

Fig. 10 Stagger Cutting Wires

(8) Place a piece of heat shrink tubing over one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.

(9) Spread the strands of the wire apart on each part of the exposed wires (Fig. 7 example 1).

(10) Push the two ends of wire together until the strands of wire are close to the insulation (Fig. 7 example 2).

(11) Twist the wires together (Fig. 7 example 3).

(12) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(13) Center the heat shrink tubing over the joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.

(14) Repeat steps 8 thru 13 for each wire.

(15) Re-tape the wire harness starting 1-1/2 inches behind the connector and 2 inches past the repair.

(16) Reconnect the repaired connector.

(17) Connect battery and test all affected systems.

TERMINAL REPLACEMENT

(1) Disconnect battery.

(2) Disconnect the connector being repaired from its mating half.

(3) Remove connector locking wedge (Fig. 8).

(4) Position the connector locking finger away from the terminal. Pull on the wire to remove the terminal from the connector (Fig. 9).

(5) Cut the wire 6 inches from the back of the connector.

(6) Remove 1 inch of insulation from the wire on the harness side.

(7) Select a wire from the terminal repair assembly that best matches the color wire being repaired.

(8) Cut the repair wire to the proper length and remove 1 inch of insulation.

(9) Place a piece of heat shrink tubing over one side of the wire. Make sure the tubing will be long enough to cover and seal the entire repair area.

(10) Spread the strands of the wire apart on each part of the exposed wires (Fig. 7 example 1).

(11) Push the two ends of wire together until the strands of wire are close to the insulation (Fig. 7 example 2).

(12) Twist the wires together (Fig. 7 example 3).

(13) Solder the connection together using rosin core type solder only. **Do not use acid core solder.**

(14) Center the heat shrink tubing over the joint and heat using a heat gun. Heat the joint until the tubing is tightly sealed and sealant comes out of both ends of the tubing.

(15) Insert the repaired wire into the connector.

(16) Install the connector locking wedge and reconnect the connector to its mating half.

(17) Re-tape the wire harness starting 1-1/2 inches behind the connector and 2 inches past the repair.

(18) Connect battery and test all affected systems.

SYMBOLS, FUSES, AND RELAYS

Various symbols are used throughout the wiring diagrams. These symbols can be identified by referring to the symbol identification chart (Fig. 11).

For fuse block information refer to (Fig. 12). For convince center information refer to (Fig. 13). For relay bank information refer to (Fig. 14). And for power distribution center information refer to (Fig. 15).

CAUTION: When replacing a blown fuse it is important to replace it with a fuse having the correct amperage rating. The use of a fuse with a rating other than indicated may result in an electrical overload. If a proper rated fuse continues to blow, it indicates a problem that should be corrected.

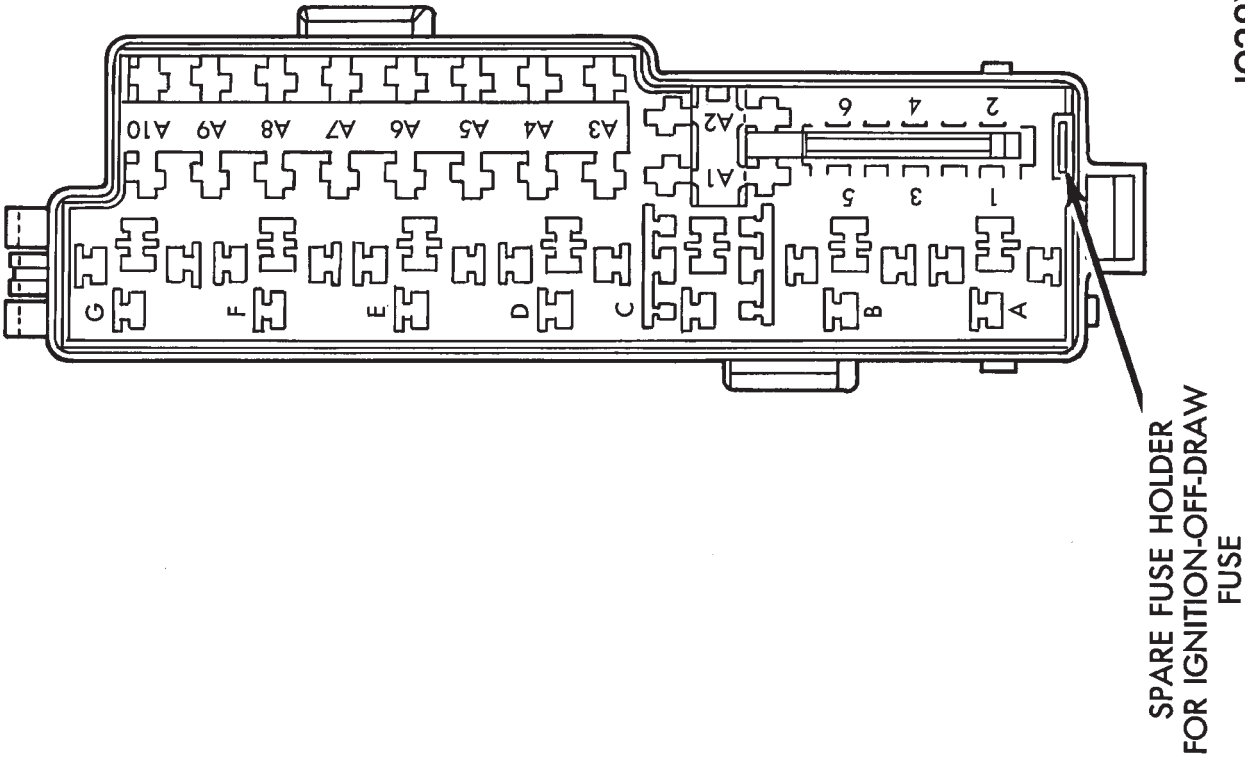
MODULES AND CONTROLLERS

Modules and connectors are shown in (Fig. 16). This is intended to show the general location of all modules and controllers. For additional information on component location refer to the component identification section.

