

# ENGINE CONTROLS

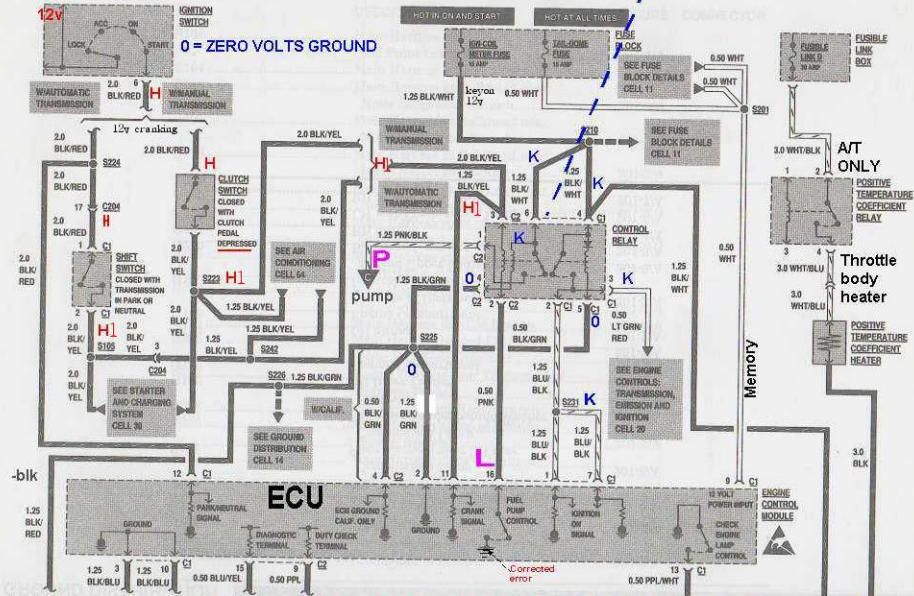
POWER, GROUND, CHECK ENGINE LAMP AND DIAGNOSTICS

H= Hot Cranking

K= HOT KEY ON

0 = ZERO VOLTS GROUND

Relay left is Fuel and right is MAIN



89/90

the Pink-blk goes HOT only cranking and below 10deg F. Key on.

L= Low when cranking.

Legend: H - 11-12v cranking If clutch or FRHLID switch good. H1 is same.

K= Keyon 12vdc.

0= zero volts. (0.5v max) at all times its ground.

