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This Manual should be used in conjunction with the following publications:

RCL 0193ENG	Workshop Manual
RCL 0194ENG	Electrical Circuit Diagrams

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This document is intended to assist in diagnosing electrical faults, and should be used in conjunction with the Electrical Circuit Diagrams. The document is divided into the following five sections:

1. **INTRODUCTION** - includes Electrical Precautions, a list of Abbreviations and general information on how to use the document.
2. **FUSE DETAILS** - provides details of location, rating in amps, wire colour and circuit(s) protected.
3. **EARTH POINTS AND HEADER JOINTS** - provides details of earth points, earth and power header joints, including a plan view of the vehicle to aid location.
4. **DESCRIPTION AND OPERATION** - provides an explanation of how each of the systems operate.
5. **CONNECTOR** - details of connectors including a location photograph, face view and pin-out table.

NOTE: Before starting electrical checks on the vehicle, ensure that the relevant mechanical functions operate satisfactorily.

References

References to the LH or RH side given in this document are made when viewing the vehicle from the rear.

Operations covered in this document do not include reference to testing the vehicle after repair. It is essential that work is inspected and tested after completion and, if necessary, a road test of the vehicle undertaken, particularly where safety related items are concerned.

Caution: Before undertaking any electrical work on a vehicle ALWAYS read the ELECTRICAL PRECAUTIONS detailed on the next page.

Battery voltage

Before commencing diagnosis of electrical problems verify the condition of the battery is acceptable by using the open circuit voltage test.

Open circuit voltage test

Switch off all electrical loads on the vehicle.
Adjust digital multimeter to read d.c. volts on the appropriate scale.
Connect test probes across battery terminals ensuring that polarity is correct and record the voltage displayed.

A reading of 12.3V or more is acceptable; any battery which reads less than this will need charging.

NOTE: If the vehicle has been used within a period of 8 hours prior to the test, surface charge must be removed from the battery by switching the headlamps on for approximately 30 seconds. Wait a further 60 seconds before checking the open circuit voltage.

Battery voltage is used as a known reference for ascertaining whether or not circuits are receiving sufficiently high voltage for components to function correctly. This reference is only a guide since most electronic circuits are designed to function over a wide range of voltages. In addition, consideration must be given to readings affected by voltage drop across certain components and fluctuations due to cable lengths.

ELECTRICAL PRECAUTIONS

General

The following guidelines are intended to ensure the safety of the operator whilst preventing damage to the electrical and electronic components fitted to the vehicle. Where necessary, specific precautions are detailed in the relevant sections of this document, reference to which should be made prior to commencing repair operations.

Equipment - Prior to commencing any test procedure on the vehicle ensure that the relevant test equipment is working correctly and any harness or connectors are in good condition. This particularly applies to mains lead and connections.

WARNING: Before commencing work on an ignition system all high tension terminals, adapters and diagnostic equipment for testing should be inspected to ensure that they are adequately insulated and shielded to prevent accidental personal contact and to minimise the risk of shock. Wearers of surgically implanted pacemaker devices should not work in close proximity to ignition circuits or diagnostic equipment.

Polarity - Never reverse connect the vehicle battery and always observe the correct polarity when connecting test equipment.

High Voltage Circuits - Whenever disconnecting live ht circuits always use insulated pliers and never allow the open end of the ht lead to come into contact with other components particularly ECUs. Since high voltage spikes can occur on the terminals of the coil while the engine is running, exercise caution when measuring the voltage at these points.

Connectors and Harness - The engine compartment of a vehicle is a particularly hostile environment for electrical components and connectors. Always ensure these items are dry and oil free before disconnecting and connecting test equipment. Never force connectors apart either by using tools or by pulling on the wiring harness. Always ensure locking tabs are disengaged before removal and note orientation to enable correct reconnection. Ensure that any protective covers and substances are replaced if disturbed.

Before removing a faulty component, refer to the Workshop Manual for removal procedures. Ensure the starter switch is turned to the 'OFF' position, the battery is disconnected (see Battery disconnecting) and any disconnected harnesses are supported to avoid any undue strain at terminals. When replacing the component keep oily hands away from electrical connection areas and push connectors home until any locking tabs fully engage.

Battery disconnecting

Before disconnecting the battery, switch off all electrical equipment. If the radio is to be serviced, ensure the security code has been deactivated.

Caution: To prevent damage to electrical components ALWAYS disconnect the battery when working on the vehicle electrical system. The earth lead must be disconnected first and reconnected last. Always ensure that battery leads are routed correctly and are not close to any potential chafing points.

