red</th>
<th>Blue/white</th>
<th>To replay</th>
<th>Black</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFF</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interval</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low speed</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High speed</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**c) Break in wiper motor armature or poor commutator brush contact:**
To check these, check continuity between Blue lead and ground, and Blue/Red wire and ground respectively.

2) **No-load run test**
   As shown in Fig. 21-13, using a 12V battery, connect positive battery terminal to Blue terminal and the negative terminal to motor. If motor rotates at 45 – 57 r/min, this is acceptable (for Low-speed check). For High-speed check, connect the positive terminal to Blue/Red terminal and negative terminal to motor. If motor rotates at 67 – 81 r/min, this is acceptable.

**Fig. 21-13 Testing motor**

1. Positive terminal
2. Negative terminal
3) Automatic stop action test
Connect yellow terminal of motor to positive battery terminal, and put a jumper between Blue/White (Blue/Black) and Blue terminals to see if motor output shaft comes to a halt at a certain, not just any, angular position. That position corresponds to starting position of the blade. Using jumper, stop motor a number of times to make sure that motor stops at the same position each time.

![Fig. 21-14 Testing motor](image)

1. Positive terminal
2. Negative terminal
3. Put a jumper between Blue/White (Blue/Black) and Blue

4) Internal wiper relay test
1. Disconnect wiper & washer switch coupler.
2. Turn wiper switch to “INT” position.
3. Connect positive battery terminal to Yellow/White coupler terminal and negative battery terminal to Black terminal.
If an operating sound is heard, the relay is at work properly.

![Switch connector](image)

21-5. WATER TEMPERATURE METER AND GAUGE

The water temperature meter is located in the combination meter and its gauge unit on the inlet manifold.
The gauge unit shows different resistance values depending on the coolant temperature. This causes a current flowing through the temperature meter coil to change, controlling the meter pointer. That is, when the coolant temperature is raised, the gauge unit resistance is decreased with more current flowing through the meter coil, raising the meter pointer upward from the “C” position.

INSPECTION
[Water temperature meter]
1. Disconnect Y/W (Yellow/White) lead wire going to gauge unit installed to intake manifold.
2. Use a bulb (12V 3.4W) in position to ground above wires as illustrated.
3. Turn main switch ON, Confirm that the bulb is lighted and meter pointer fluctuates several seconds thereafter.
If meter is faulty, replace it.

![Fig. 21-16](image)

1. Battery
2. Water temperature meter
3. Test lamp (12V, 3.4W)
Y/W: Yellow/White
[Gauge unit]
Warm up gauge unit. Thus make sure its resistance is decreased with increase of temperature. Temperature and resistance relationship can be plotted in a graph as shown below.

21-6. FUEL LEVEL METER AND GAUGE

The fuel level meter circuit consists of the fuel level meter installed inside the combination meter and the fuel level gauge installed to the fuel tank. Current flowing through the meter coil is changed to control the meter pointer. That is, when fuel is full, the fuel level gauge unit resistance is decreased with more current flowing into the meter coil, causing the meter pointer to point at the “F” position.

INSPECTION
[Fuel level meter]
1. Disconnect Y/R (Yellow/Red) lead wire going to gauge unit.
2. Use a bulb (12V 3.4W) in position to ground above lead wire as illustrated.
3. Turn ignition switch ON.
   Make sure the bulb is lighted and meter pointer fluctuates several seconds thereafter.
   If meter is faulty, replace it.

Fig. 21-19
1. Battery
2. Fuel level meter
3. Test lamp (12V 3.4W)
   YR : Yellow/Red

NOTE:
Wind sealing tape on screw threads of gauge before installing gauge to intake manifold.

<table>
<thead>
<tr>
<th>Temperature</th>
<th>Resistance</th>
</tr>
</thead>
<tbody>
<tr>
<td>50°C (122°F)</td>
<td>133.9 – 178.9 Ω</td>
</tr>
<tr>
<td>80°C (176°F)</td>
<td>47.5 – 56.8 Ω</td>
</tr>
<tr>
<td>100°C (212°F)</td>
<td>26.2 – 29.3 Ω</td>
</tr>
</tbody>
</table>
21-7. BRAKE WARNING LAMP

The brake warning lamp system consists of the brake fluid level switch installed to the master cylinder reservoir and the lamp inside the combination meter. This circuit includes a parking brake switch which gives a warning for unreleased parking brake.

OPERATION

Brake fluid level warning lamp circuit consists of brake fluid level switch installed in master cylinder reservoir, brake fluid level warning lamp in gage cluster and check relay. Also, this circuit is additionally provided with parking brake switch which warns that parking brake is applied. When engine is stopped, warning lamp comes on, if ignition switch is turned ON and parking brake is applied. For bulb check, warning lamp comes on briefly during engine starting regardless of brake fluid level position and parking brake operation. Because point of check relay is closed. After engine is started, release parking brake. If lamp goes off, brake fluid level is adequate. When warning lamp does not operate, use circuit diagram as reference to check bulb, wiring, etc.

