

Figure 3-103

SEAT SWITCH CIRCUIT TO EIC BOARD

Battery voltage

The power originates at the battery and proceeds through the (R) battery cable to the starter solenoid.

From there power continues through the (R) wire to the battery side of the start relay.

The power continues through the (R) wire to the preheat circuit breaker, then through the (R) wire to the engine fuse panel (standard fuse block) battery side of the key main 15-amp fuse with a terminal bus to the battery side of the electronics 5A fuse.

The power continues through the (LTGN/R) wire to the seat switch. When one seat switch (only 1 switch needs to be closed as switches are in parallel wiring) is pressed closed, the power then continues through the (T) wire to the Service/Run switch. When the service/run switch is in the "SERVICE" position, the power stops.

With the Service/Run switch in the "RUN" position, the power continues through the (T/W) wire to the EIC board terminal 4 of connector P2.

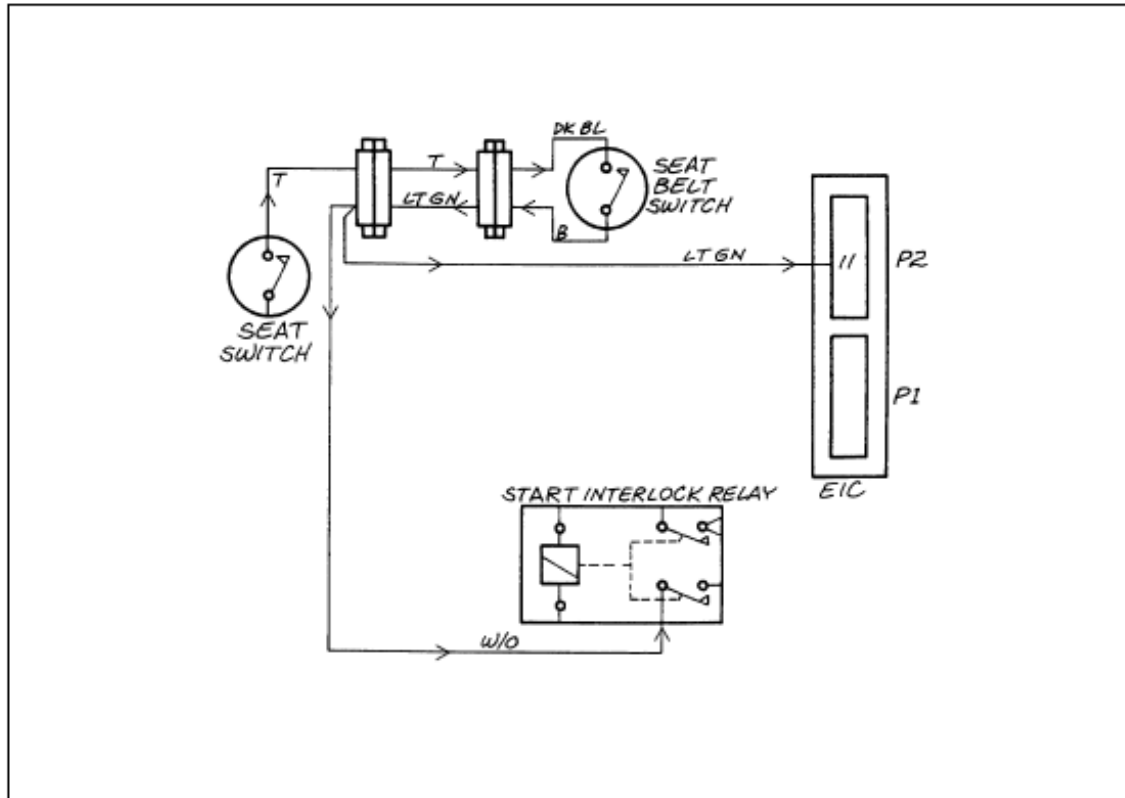


Figure 3-104

SEAT BELT SWITCH CIRCUIT TO EIC BOARD

Battery voltage

The power originates from the seat switch(es) through the (T) wire to the seat belt switch.