Battery charging

Recharge the battery out of the vehicle and keep the top well ventilated. While being charged or discharged, and for approximately fifteen minutes afterwards, batteries emit hydrogen gas. This gas is inflammable.

Always ensure any battery charging area is well ventilated and that every precautions is taken to avoid naked flames and sparks.

Disciplines

Switch off ignition prior to making any connection or disconnection in the system as electrical surge caused by disconnecting 'live' connections can damage electronic components.

Ensure hands and work surfaces are clean and free of grease, swarf, etc. as grease collects dirt which can cause tracking or high-resistance contacts.

When handling printed circuit boards, treat them as you would a disc - hold by the edges only; note that some electronic components are susceptible to body static.

Connectors should never be subjected to forced removal or refit, especially inter-board connectors, damaged contacts will cause short-circuit and open-circuit conditions.

Prior to commencing test, and periodically during test, touch a good earth, i.e. cigar lighter socket, to discharge body static as some electronic components are vulnerable to static electricity.

Grease for electrical connectors

All under bonnet and under body connectors are protected against corrosion by the application of a special grease on production. Should connectors be disturbed in service or repaired or replaced, a grease of this type, available under Part No. BAU 5811, should again be applied.

NOTE: The use of other greases must be avoided as they can migrate into relays, switches etc. contaminating the contacts and leading to intermittent operation or failure.

ABBREVIATIONS

A	- Amps
ac	- Alternating current
A/C or Aircon	- Air conditioning
ABS	- Anti-lock braking system
Cav	- Cavity
Cct	- Model or feature applicability
CDL	- Central door locking
Col	- Colour
dc	- Direct current
DCU	- Diagnostic and control unit
ECU	- Electronic control unit
ECM	- Engine control module
EDC	- Electronic diesel control
F	- Fuse
FICV	- Fast idle control valve
FL	- Fusible link
HRW	- Heated rear window
IACV	- Idle air control valve
ICE	- In-car entertainment
IMA	- Idle mixture adjust

LCD	- Liquid crystal display
LED	- Light emitting diode
LH	- Left hand
LHD	- Left hand drive
MAP	- Manifold absolute pressure
MEMS	- Modular engine management system
MFU	- Multi-function unit
MPi	- Multi-point injection
NON CDL	- Without Central door locking
PA	- Atmospheric pressure
PGM-Fi	- Programmed fuel injection
RH	- Right hand
RHD	- Right hand drive
SPi	- Single-point fuel injection
SRS	- Supplementary restraint system
TA	- Air temperature
TDC	- Top dead centre
TH	- Throttle angle
TW	- Water temperature

HOW TO USE THIS DOCUMENT

Fuse details

Contains information on fuse functions and values and should be used together with the power distribution circuit diagrams to establish which systems share a common power supply and to ensure that correct value fuses are fitted.

Earth points and headers joints

Shows a plan view of the vehicle including location of all earth points. Supporting photographs and connector detail information appear in the Connector section.

Description and Operation

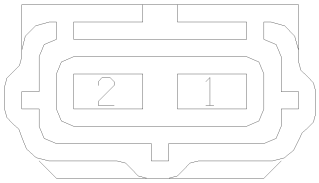
Presented in the same order as the circuit diagrams are displayed in the Electrical Circuit Diagram folder, each of the descriptions contains a brief overview of the main system functions and includes operating parameters for sensors and switches and reference to the appropriate wire colours. Always read this section before starting work on a system so that a good understanding of system functionality is obtained.

Connector

This section is effectively an index of every electrical connector on the vehicle, including header joints and eyelets. A page is dedicated to each connector, with the information presented in a standard format. The connector number is displayed on each page header to ease reference. Connector information comprises:

- **Connector Number** - The assigned number, prefixed “C”.
- **Connector Name** - Usually derived from the component to which the connection is made.
- **Male/Female** - If applicable, identifies the gender of the connector pins (NOT the housing) as Male or Female. Generally, connectors mating directly to a component have Female pins.

- **Colour** - If applicable, the colour of the connector housing is shown. NATURAL is used to describe connectors with a clear/translucent plastic finish.
- **Location Statement** - Used in conjunction with the photograph to determine the location of the connector.
- **Photograph** - Shows the location of the subject connector. In most cases, the photograph will indicate the amount of trim removal necessary to reveal the connector. For convenience some photographs identify more than one connector.
- **Face View** - An outline of the connector housing, viewed from the front, showing pin numbers (if applicable).