RELAYS	
CAV	DESCRIPTION
A	FOG LAMP
B	FUEL PUMP
C	ABS PUMP MOTOR
D	A/C
E	AUTOMATIC SHUTDOWN
F	ENGINE STARTER
G	ABS SYSTEM

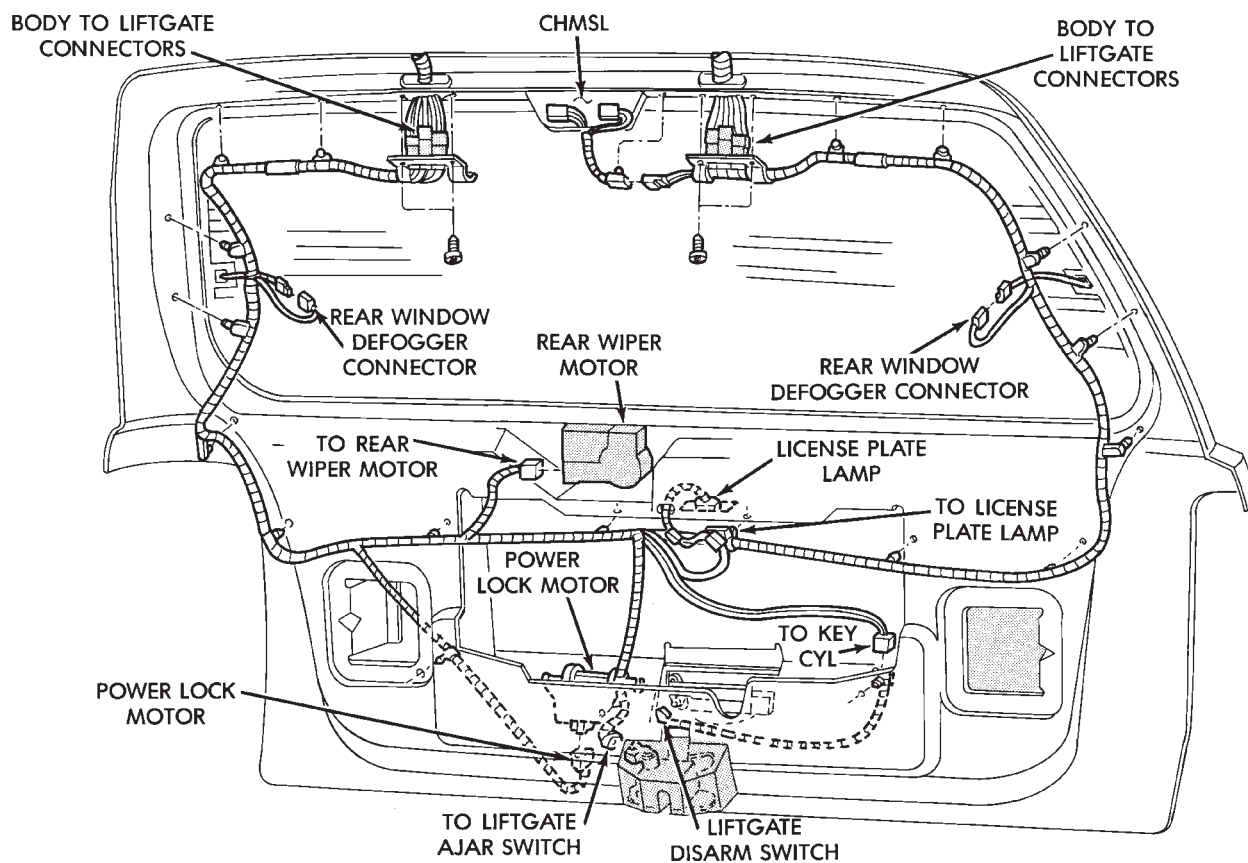
MINI FUSES	
CAV	DESCRIPTION
1	IGNITION-OFF DRAW
2	AUXILIARY LAMPS
3	POWERTRAIN CONTROL MODULE
4	A/C COMPRESSOR CLUTCH
5	AIRBAG SYSTEM DIAGNOSTIC MODULE
6	TRANSMISSION CONTROL

MAXI FUSES	
CAV	DESCRIPTION
A1	ABS PUMP MOTOR
A2	GENERATOR
A3	ABS SYSTEM
A4	EXTERIOR LIGHTING
A5	BLOWER MOTOR
A6	IGNITION SWITCH
A7	IGNITION SWITCH
A8	FUSE BLOCK
A9	POWERTRAIN CONTROL MODULE
A10	GENERATOR