When the seat belt is buckled, the power proceeds through the (LTGN) wire to the EIC board terminal 11 of connector P2.

When the seat belt is buckled, power is sent through the (W/O) wire to the start interlock relay. This allows the unit to start when the seat belt is buckled.

SECTION 3 - ELECTRICAL SYSTEM

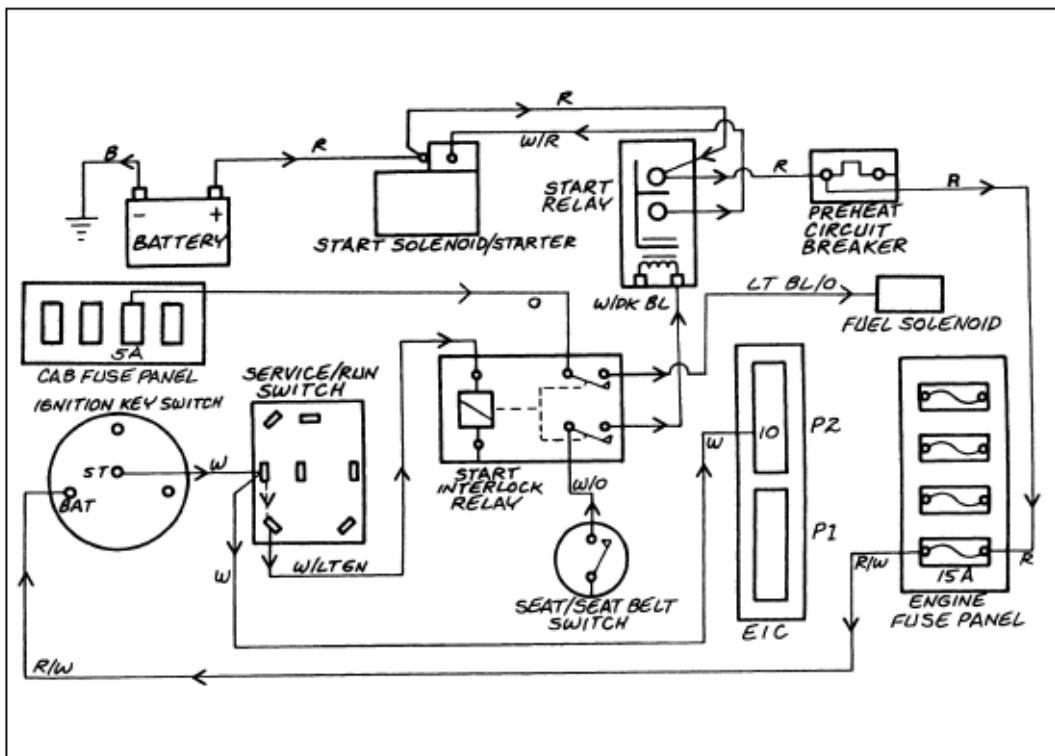


Figure 3-108

"SERVICE/RUN" switch in the "RUN" position

The power originates at the battery and flows through the (R) positive battery cable to the starter solenoid. From here the power flows through the (R) wire to the battery side of the start relay.

The power then flows through the (R) wire to the preheat circuit breaker and to the engine fuse panel to the 15A key main fuse.

The power then flows through the (R/W) wire to the battery terminal on the ignition key switch.

With the key switch in the "START" position, current flows through the (W) wire to the service/run switch. Power also flows through the (W) wire to connector P2 terminal 10-key start at the EIC board.

Power then flows from the service/run switch through the (W/LTGN) wire to the start interlock relay coil terminal.

With the interlock energized, the power from the seat/seat belt circuit (W/O) wire flows through the (W/DKBL) wire to the start relay to activate the relay.

Power also flows from the start interlock relay through the LTBL/O wire to the fuel solenoid to open the solenoid, allowing fuel flow to the injection pump.

When the start relay is activated, power goes through the (W/R) wire to the starter solenoid, which connects battery power to the starter motor.