- **Pin-out Table** - A three column table, detailing the colour and position of each wire in the connector:
-

Cav	Col	Cct
1	GR	ALL
2	B	ALL

Cav: The connector pin (cavity) number.
Col: The colour of wire populating the connector pin.
Cct: Identifies the model or feature which uses the wire. ALL means applicable to all vehicles in the range.

Where necessary a table listing the circuit reference numbers against a description of the model or features which may or may not be fitted, can be found at the beginning of the Connector section. A sample of a typical table is shown below:

Cct	Model or feature
1	Electric windows
2	Electric windows and headlamp levelling
3	Headlamp levelling
4	Without headlamp levelling
5	Airbag
6	Without airbag
7	Alarm
8	Rear speakers

Fault diagnosis

When diagnosing an electrical fault follow the steps below:

1. Read the circuit description appropriate to the reported fault to ensure a good understanding of circuit operation.
2. Study the power distribution, fuse details and earth distribution diagrams and identify other circuits which share fuses and/or earth points. Check whether these circuits operate correctly.
3. Using the photographs contained in the Connector section, locate a point on the circuit (approximately half way between supply and earth) which is easily accessible.
4. Check that the pin out details of the connector are correct and that the correct signals exist at the correct terminals.
5. Using the marker pen supplied (or other suitable non-permanent marker pen), mark the parts of the circuit you have verified.
6. Continue to the next point on the circuit which is easiest to access and repeat the above.
7. Continue this approach until a fault is found, rectify the fault and then verify that the circuit operates correctly.

WIRE COLOUR CODES

The following list contains the wire colour codes used on the vehicle harnesses and is intended to give an indication of the function or feature for which a particular colour of wire is normally used. These guidelines do not always apply to the wiring between components and the main harness.

Code	Colour	Function
B	Black	Earth wire from a component to an earth tag. Black with a tracer is also usually an earth wire but the earth is switched by a control unit.
G	Green	Ignition fused supply from passenger compartment fusebox: clock, instrument, indicators, electric mirrors
K	Pink	Fused supply: central door locking
LG	Light Green	Ignition auxiliary fused supply from passenger compartment fusebox: reverse lamps, brake lamps
N	Brown	Battery supply - to ignition switch from fusible link 3 and 5
O	Orange	Fused supply: central locking
P	Purple	Fused permanent supply - to interior lamps, radio cassette, clock, anti-theft alarm, electric aerial
R	Red	Fused supply: sidelamps
S	Slate (grey)	Fused supply: electric windows
U	Blue	Fused supply: headlamps, cooling fans
W	White	Ignition switched supply to passenger compartment fusebox
Y	Yellow	Ignition switched supply to passenger compartment fusebox

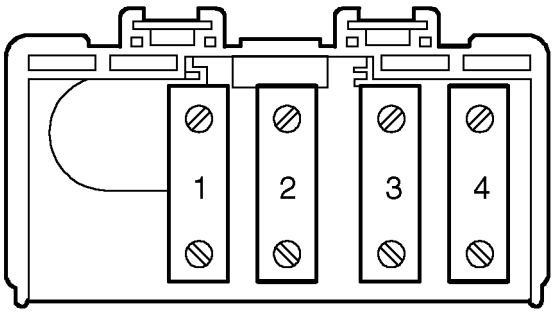
INTRODUCTION

The fuses are mounted in two fuse boxes; one is in the engine compartment and the other in the passenger compartment, high in the driver's footwell. In addition, the front fog lamp relay receives battery voltage via a 15A fuse (stand-alone fuse holder) mounted at the rear RH side of the engine compartment.

The engine compartment fuse box contains high current pull-out fuses which feed multiple circuits.

The fuses in the passenger compartment fuse box are all of the smaller pull-out type.