---

Gauge unit
Use ohmmeter to confirm that level gauge unit changes in resistance with change of the float position. Float position-to-resistance relationship can be plotted in a graph as shown below.

---

<table>
<thead>
<tr>
<th>Position</th>
<th>Resistance</th>
</tr>
</thead>
<tbody>
<tr>
<td>E</td>
<td>110 ± 7 Ω</td>
</tr>
<tr>
<td>F</td>
<td>3 ± 2 Ω</td>
</tr>
<tr>
<td>1/2</td>
<td>32.5 ± 4 Ω</td>
</tr>
</tbody>
</table>

Fig. 21-20 Resistance-Fuel Level Relationship

Fig. 21-21

---

Fig. 27-22
INSPECTION
[Brake fluid level switch]
Use ohmmeter to check switch for resistance and continuity.
If found defective, replace switch.

![Fig. 21-23](image)

<table>
<thead>
<tr>
<th>R/B – B Resistance</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFF position (float up)</td>
</tr>
<tr>
<td>ON position (float down)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>R/B – W/R Continuity</th>
</tr>
</thead>
<tbody>
<tr>
<td>R/B to W/R</td>
</tr>
<tr>
<td>W/R to R/B</td>
</tr>
</tbody>
</table>

21-8. OIL PRESSURE LAMP

The oil pressure lamp circuit consists of the oil pressure switch installed to the cylinder block and the lamp (warning lamp) inside the combination meter.
The oil pressure switch so operates that it is switched OFF when oil pressure is produced by the started engine and then fed to switch.

![Fig. 21-24](image)

[Oil pressure switch]
Use a ohmmeter to check the switch continuity.

<table>
<thead>
<tr>
<th>During engine Running</th>
<th>No continuity obtained ($\approx \Omega$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Engine Stop</td>
<td>Continuity obtained ($\Omega$)</td>
</tr>
</tbody>
</table>

![Fig. 21-25](image)

1. To wiring harness
2. Cylinder block
21-9. 4 WHEEL DRIVE LAMP

The 4 wheel drive lamp circuit consists of the 4 wheel drive indicator lamp switch installed to the transfer and the lamp inside the combination meter. The 4WD switch so operates that it is switched ON when transfer gear shift control lever is shifted to “4H” or “4L” position.

21-10. SEAT BELT WARNING LAMP/BUZZER

The seat belt warning lamp/buzzer circuit is a system to light and sound the lamp and buzzer respectively for several seconds, urging the driver to wear his seat belt. After several seconds passed, the lamp goes OFF and the buzzer stops sounding whether the seat belt is worn or not.

**Fig. 21-28**

**INSPECTION**

[4WD switch]

Use a ohmmeter to check the switch continuity.

<table>
<thead>
<tr>
<th>“4H” on “4L” position</th>
<th>Continuity obtained (Ω)</th>
</tr>
</thead>
<tbody>
<tr>
<td>“2H” on “N” position</td>
<td>No continuity obtained (≈Ω)</td>
</tr>
</tbody>
</table>

**Fig. 21-26**

**Fig. 21-27**

**INSPECTION**

When the warning lamp/buzzer do not make lighting/sounding, use the above Circuit Diagram as reference to check the bulb, buzzer, wiring, etc.
21-11. MAIN SWITCH KEY WARNING BUZZER

The main switch key warning buzzer circuit is a system to sound the buzzer if the driver leaves the car with the main switch key inserted in place, urging him to take it out of place.

![Diagram of main switch key warning buzzer circuit](image)

**INSPECTION**

If the main switch key warning buzzer does not sound, use the above Wiring Diagram as reference to check the buzzer.

21-12. ILLUMINATION CONTROLLER

**INSPECTION**

Use a test lamp to wire as illustrated below.

Make sure that the illumination controller knob is turned rightwise to brighten the test lamp, leftwise to darken it.

![Diagram of illumination controller](image)

21-13. REAR DEFOGGER (OPTIONAL FOR HARD TOP MODEL)

The Defogger circuit for the rear window glass heating wires is as follows:

![Diagram of rear defogger circuit](image)

**INSPECTION**

To check function of Defogger Switch, check continuity between Yellow/Green wire and Red wire when Defogger Switch is “ON”.

![Diagram of defogger switch continuity check](image)
DEFOGGER WIRE

NOTE:
- When cleaning the rear window glass, use a dry cloth to wipe it along the wire direction.
- When cleaning the glass, do not use detergent or abrasive-containing glass cleaner.
- When measuring wire voltage, use a tester with the negative probe wrapped with a tin foil which should be held down on the wire by finger pressure.

NOTE:
1) Checking wire damage
   a) Turn the main switch ON.
   b) Turn the defogger switch ON.
   c) Use a voltmeter to check the voltage at the center of each heat wire, as illustrated.