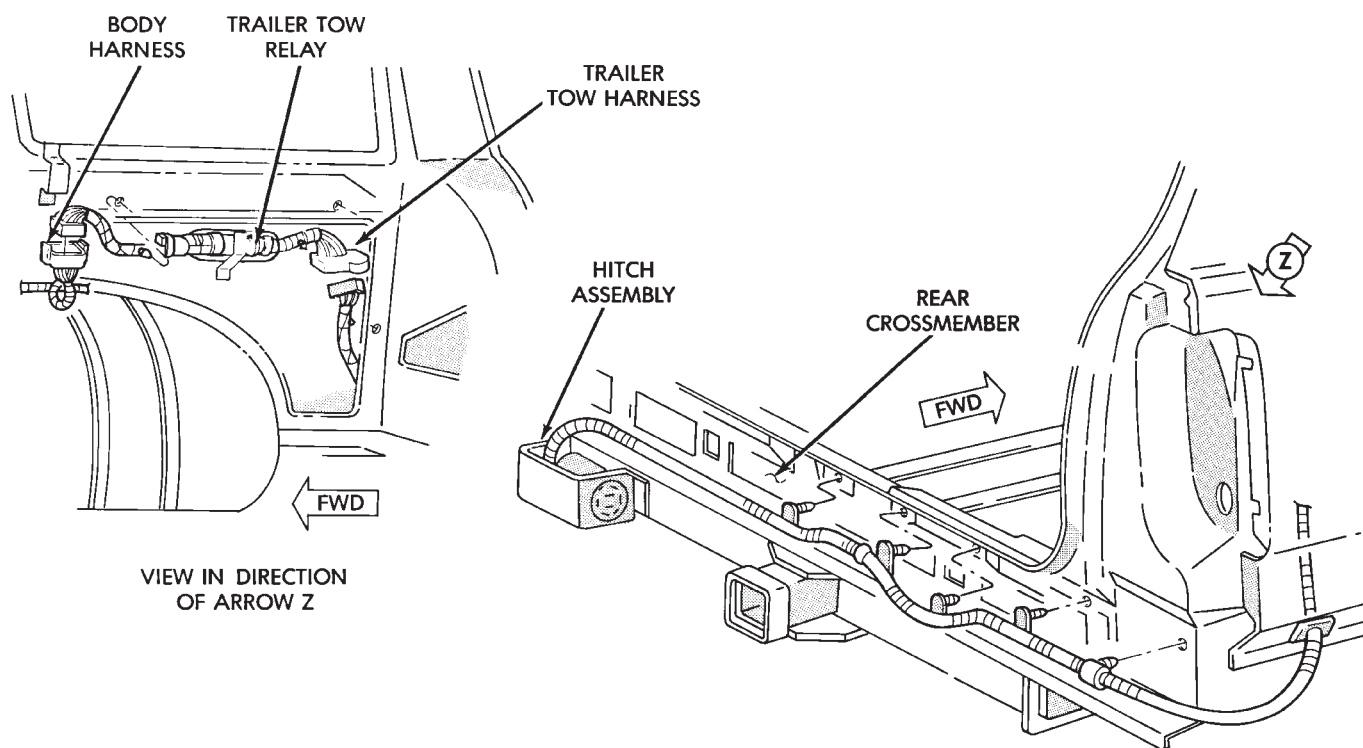


J938W-118

Fig. 15 Power Distribution Center



J938W-21

Fig. 1 Liftgate Wiring

J938W-88

Fig. 2 Trailer Tow Wiring