Engine Compartment Fuse Box



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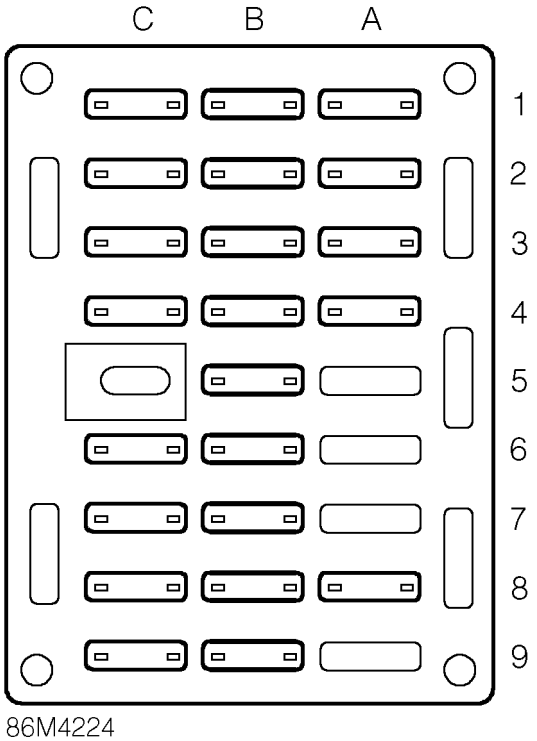
Link	Rating	Wire Colour	Function
1	30 amp	N	Passenger compartment fuse box - fuses A9, B1, B6, B9 and C4
2	30 amp	N	Ignition switch, auxiliary relay
3	30 amp	N	Lighting switch
4	30 amp	N	MEMS relay module / manifold heater relay (Japan)

Passenger Compartment Fuse Box



Fuse	Rating	Wire Colour	Function
A1	10 amp	UW	RH headlamp main beam, driving lamp relay
A2	10 amp	UR	RH headlamp dipped beam
A3	10 amp	RW	RH side and tail lamps
A4	10 amp	W	Alarm ECU, instrument pack, voltage gauge, oil temperature gauge
A5	-	-	Not used
A6	10 amp	G	A/C relay, switch pack, thermostat, seat belt warning lamp, catalyst overheat ECU (Japan only)
A7	15 amp	LGW	A/C blower motor (Japan only)
A8	15 amp	LGO	Blower motor
A9	20 amp	U	A/C relay (Japan only)

B1	15 amp	P	Driving lamp relay
B2	10 amp	UO	Rear fog guard
B3	10 amp	R	Headlamp levelling
B4	10 amp	LGW	Radio cassette, cooling fan relay (Japan), automatic gearbox selector indicator lamp
B5	10 amp	G	Airbag control unit
B6	20 amp	P	Alarm system and horn
B7	15 amp	R	Sunroof
B8	15 amp	LGO	Wipers and washer
B9	15 amp	P	Cooling fan
C1	10 amp	UW	LH headlamp main beam
C2	10 amp	UR	LH headlamp dipped beam
C3	10 amp	RB	LH side and tail lamps
C4	10 amp	PO	Radio cassette, clock, brake system warning light, direction indicator/ hazard warning unit, anti-theft alarm indicator light, interior lamp unit
C5	-	-	Not used
C6	15 amp	G	Direction indicator relay, brake and reversing lamps
C7	10 amp	NS	Inertia fuel shutoff switch
C8	10 amp	WR-WK	MEMS relay module (starter relay)
C9	15 amp	G	Heated rear window

A face view of the of the passenger compartment fuse box is not shown in the Connector section of this document since it consists of single Lucars connected in accordance with the following table:

Cav	Col	CCT
A1-1	UW	ALL
A1-2	UW	ALL
A2-1	UR	ALL
A2-2	UR	ALL
A3-1	R	ALL
A3-2	RW	ALL
A4-1	W	ALL
A4-2	W	ALL
A6-1	W	1
A6-2	G	1
A7-1	LGW	1
A7-2	LGW	1
A8-1	LGW	ALL
A8-2	LGO	ALL
A9-1	N	1
A9-2	U	1

Cav	Col	CCT
B1-1	N	ALL
B1-2	P	ALL
B2-1	U	ALL
B2-2	UO	ALL
B3-1	R	ALL
B3-2	R	ALL
B4-1	LGW	ALL
B4-2	LGW	ALL
B5-1	W	ALL
B5-2	G	ALL
B6-1	N	ALL
B6-2	P	ALL
B7-1	Y	ALL
B7-2	R	ALL
B8-1	LGW	ALL
B8-2	LGO	ALL
B9-1	N	ALL
B9-2	P	ALL

Cav	Col	CCT
C1-1	UW	ALL
C1-2	UW	ALL
C2-1	UR	ALL
C2-2	UR	ALL
C3-1	R	ALL
C3-2	RB	ALL
C4-1	N	ALL
C4-2	PO	ALL
C6-1	W	ALL
C6-2	G	ALL
C7-1	NS	ALL
C7-2	NS	ALL
C8-1	WR	ALL
C8-2	WR	ALL
C9-1	Y	ALL
C9-2	G	ALL