L= Low (0v to 0.5v) cranking

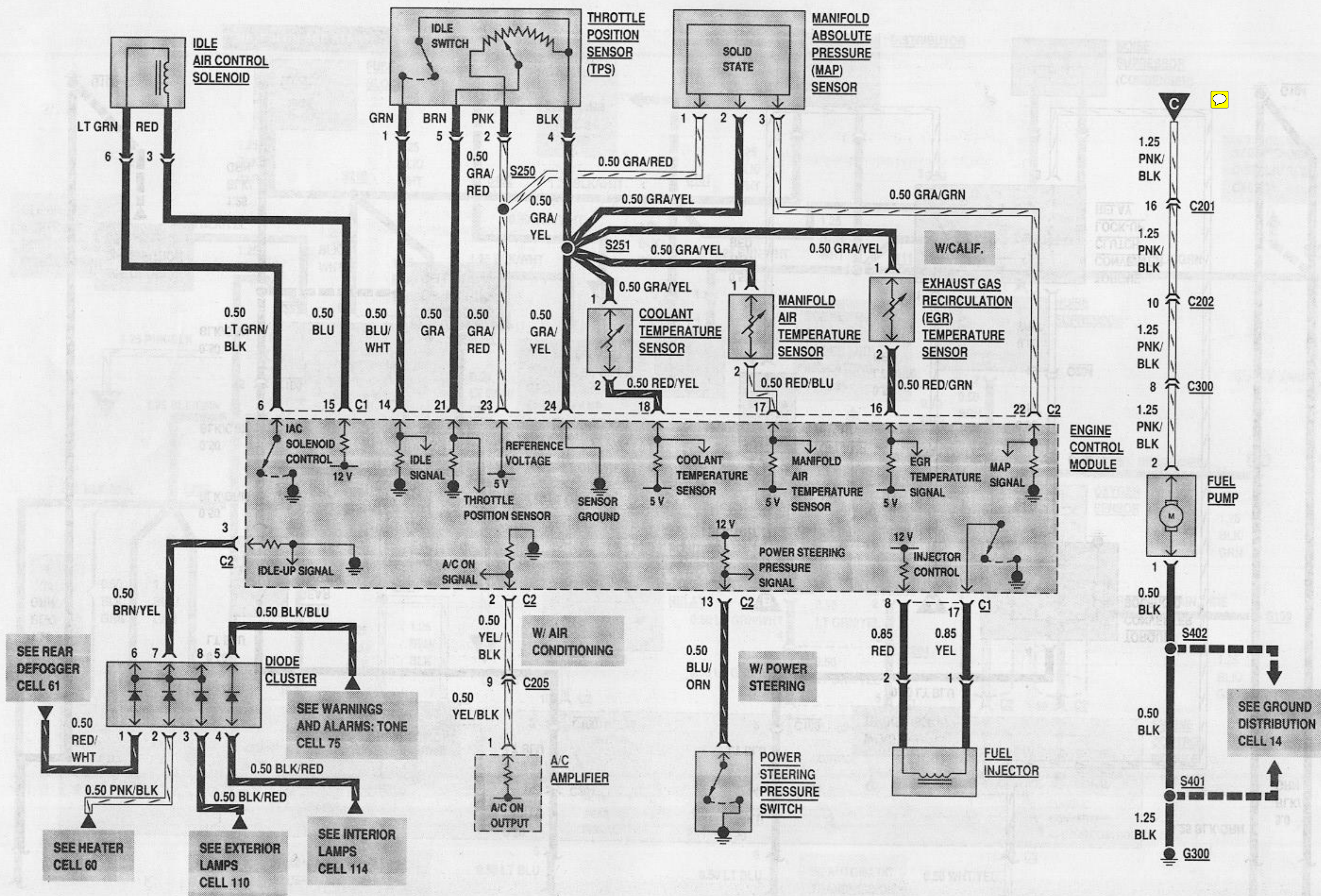
P = 11-12v cranking. this is pump power. (except when below 10°F it can be hot (or key on))



Note the Pump relay side (left) forms magnetic "AND" logic. Equation " Pump-active = CRAWLING "AND" KEY" power K = 12v. while cranking voltages can sag to 10v. (Siberia.)