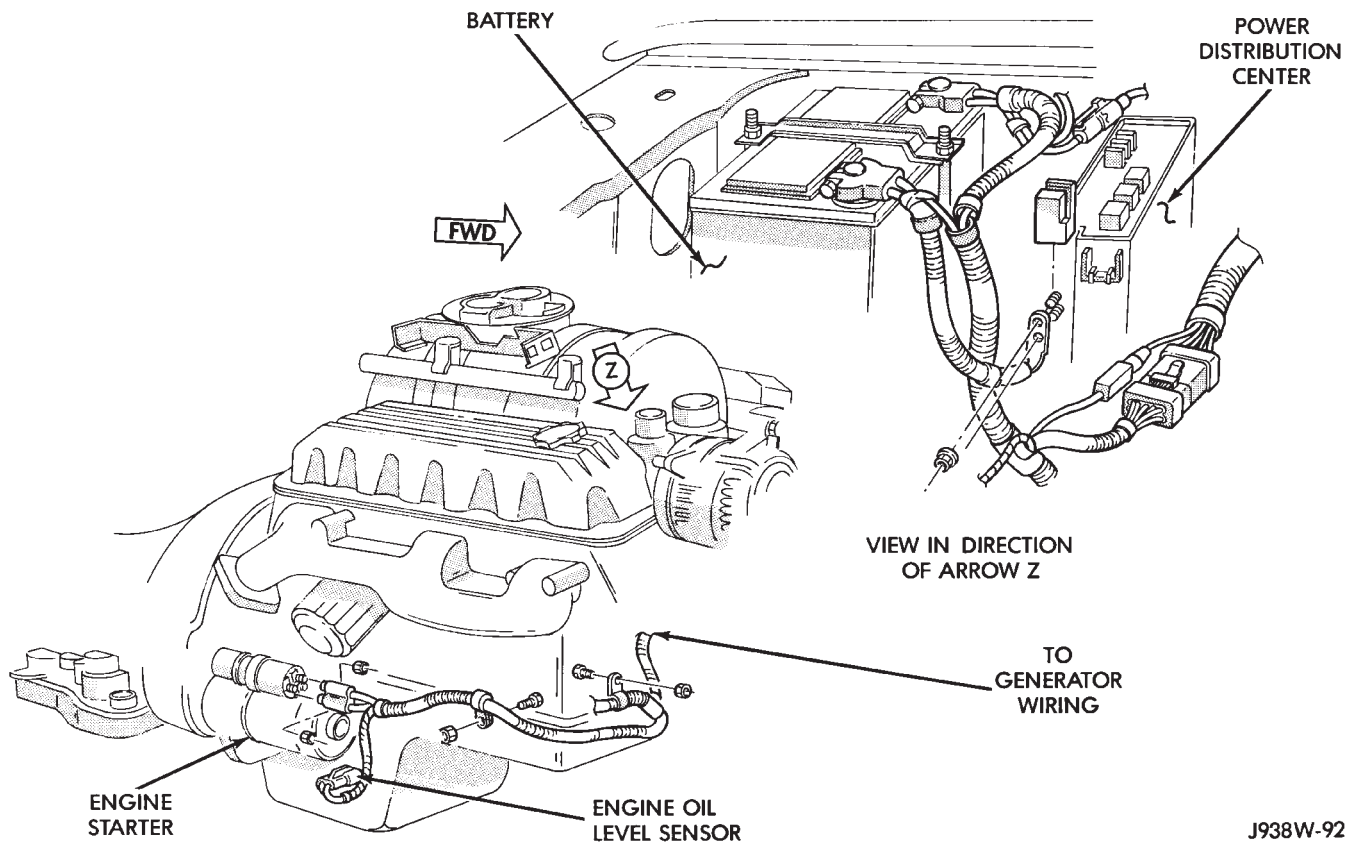


Fig. 17 Battery and Starter Wiring 5.2L

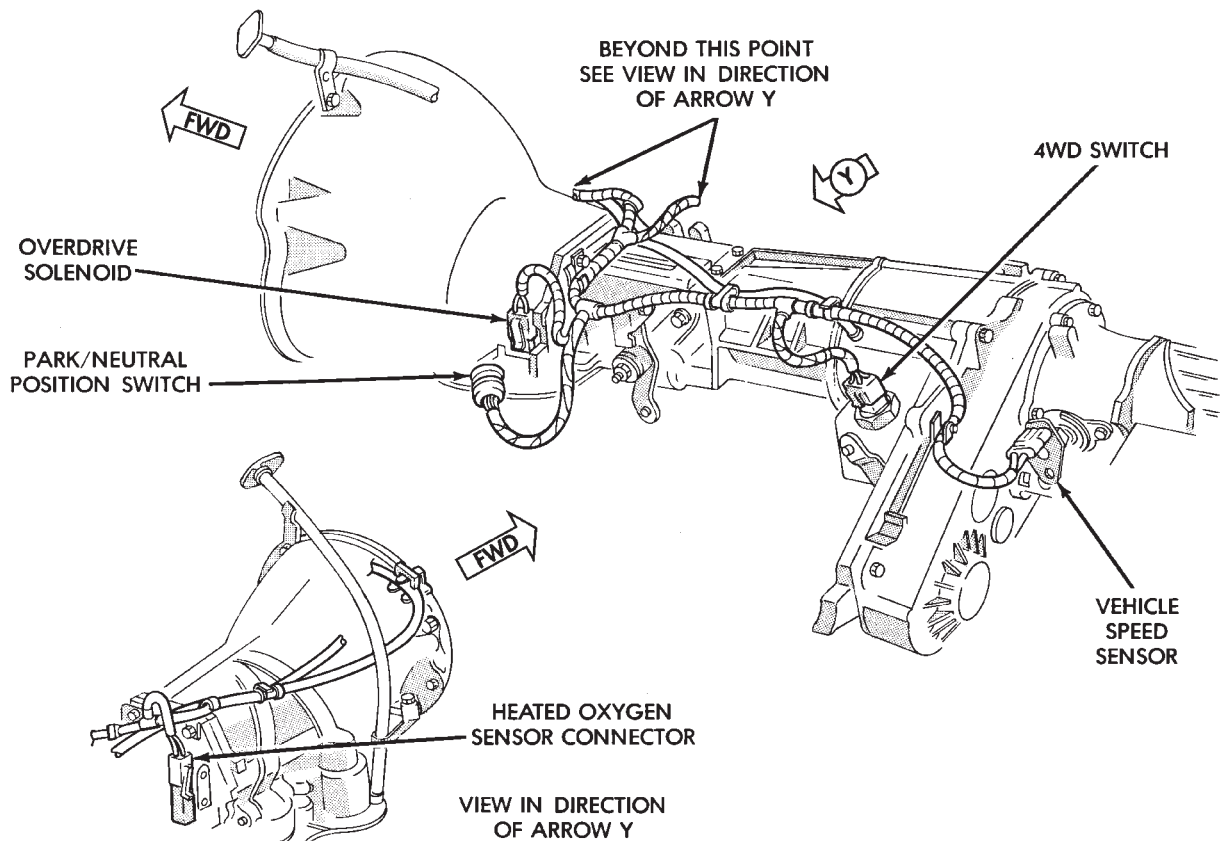