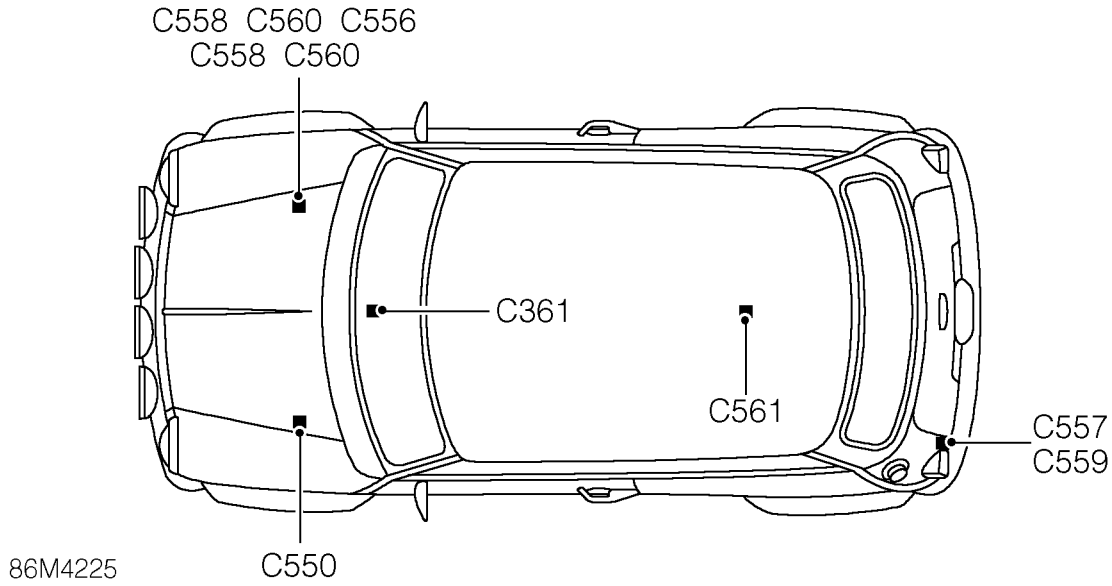
MODEL/FEATURE APPLICABILITY TABLE

This table lists the circuit reference number(s) against a description of the model or feature to which it applies:

Cct	Model or feature applicability
1	Japan only
ALL	Applies to all models and derivatives

Earth Points

The following illustration indicates the general position of each Earth Point on the vehicle.



Connector No	Title	Location
C361	Earth eyelet - radio	Behind centre of fascia
C556	Earth eyelet 1	RH side of engine compartment
C557	Earth eyelet 2	Luggage compartment - LH side
C558	Earth eyelet 3	RH side of engine compartment
C559	Earth eyelet 4	Luggage compartment - LH side
C560	Earth eyelet 5	RH side of engine compartment
C561	Earth eyelet 6	Beneath rear seat

NOTE: The earth points listed above, will not necessarily be fitted to all versions of the vehicle.

Earth Headers

There is one Earth Header attached to the inner wing abutment bracket located in the left hand side of the engine compartment.

Connector No	Title	Location
C550	Earth header 1	LH side of engine compartment

ANTI-THEFT ALARM OPERATION

The alarm system can only be armed and disarmed by using the handset

NOTE: Subsequent unlocking of the vehicle using the key will activate the alarm. Locking the driver's or front passenger's door with the key will NOT arm the alarm.

The system features:

- a perimetric alarm (protects access to the passenger, engine and luggage compartments).
- engine immobilisation.

Battery voltage to the alarm is supplied from fuse B6 in the passenger compartment fuse box on a P wire and earth is on a B wire. The alarm also receives battery voltage on a W wire from fuse A4 in the passenger compartment fuse box providing the starter switch is in position II. The anti-theft alarm indicator light receives battery voltage from fuse C4 in the passenger compartment fuse box on a PO wire and a control signal on a YN wire from the alarm ECU.

Handset

A coded radio signal is transmitted from the handset when either button is pressed. The RH (padlock symbol) button is used to arm the alarm and use of the LH button disarms it. Provided the handset is operated in the proximity of the vehicle, the signal is received on the aerial and passed to the alarm ECU on a WY wire.

When the alarm is armed, the anti-theft alarm indicator light flashes rapidly for approximately 10 seconds and then continues at a slower rate as a visual deterrent. If a door or the bonnet is not properly closed, the alarm will be armed and the engine immobilised. The anti-theft alarm indicator light will not flash for approximately 10 seconds, it will then flash slowly to indicate that the system is only partially armed and to provide a visual anti-theft deterrent. When the open door or the bonnet is closed, the alarm will become fully armed.