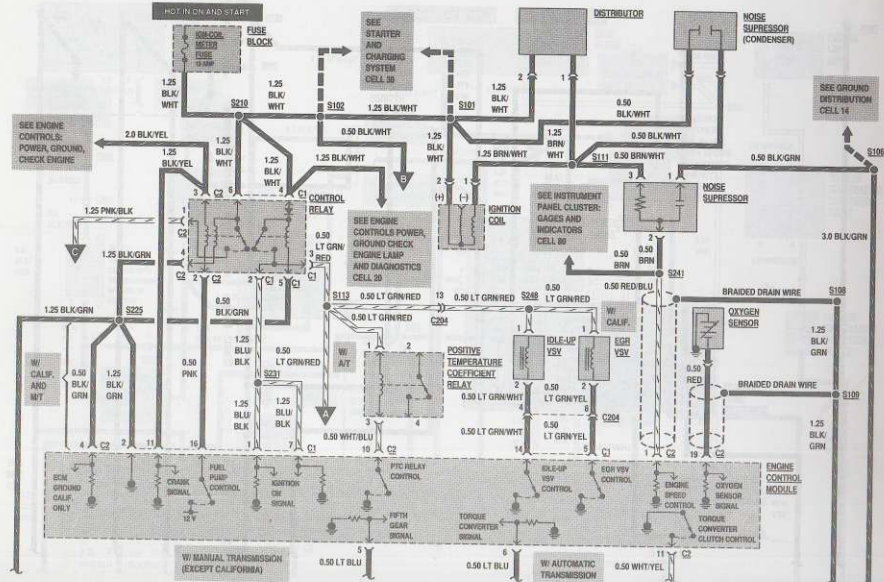
## ENGINE AND VEHICLE DATA SENSORS, FUEL SYSTEM AND IDLE UP CONTROLS

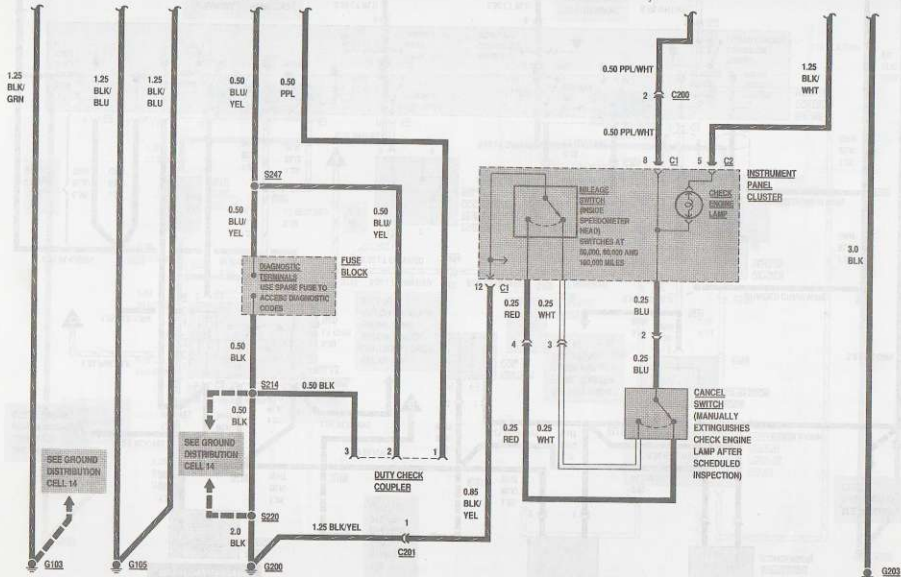




# ENGINE CONTROLS

## TRANSMISSION, EMISSION AND