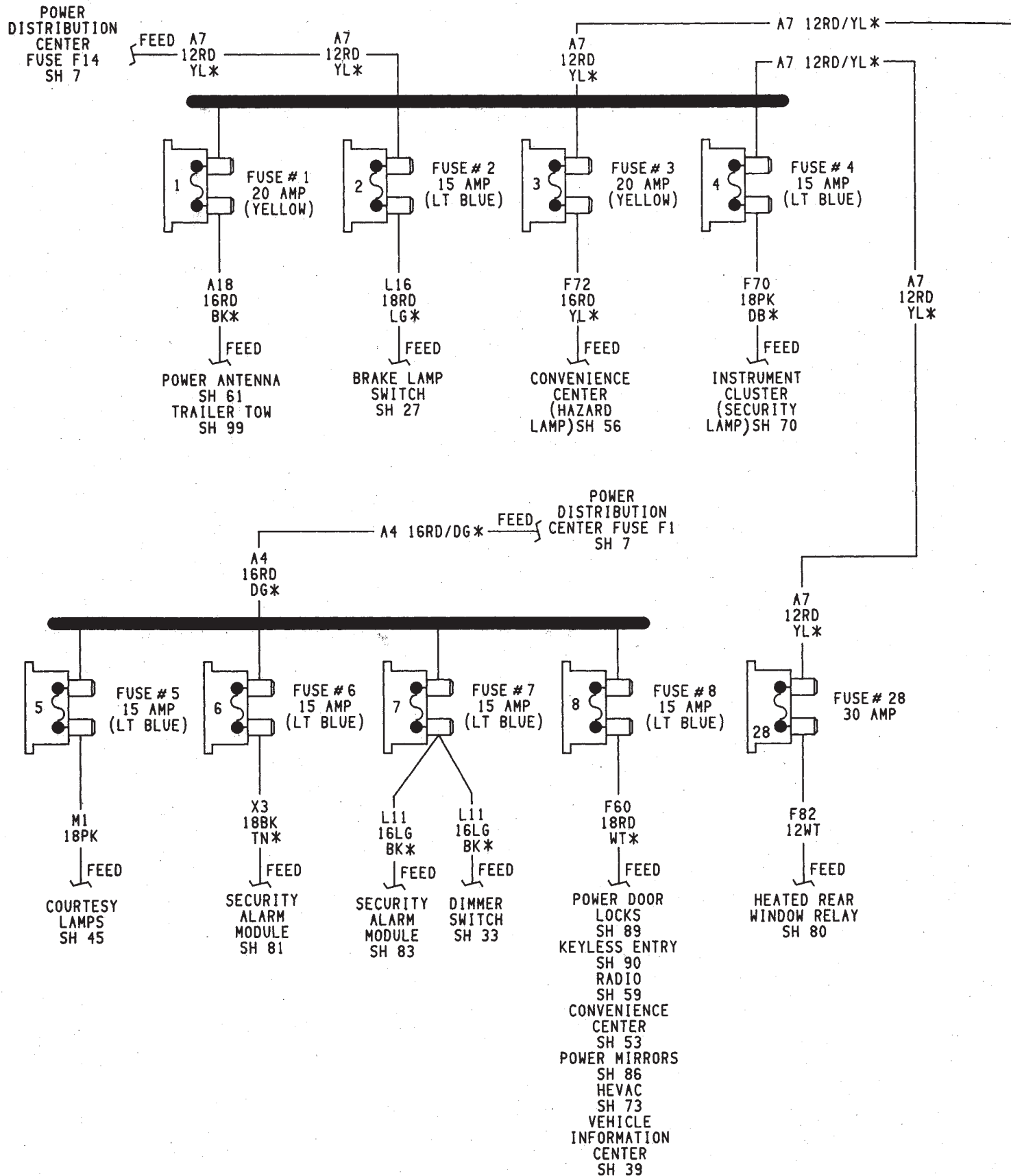
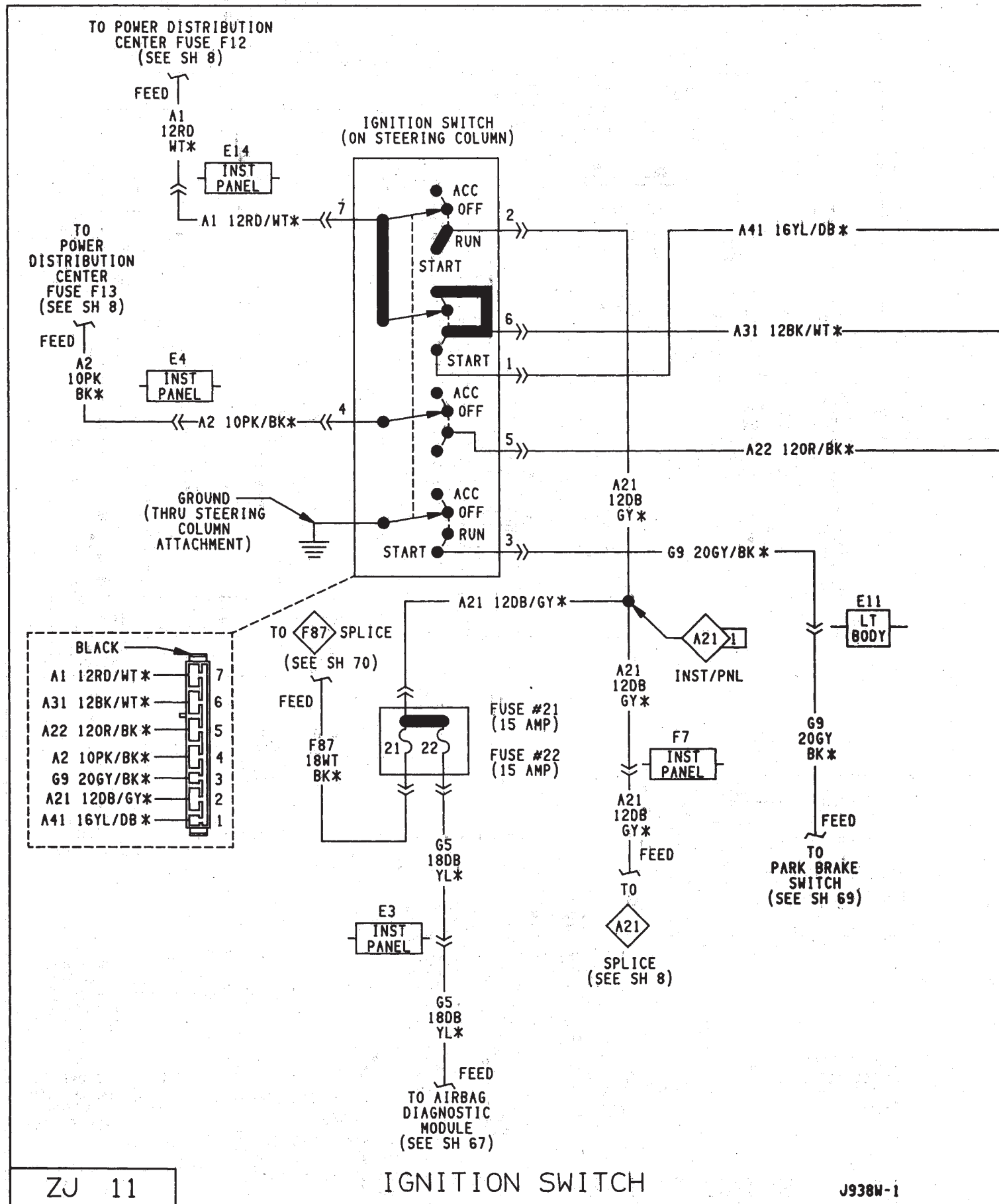
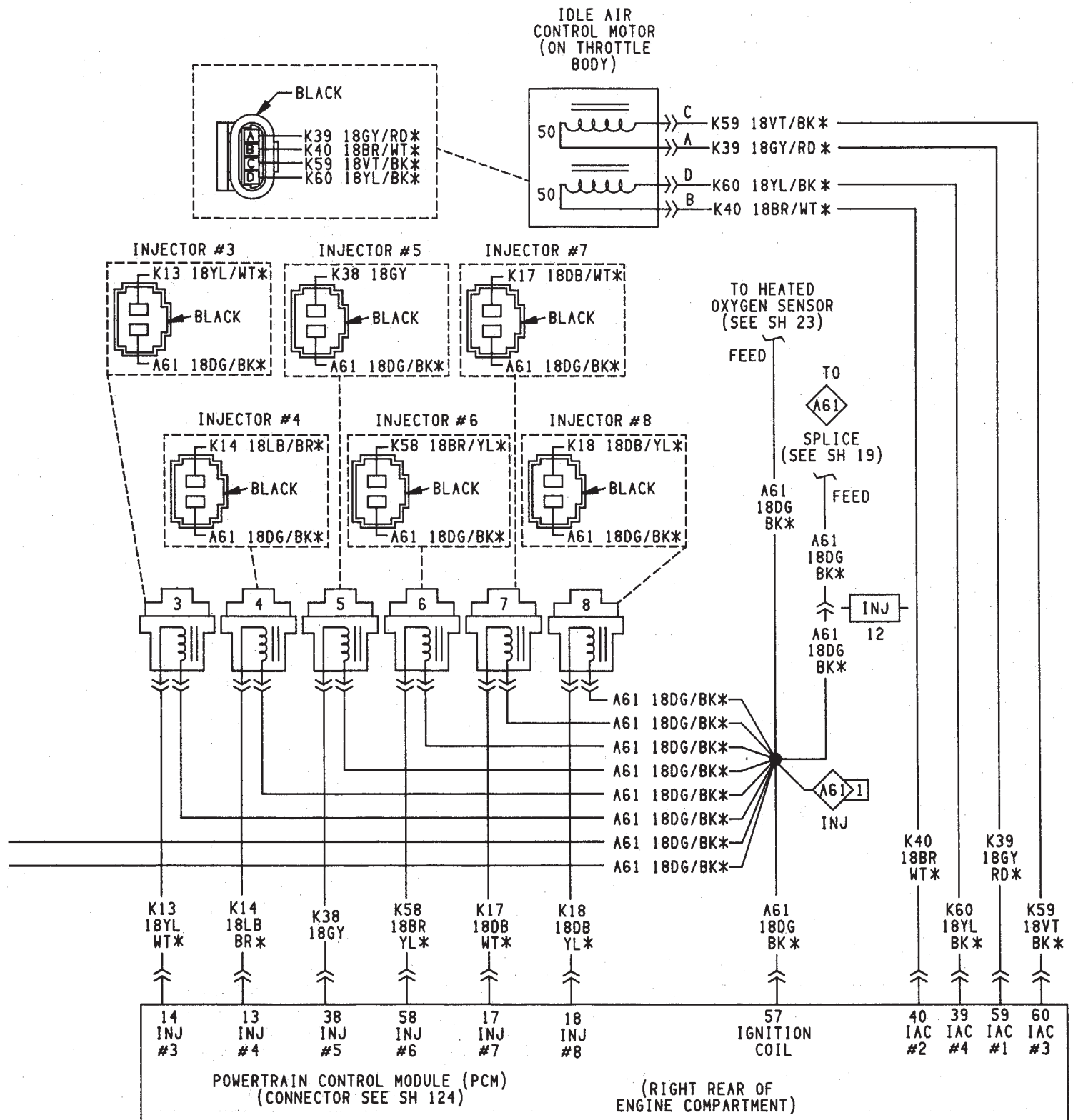
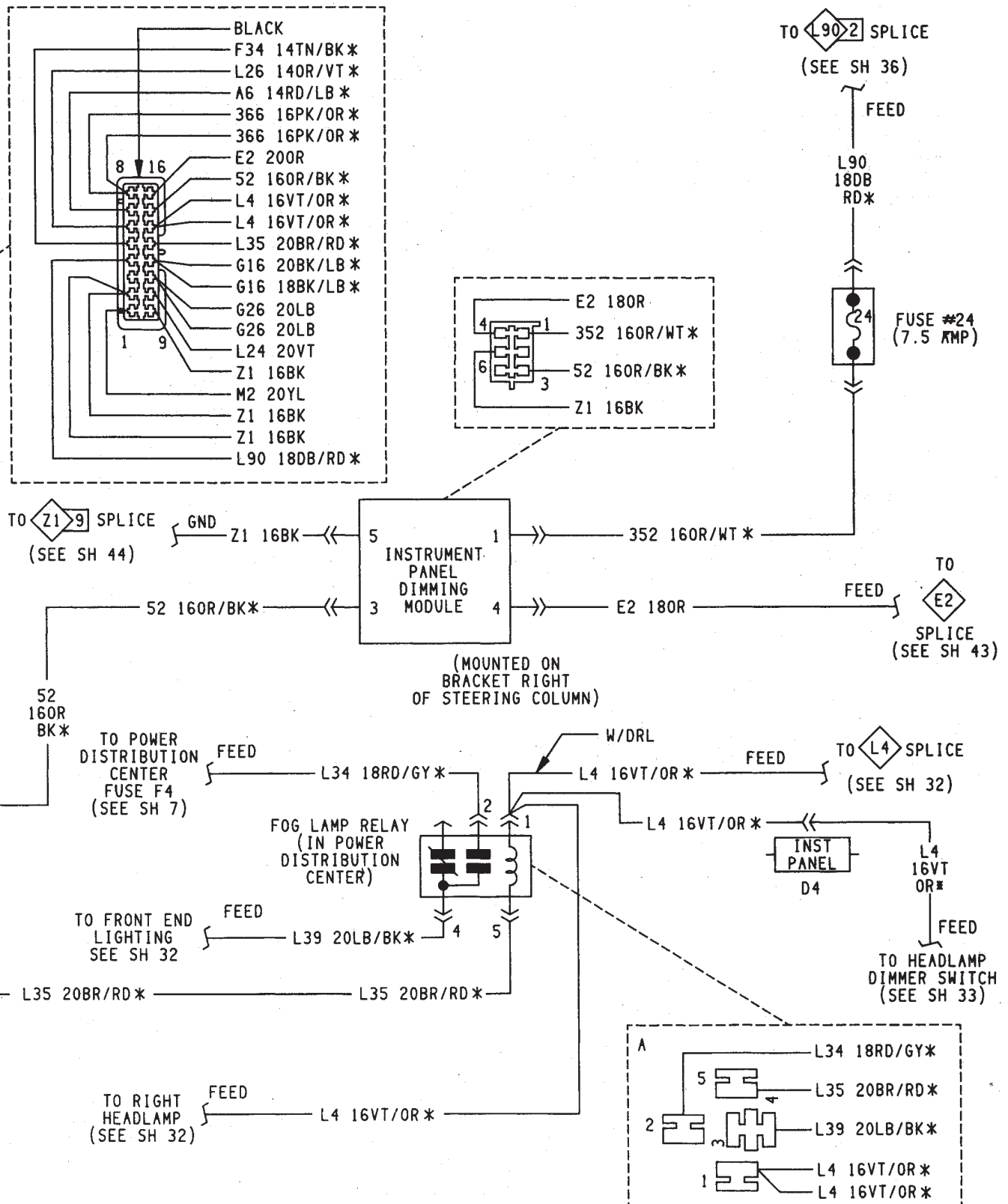