Each time the handset button is pressed, the radio signal code is changed in a sequence mirrored by the receiver in the alarm ECU. If the sequence is broken, (e.g. by handset battery renewal, or by temporary vehicle battery disconnection, etc.), it will be necessary to restore synchronisation. This can be done by pressing the handset RH button four times in quick succession, until the vehicle responds by arming the alarm.

Perimetric alarm

The perimetric alarm can only be set using the handset. Each door, the bonnet and the luggage compartment incorporates a switch that closes as the aperture is opened. When a switch is closed, an earth signal is sent to the alarm ECU on a PW wire for the driver and passenger doors, on a PK wire for the boot and on a PR wire for the bonnet.

If a door is opened when the alarm is armed, the alarm ECU sends an earth on a PB wire to one side of the horn relay coil. Since the other side of the coil receives battery voltage on a P wire from fuse B6 in passenger compartment fuse box, the relay will energise causing the horn to sound. Once triggered, the horn will sound for a period of approximately 30 seconds - it can be silenced by pressing the plain button on the handset.

Engine immobilisation

The engine is immobilised when the perimetric alarm is set, inhibiting the engine primary electrical circuits. Immobilisation is removed when the LH handset button is pressed. The alarm ECU provides an earth on a WR wire (via the automatic inhibitor switch on a WLG wire in the case of vehicles fitted with an automatic gearbox) to one side of the starter relay coil. Since the other side of the coil is receiving battery voltage from fuse C8 the passenger compartment fuse box on a WR-WK wire, the relay is energised. Once this occurs, battery voltage is switched from link 4 in the engine compartment fuse box on an N wire via the MEMS relay module to the starter motor on an NR wire, with an immobilisation signal being sent to the MEMS ECM on a WS wire.

Passive engine immobilisation

Even if the car is not locked, the passive immobilisation feature will be enabled approximately 30 seconds after the starter switch is turned to the ‘OFF’ position and the driver's door has been opened. This state is indicated by the anti-theft alarm indicator light flashing. While the door is open, the anti-theft alarm indicator light illuminates continuously.

In this condition, the engine can be re-mobilised by pressing the LH button on the handset before operating the starter switch.

Handset battery replacement

Dependent on usage, the CR2032 type battery in the handset should last for three years. When the battery is near the end of its life, a reduction in the operating range of the handset may be noticed. To change the battery, first carefully prise open the handset casing at the key ring end, taking care not to damage the seal. Slide the battery out, without bending the clip or touching any of the contact surfaces. Press and hold each handset button for five seconds, to allow residual power to discharge.

Without touching the contact surfaces, carefully slide a new battery into the clip, ensuring that the side marked '+' faces the clip. Snap together the two halves of the handset case.

Unlock the car then operate the RH (lock symbol) button at least four times, to resynchronise the handset to the car. The handset is now ready for use.

Vehicle battery

Always disarm the alarm BEFORE the battery terminals are disconnected. Failure to do this will result in the alarm sounding as soon as the battery is reconnected.

HORNS OPERATION

The horn receives a direct earth on a B wire.

Battery voltage is supplied from fuse B6 in the passenger compartment fuse box on a P wire to the horn relay contacts and one side of the coil. When the horn push switch is operated the other side of the relay coil receives an earth on a PB wire via the rotary coupler. The alarm ECU will also supply an earth path to the horn relay coil on a PB wire when the integrity of the alarm system is broken.

When the relay coil receives the earth it is energised, switching battery voltage from B6 in the passenger compartment fuse box on a P wire via the closed contacts of the relay to the horn on a PB wire. Since the other side of the horn is connected to earth, the horn will sound.

SUNROOF OPERATION

The sunroof switches receive an earth supply on an N wire and, providing the starter switch is in position I or II, battery voltage is supplied on an R wire from fuse B7 in the passenger compartment fuse box. Operating the rear-mounted switch causes the sunroof to open, and operating the front-mounted switch causes the sunroof to close.

The sunroof motor operation and hence sunroof movement is controlled by operation of these switches. When the sunroof is in the closed position, the two switches provide an earth path to both motor terminals on B and S wires.

Operation of switch I supplies battery voltage on a B wire to one of the terminals of the sunroof motor. Since the second terminal is connected on a S wire to earth, the motor will operate and will continue until the switch is released.