IGNITION





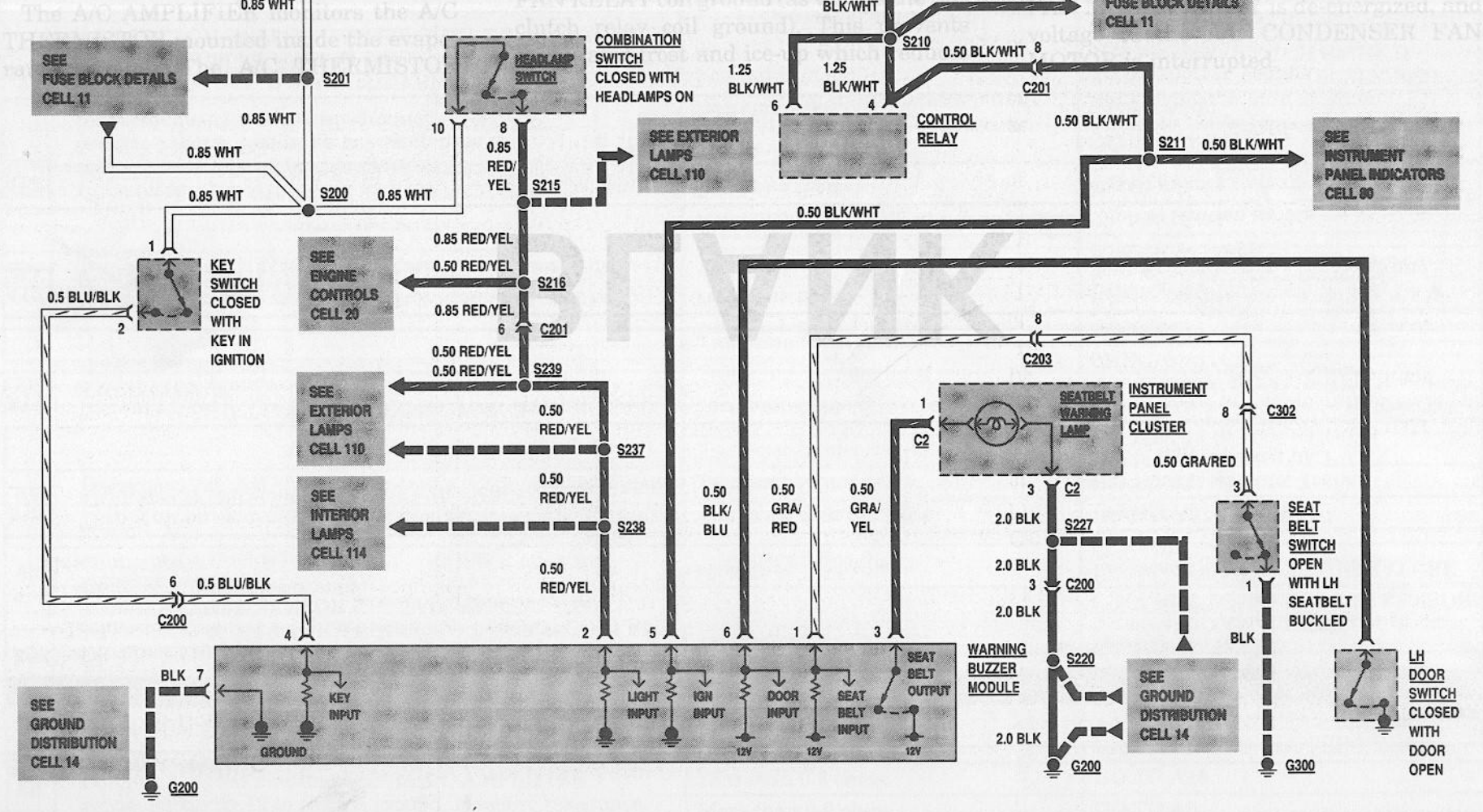


**HOT AT ALL TIMES** **HOT IN ON AND START**

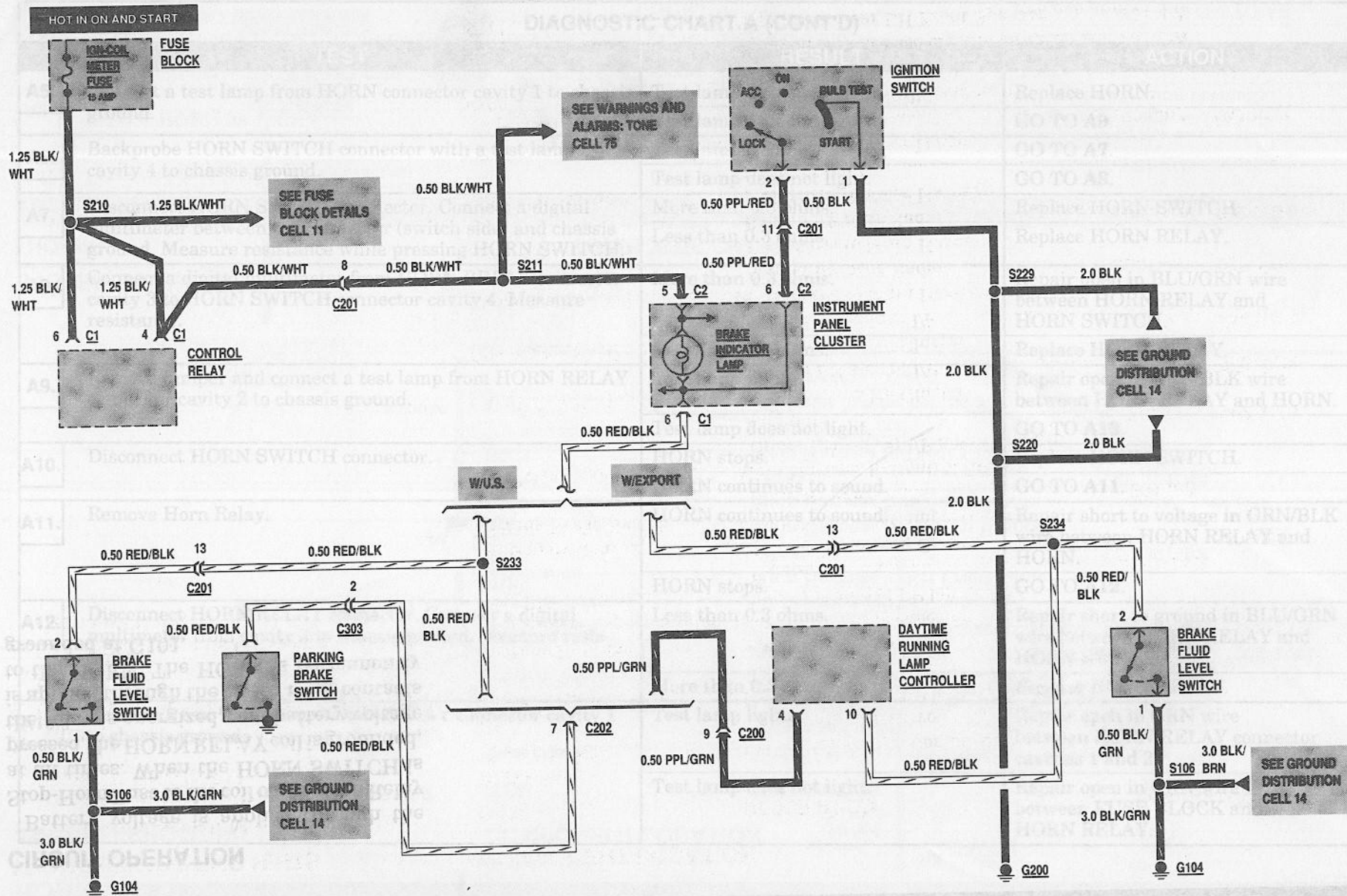
**TAIL-DOME FUSE 15 AMP** **IGN-COIL METER FUSE** **FUSE BLOCK**