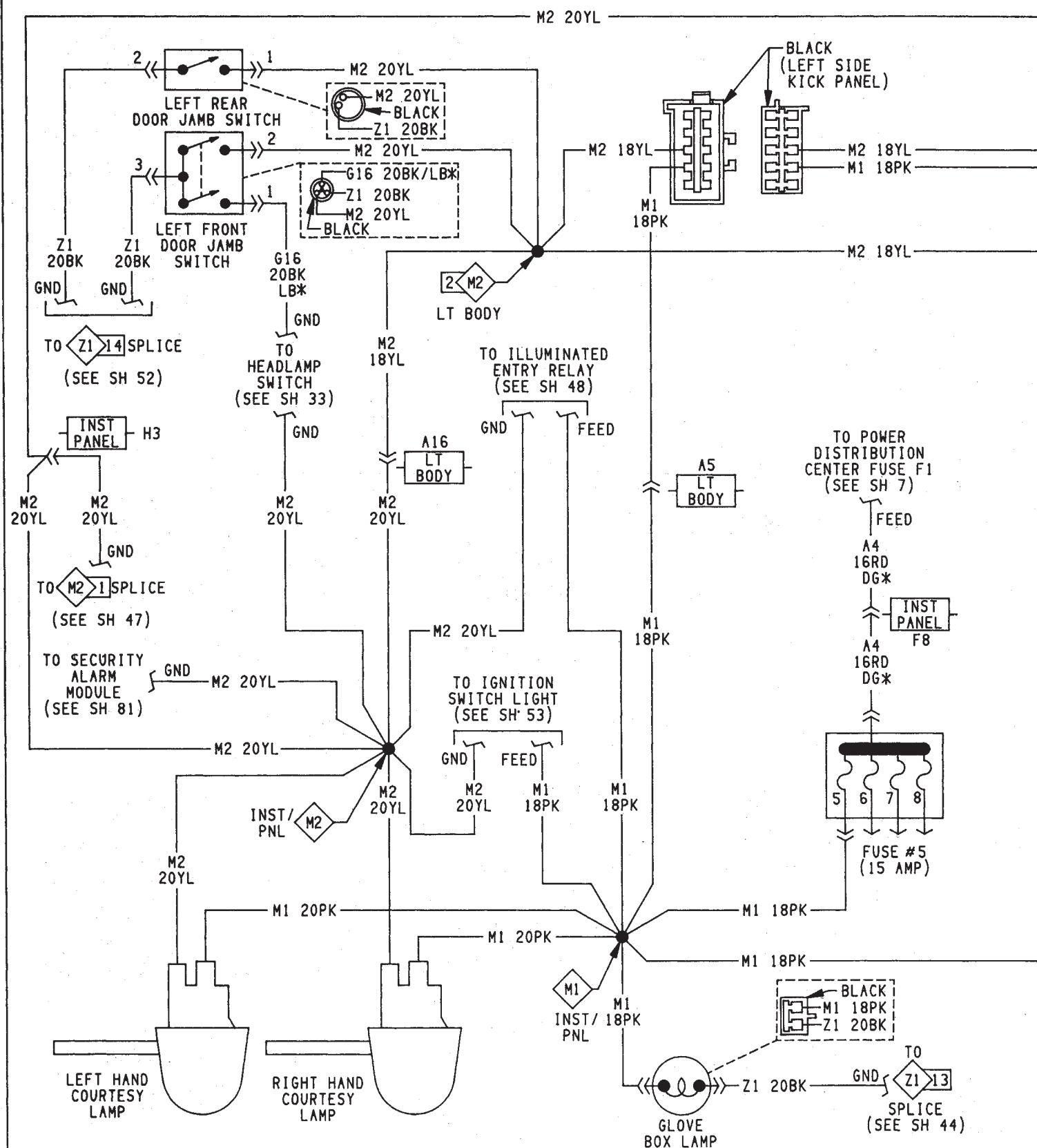
Fig. 18 Transmission Wiring 5.2L







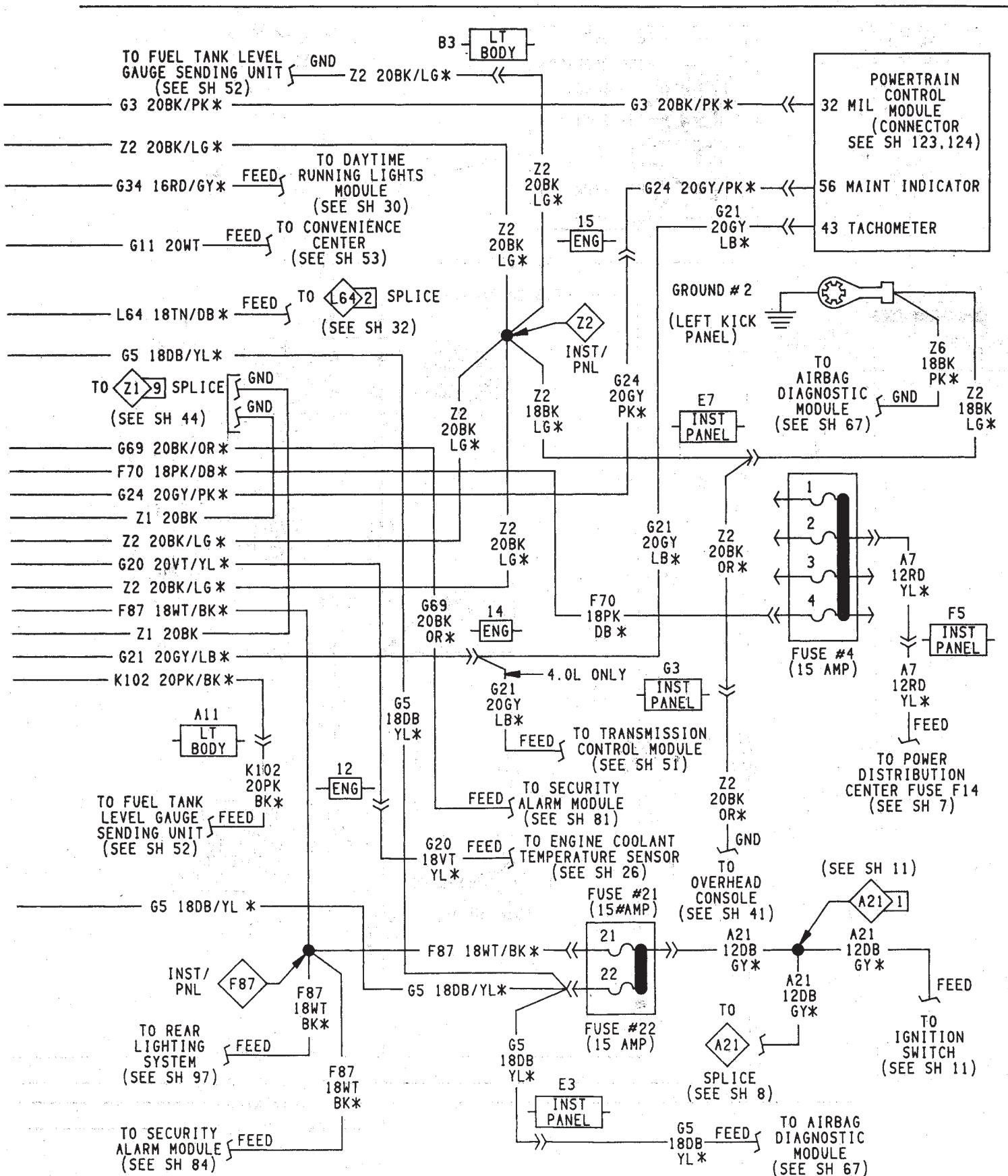


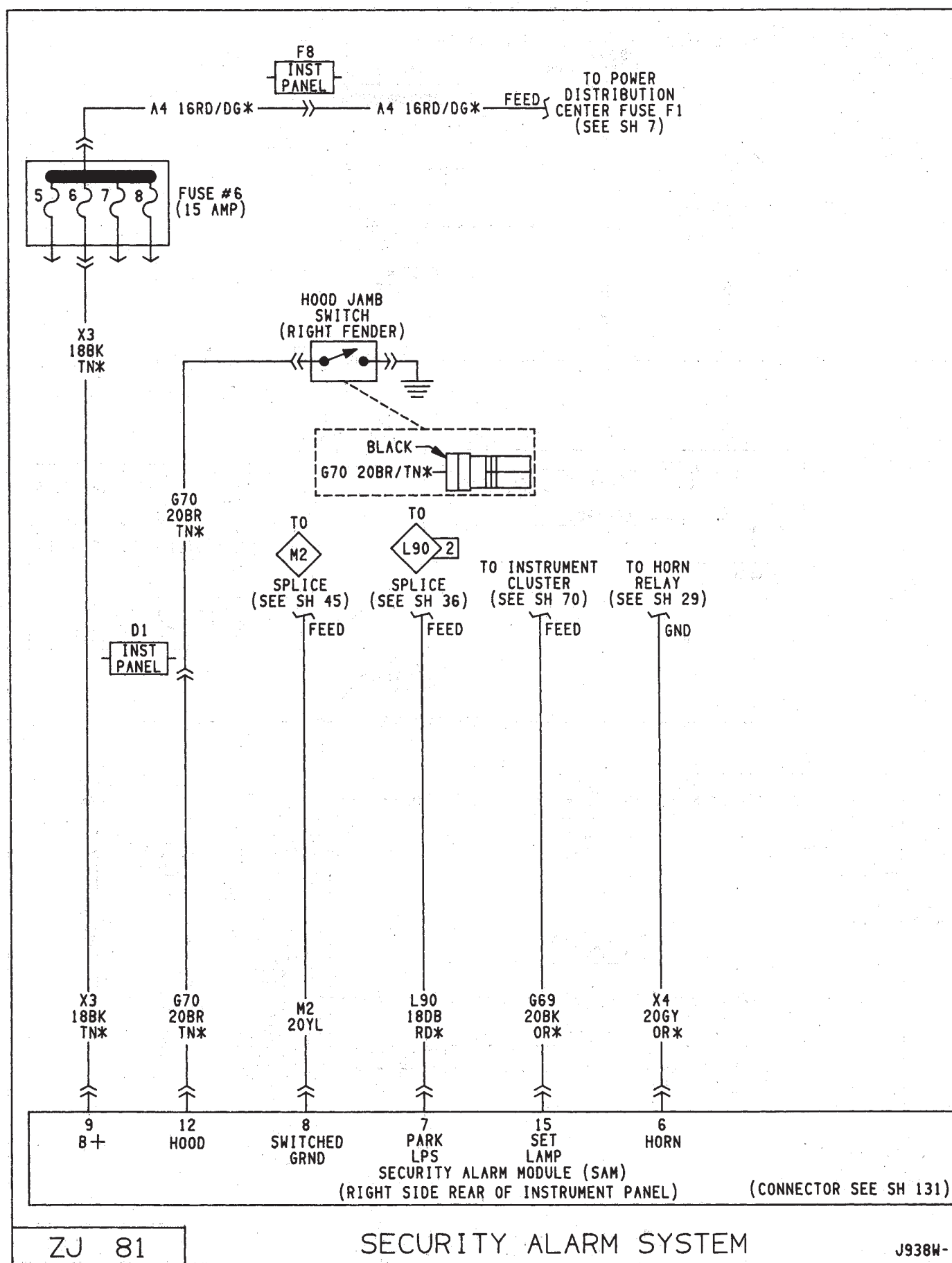


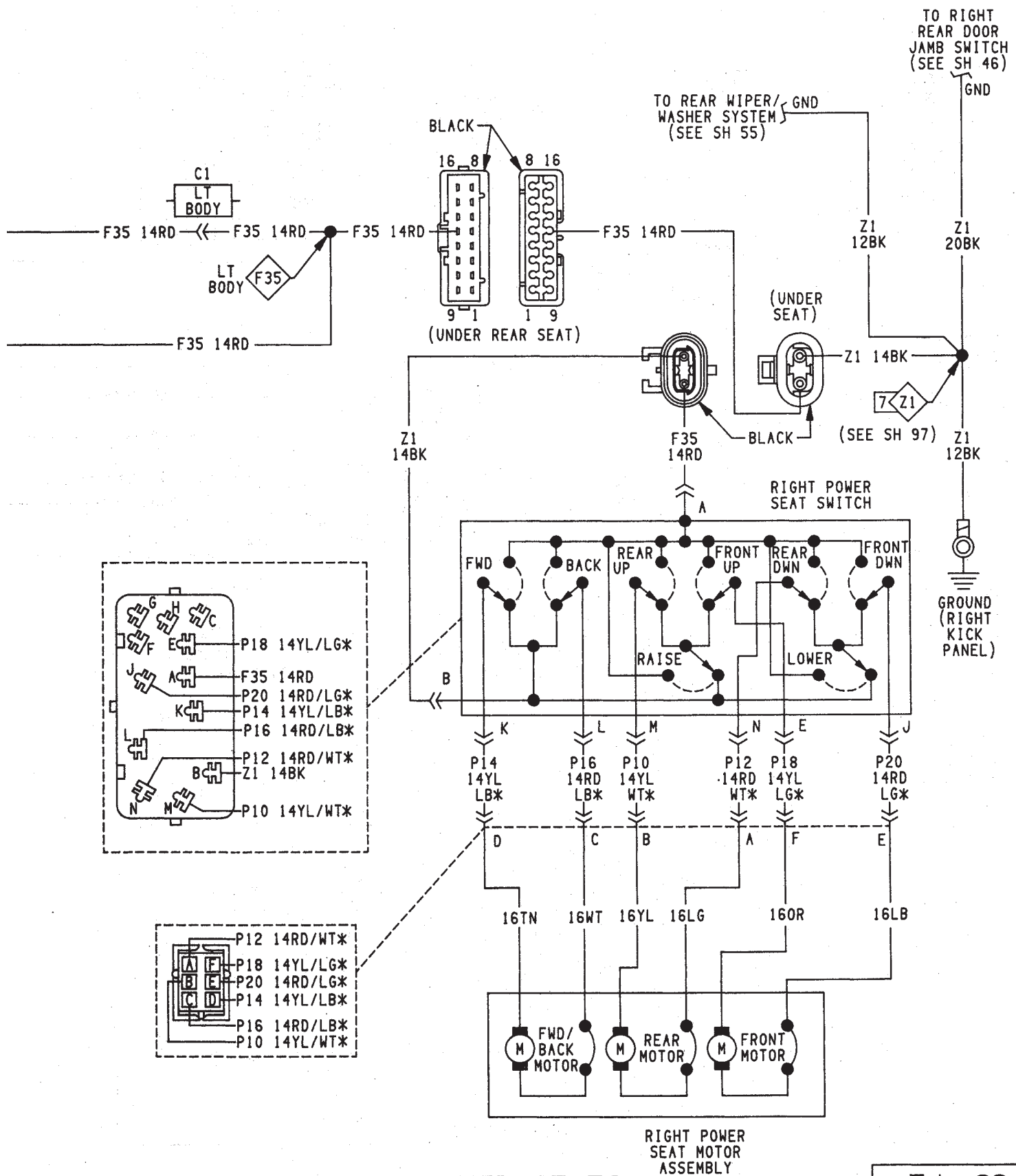
ZJ 45

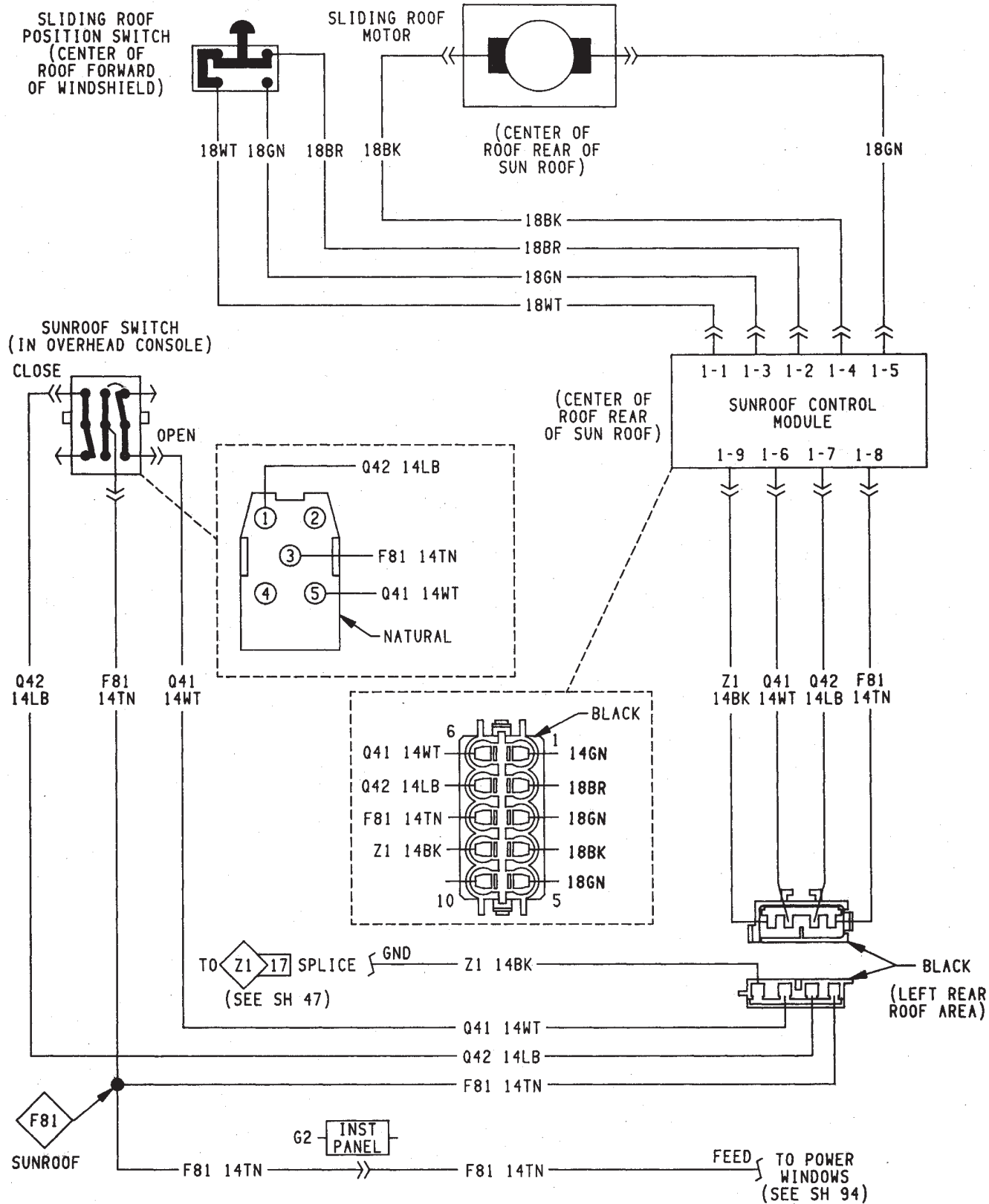
DOME AND COURTESY LAMPS

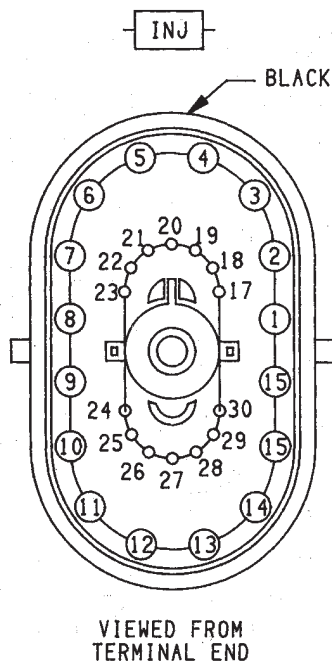
J938W-1











CAV	CIRCUIT	FUNCTION	SHEET
1	—	—	—
2	Z12 18BK/TN*	POWER GROUND	14
3	—	—	—
4	F86 16LB/RD*	IGNITION ACCESSORY FEED	13, 14
5	K19 18GY/WT*	DISTRIBUTOR IGNITION COIL (—)	14