Operation of switch II supplies battery voltage on a S wire to the second terminal of the sunroof motor. Since the first terminal is connected on a B wire to earth the motor will operate, and will continue until the switch is released.

CHARGING AND STARTING SYSTEM OPERATION

Charging system

The charging system is an alternator that contains a rectifier pack and regulator to maintain a constant direct current (dc) voltage in the system. The alternator has a fixed coil wound stator in which a field coil rotor rotates. Slip rings conduct current to and from the field coils via two carbon brushes. The unit is machine sensed, the regulator senses output voltage and regulates this to a maximum of 14 volts. The alternator is belt driven from the crankshaft and cooled by a fan mounted behind the pulley.

When the starter switch is switched on, a small current flows through the ignition/no charge warning lamp then to the field windings, partially magnetising the rotor and then passes to earth via the brushes and regulator. The warning lamp circuit is complete and the bulb glows. When the engine is started, the magnetised rotor turns within the stator windings generating 3-phase alternating current (ac) and voltage that rises rapidly with rotor speed. The rotor produces ac by virtue of the magnetic field of the rotor relative to the stator.

The field diodes in the rectifier pack convert the full wave ac current into dc. Output current from the field diodes supplements the initial current flowing through the field windings, causing an increase in the magnetic influence of the rotor resulting in self-excitation of the alternator. The field current increases with rotor speed and thus increases generated current and voltage until the alternator is fully-excited.

When the voltage applied to the alternator side of the warning lamp exceeds battery voltage the warning lamp is extinguished indicating that the alternator is developing battery-charging current. The regulator functions as an electronic control switch on the earth side of the field coils, rapidly switching the earth circuit OFF and ON to maintain the maximum voltage and thus the current to safe limits.

When the battery is in a low stage of charge or the current draw from electrical units causes voltage drop, the alternator automatically charges at its maximum rate (dependent on speed) until 14 volts is reached. When the demand on the alternator falls, the current output is reduced.

Starting system

When the starter switch is turned to the crank position, battery voltage is switched via fuse C8 in the passenger compartment fuse box to one side of the starter relay coil on a WR-WK wire. The other side of the coil is earthed differently dependent on model :

MPI

Manual vehicles receive an earth from the alarm ECU on a WR wire;
Automatic vehicles receive an earth on a WLG wire via the automatic inhibitor switch from the alarm ECU on a WR wire.

SPI

Manual vehicles are earthed directly on a B wire;
Automatic vehicles are earthed on a WLG wire via the automatic inhibitor switch and a B wire.
When the starter relay is energised, battery voltage on an N wire from link 4 in the engine compartment fuse box is switched to the starter motor solenoid on an NR wire. Since the other side of the starter relay is connected to earth, the starter solenoid energises and applies direct battery voltage on an R wire (MPI only) or a B wire (SPI only) to the starter motor. Earth to the starter motor is via the mountings.

MODULAR ENGINE MANAGEMENT SYSTEM (MEMS)

MEMS is controlled by the MEMS control unit (ECM) which is located in the RH front corner of the engine compartment or on the RH inner wing valance, according to model.

The ECM is an adaptive unit, which means that, over a period of time, it can 'learn' the load and wear characteristics of the engine. Because no two engines have identical characteristics, this information is needed by the ECM to determine the amount of stepper motor movement required to achieve the specified idle speed.

The features of MEMS are:

1. One common ECM is utilised, incorporating a programmed ignition system and a fuel injection system.
2. A separate diagnostic socket facilitates diagnosis of the system and engine tuning using 'TestBook' without disconnecting the ECM harness multiplug. The diagnostic socket receives and transmits appropriate signals to and from the ECM on a WY wire.
3. The ECM incorporates short circuit protection and has powerful diagnostic capabilities with the ability to store intermittent faults on certain inputs. These capabilities are fully utilised by the programmable TestBook.
4. The ignition system is used to improve the idle speed response, and by advancing or retarding the ignition when load is placed on, or removed from the engine.
5. If certain system inputs fail, the ECM implements a back-up facility enabling the system to carry on functioning, although at a reduced level of performance.

PROGRAMMED IGNITION SYSTEM

MEMS incorporates a programmed ignition system, the timing being controlled using digital techniques instead of the conventional mechanical and vacuum advance mechanisms.