125 1.05 PLANKIT

**SEE**

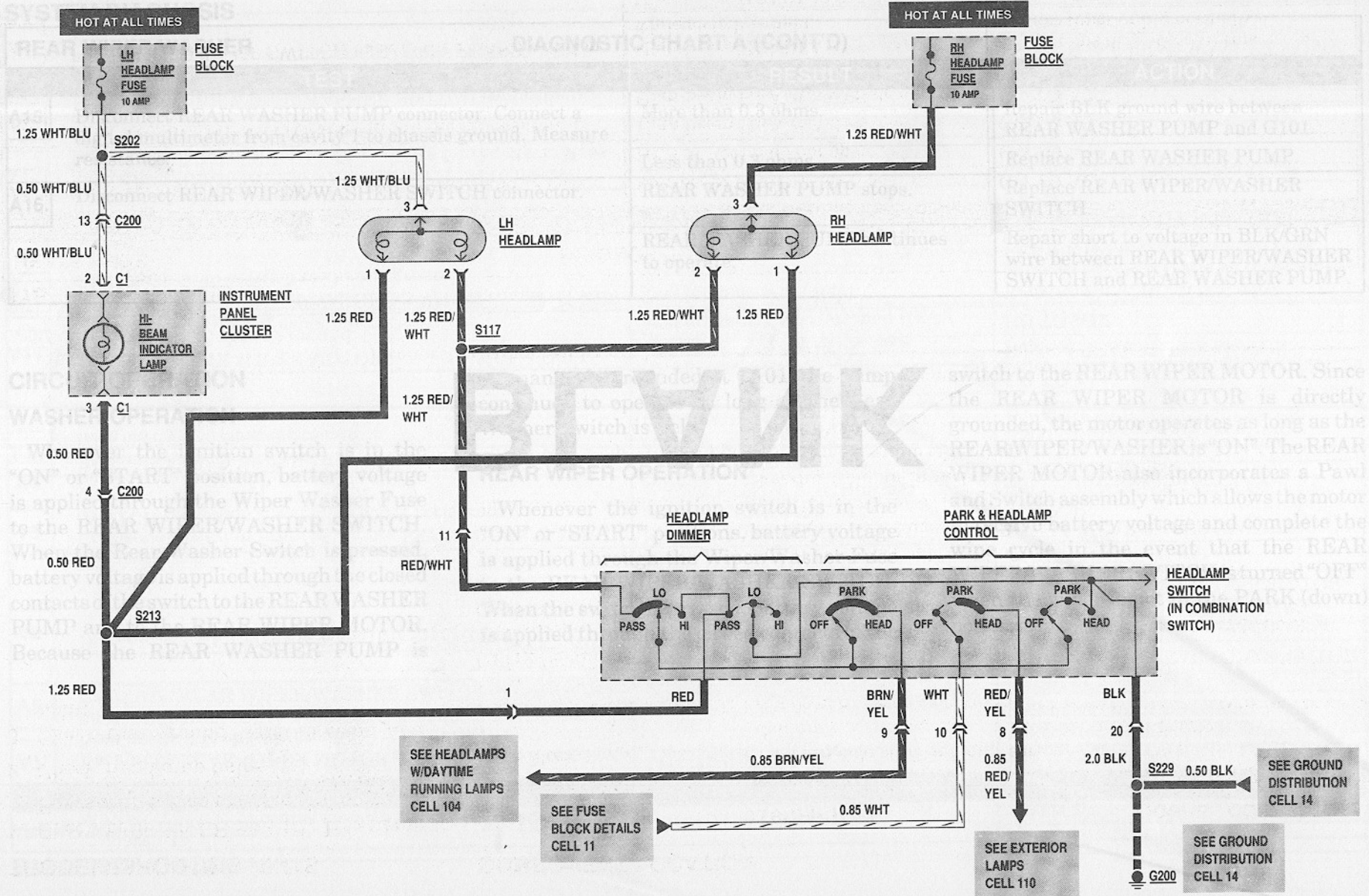


\_\_\_\_\_





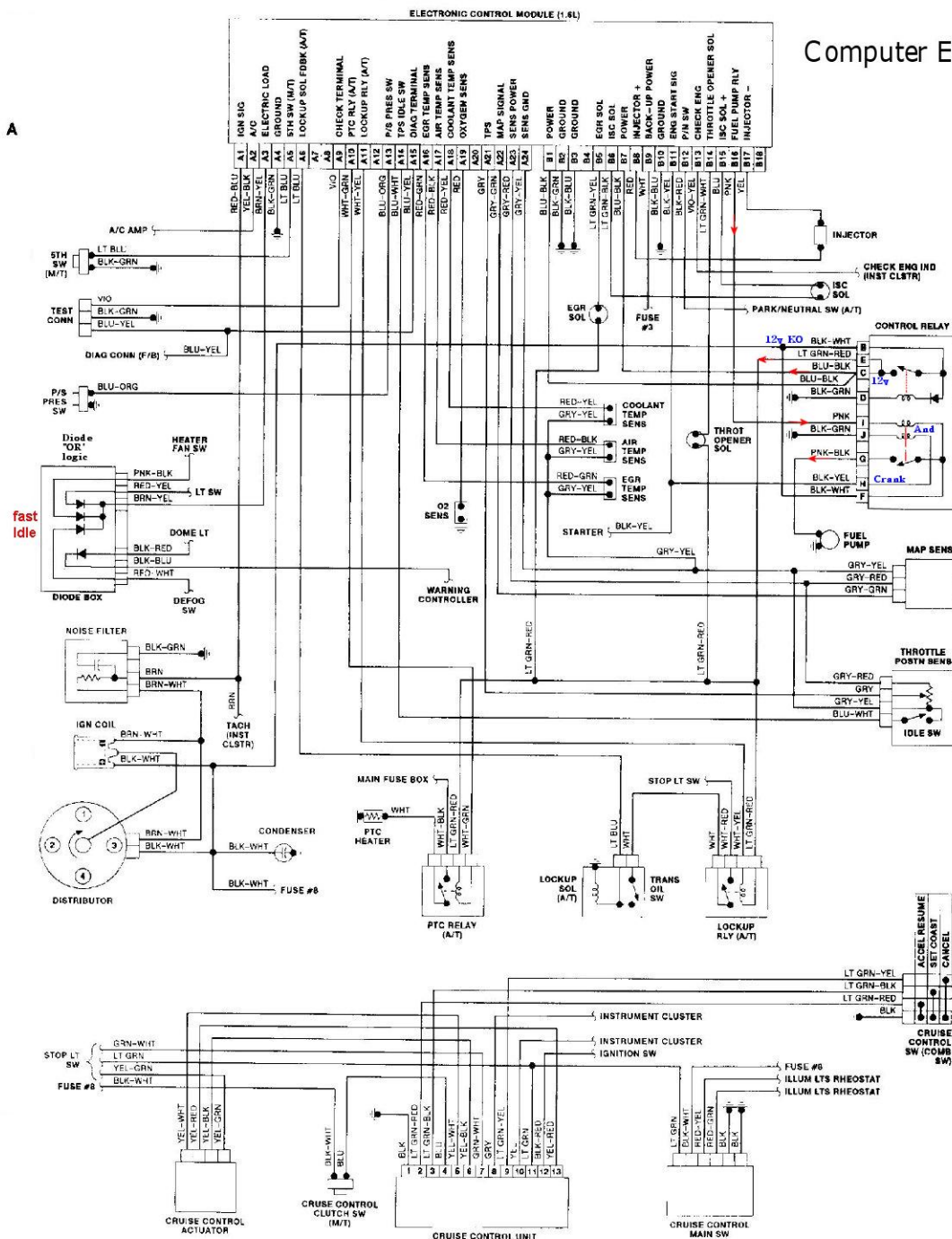
# HEADLAMPS