Fig. 21-34

<table>
<thead>
<tr>
<th>Voltage</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approx. 5V</td>
<td>Good (No break in wire)</td>
</tr>
<tr>
<td>Approx. 10V or 0V</td>
<td>Broken wire</td>
</tr>
</tbody>
</table>

If the obtained voltage is 10V, the wire must be damaged between its center and positive end. If the voltage is zero, the wire must be damaged between its center and earth.

2) Checking wire for damaged place
   a) Set the voltmeter positive (+) lead to the heat wire positive terminal end.

b) Set the voltmeter negative (-) lead with a foil strip to the heat wire positive terminal end to then move it along the wire to the negative terminal end.

c) The place which causes the voltmeter to fluctuate from zero to several volts is a damaged place.

Fig. 21-35

NOTE:
If the heat wire is free from damage, the voltmeter should point 12V at the heat wire positive terminal end with its indication gradually decreased toward zero to thus equal 0V at the other terminal (earth) end.

REPAIR
[Defogger circuit]
1) Use white gasoline for cleaning.
2) Apply a masking tape at both the upper and lower sides of a heat wire to be repaired.

Fig. 21-36

3) Apply commercially-available repair agent with a fine-tip brush.
4) Two to three minutes later, remove the masking tapes previously applied.
5) Leave the repaired heat wire as it is for at least 24 hours before operating the defogger again.
21-14. FUSE BOX

The fuses in the fuse box is wired as follows.

![Fuse Box Diagram]

- **Head light (R)**
- **Head light (L)**
- **Horn, Interior light, Door warning buzzer, clock (optional)**
- **Stop light**
- **Hazard warning light**
- **Cigarette lighter (optional), Radio (optional)**
- **Ignition coil, Fuel cut solenoid, TWSV, MCSV, vent solenoid, ECM**
- **Heater blower motor**
- **Rear defogger (optional)**
- **Wiper motor, washer motor**
- **Turn signal light, Back-up light**
- **Illumination light, License light, Meter illumination light**
- **Front position and tail light (R)**
- **Side marker light (R)**
- **Front position and tail light (L)**
- **Side marker light (L)**
21-15. WIRING HARNESS ROUTING

When reinstalling wire harness, be careful for the following.

- When doing wiring harness related work, make always sure to disconnect battery negative cable from battery.
- Clamp wire harness securely at prescribed positions.
- Try to route wire harness so as to avoid contact with other parts as much as possible. Use special care not to let it contact sharp edges of body or other parts.
- Connect connectors securely.

Engine Room Wiring

1. Wire harness No. 2
2. Battery
3. To starter, alternator, head light, small light, horn and etc.
4. To license light, stop/tail light, 4WD switch
5. Earth
6. To wiring harness No. 1
7. To head light, small light, etc.
8. To distributor
9. To ignition coil
10. To back up light switch
11. To fifth switch
12. To TWSV
13. Duty check coupler
14. Thermal engine room switch
15. HAC
16. Ignition coil
17. Brake fluid reservoir

Fig. 27-37
1. Battery
2. Fusible link
3. To starter
4. To starter, alternator, etc.
5. Earth
6. Earth (To starter mounting bolt)
7. Wiring harness No. 2

1. Front wire harness No. 2
2. TWSV (Three way solenoid valve)
3. Water temperature gauge
4. Alternator
5. Intake manifold
6. Clamp
7. To VSV
8. Thermal switch
9. Mount this terminal horizontally as shown
10. Thermostat cap

1. Wire harness No. 2
2. To distributor
3. To fifth switch
4. To back up light switch
5. To ignition coil
6. Condensor
7. Noise suppressor filter (Clamp it toward engine room so as to prevent it from contacting dash panel edge.)
8. Earth
9. To license light, stop/tail light, 4WD switch
10. Ignition coil
11. Distributor
12. To wire harness No. 2
13. Ignition coil cap

Fig. 21-38
21-20
Instrument Panel Wiring

1. Wire harness No. 1
2. To wire harness No. 2
3. To wire harness No. 2
4. To fuse box
5. Horn relay
6. To combination switch
7. To clutch switch
8. To stop lamp switch
9. To heater blower motor
10. To radio
11. To heater fan switch
12. To cigar light
13. To radio
14. To ECM
15. Door warning buzzer
16. Check relay
17. To wiper motor
18. To illumination lamp
19. To optional meter
20. To clock
21. To meter
1. Instrument panel
2. Steering column
3. Steering column holder
4. Wiring harness No. 1
5. To combination switch
6. To ignition switch
7. To clutch switch
8. Defroster hose
9. Brake pedal
10. Clutch pedal
11. Clamp lead wires of ignition switch and combination switch, using care not to allow lead wires to contact the edge of steering column bracket.

Fig. 21-41

21-16. WIRING DIAGRAM

Wiring diagrams are attached at the end of this manual.