6	K20 18DG	GENERATOR FIELD	9, 13
7	L10 18BR/LG*	BACK-UP LAMP FEED	49
8	—	—	—
9	A64 14OR/DB*	HEATER FEED	17
10	Z1 16BK	GROUND	50
11	A5 16PK/BK*	BATTERY	13
12	A61 18DG/BK*	IGN COIL; FUEL INJECTOR; FUEL PUMP	13, 18
13	F83 18YL/DG*	FUSED IGNITION	49
14	C21 20DB/OR *	A/C LOW PRESSURE SWITCH	75
15	—	—	—
16	—	—	—
17	L53 20BR	TCU BRAKE (—)	17, 27
18	V35 20LG/RD*	VEHICLE SPEED CONTROL (VENT)	28
19	V36 20TN/RD*	VEHICLE SPEED CONTROL (VACUUM)	28
* 20	D2 20WT/GY*	CCD (—)	66
* 21	D1 20VT/BR *	CCD (+)	66
22	I06 20GY/OR*	4WD FULL TIME	50
23	I07 20BK/RD*	PART TIME LAMP/ALL TIME	50
24	G7 18WT/OR*	VEHICLE SPEED CONTROL	16
25	V33 20WT/LG*	VEHICLE SPEED CONTROL (RESUME)	28
26	C13 20DB/RD *	A/C COMPRESSOR CLUTCH RELAY	75
27	G28 20LG/OR*	2WD/REAR WHEEL AND ALL TIME	50
28	T41 20BK/WT*	PARK/NEUTRAL POSITION SWITCH	10, 50
29	C90 20LG	A/C SELECT SIGNAL	71, 73
30	K81 20PK	FUEL PUMP RELAY COIL	13

* - INDICATES TWISTED PAIR

INJECTOR (4.0L) TO
ENGINE INTERCONNECT WIRING