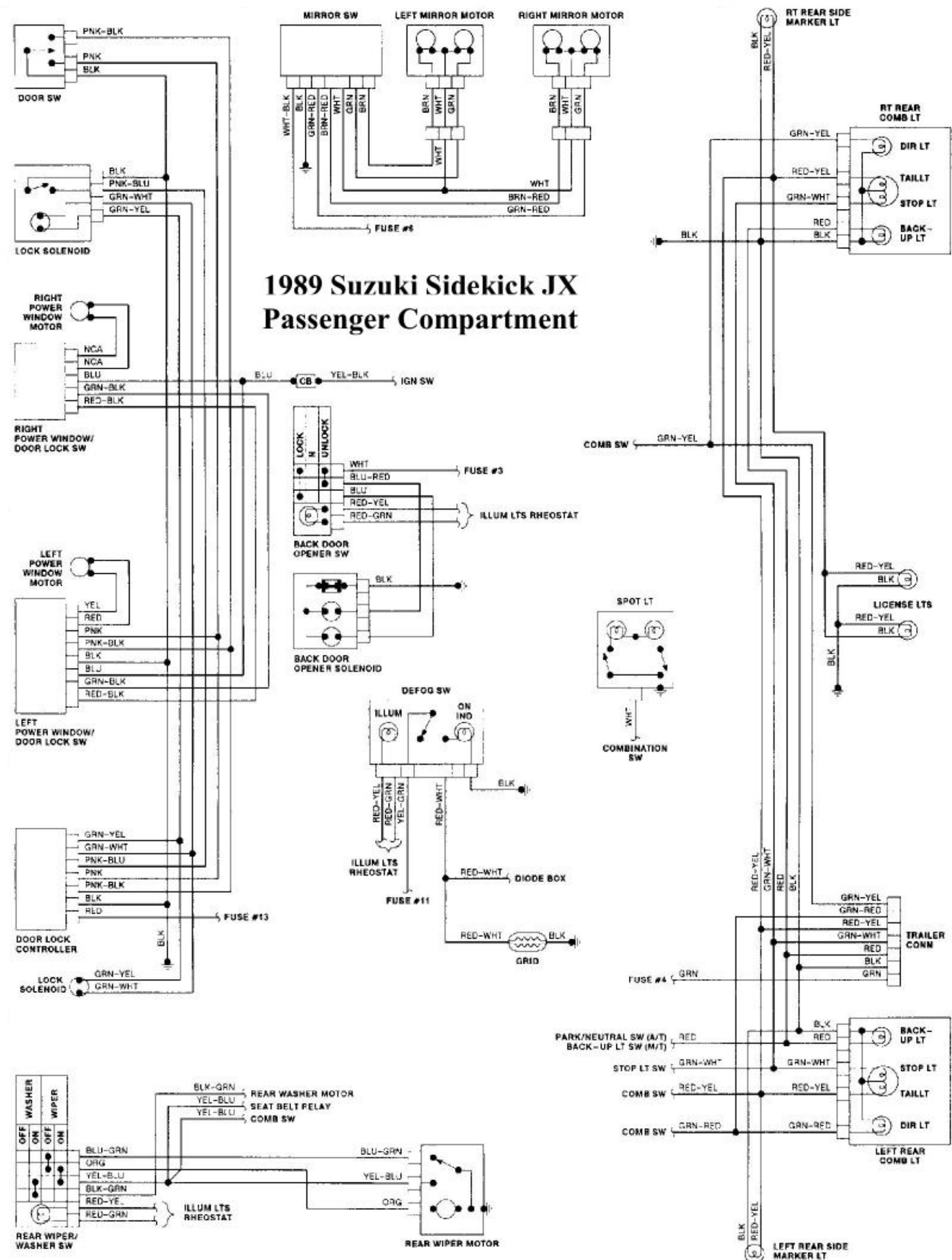


## A



For pump to run keyon only, the ambient temperature must be below 10F otherwise it must be cranked. The AND logic is Main hot "AND" ECU pump signal active = pump hot

The other Permissives for injection are  
A1 spark good.  
and TPS not stuck at 4v or more.







## Instrument Panel