The ECM determines the correct ignition timing by receiving signals from the following:

1. Crankshaft position sensor (crankshaft position and engine speed)
2. Camshaft position sensor (camshaft position and cam period)
3. Manifold absolute pressure sensor (engine load)
4. Engine coolant temperature sensor (engine temperature)
5. Throttle position sensor

Timing is controlled by the ECM which is energised by the main relay, located within the relay module. Spark distribution is achieved by a direct ignition system which consists of an ignition coil driven directly by the ECM. The twin-ignition coil is mounted on the front of the engine and has a primary winding resistance of 0.63 to 0.77 ohms at 20°C, which allows full h.t. output to be attained sooner thus making coil operation more consistent throughout the engine speed range.

MEMS ECM

The ignition sense of the ECM receives battery voltage from fuse A4 in the passenger compartment fuse box on a W wire provided the starter switch is in position II. As a result the ECM supplies an earth from the main relay control on a WK wire to one side of the main relay coil (within the MEMS relay module). Since the other side of the main relay receives battery voltage on an N wire from link 4 in the engine compartment fuse box, the relay will energise switching battery voltage via the relay contacts on an NK wire to the injector(s), purge valve, stepper motor, ignition coil, manifold heater (Japan only) and positive feed to the ECM.

Crankshaft position (CKP) sensor

The speed and position of the engine are detected by the crankshaft position (CKP) sensor which projects through the engine adapter plate. A critical air gap exists between the CKP sensor and the flywheel, which is essential to allow correct engine operation.

The flywheel incorporates a reluctor ring which consists of 32 poles spaced at 10° intervals, with 4 missing poles at 30° , 60° , 210° and 250° . The missing poles inform the ECM when to operate the injectors, with the remaining poles providing a continual update of crankshaft position and engine speed. As the flywheel rotates, each pole that passes the CKP sensor disturbs the magnetic field created by the sensor inducing a voltage pulse in the coil. The CKP sensor is monitored by the ECM on UP and WU wires.

Camshaft position (CMP) sensor

The camshaft position sensor has two functions; the first is to enable the ECM to run a sequential fuelling mode; the second is to measure the actual cam period, this measurement is achieved using teeth on the camshaft to indicate when the valve opens and closes. The CMP sensor is monitored by the ECM on BU and RY wires.

Manifold absolute pressure (MAP) sensor

The manifold absolute pressure sensor is mounted directly on the inlet manifold and provides the ECM with an accurate representation of the load placed on the engine. This allows the ECM to adjust the quantity of fuel being injected together with the ignition timing, to achieve optimum fuelling of the engine. The MAP sensor achieves this by detecting pressure variations inside the manifold, then converting these variations into graduated electrical signals which are monitored by the ECM on RG and YP wires to determine engine load. Earth supply is on a KB wire.

Engine coolant temperature (ECT) sensor

The engine coolant temperature (ECT) sensor is located on the coolant outlet elbow. It is a temperature dependent resistor (thermistor), the voltage output of which varies in inverse proportion to temperature, in that the output increases as temperature decreases or the reverse. The change in resistance is monitored by the ECM on a KG wire and as a result the ECM can adjust the length of injector opening time required. The ECM supplies the coolant temperature sensor with an earth path on a KB wire.

Manifold heater (Japan only)

One side of the manifold heater relay coil receives battery voltage from link 4 in the engine compartment fuse box via the closed contacts of the main relay (providing it is energised). The other side of the relay coil receives a control earth on a BK wire from the link 4 in the engine compartment fuse box via the closed contacts of the relay to the manifold heater.

Throttle position sensor

The throttle position (TP) sensor is a potentiometer attached to the throttle housing and is directly coupled to the throttle disc. Closed throttle is detected by the TP sensor which initiates idle speed control via the idle air control valve (IACV).

The TP sensor receives a 5 volt supply from the ECM on a YP wire and is supplied with an earth on a KB wire. The sensor then provides a signal which is proportional to throttle disc position on a YG wire to the ECM.

Idle speed control

With the throttle pedal released and the engine at idle, the ECM maintains stable idling performance by using the fast response of the engine to changes in ignition timing. According to the loads placed on or removed from the engine, the ECM responds to changes in engine speed and, together with adjustments to the idle air control valve (IACV), advances or retards the ignition timing to achieve a constant idling speed. When load is removed from the engine, the IACV returns to its original position and the ignition timing reverts to the idle setting.

NOTE: Due to the sensitivity of this system the ignition timing will be constantly changing at idle speed.

FUEL INJECTION SYSTEM

MEMS injection system incorporates one (on SPI version) or two (on MPI version) injectors which are located between the pressurised fuel rail and the inlet manifold. The injectors are solenoid operated and direct a spray of fuel into the inlet manifold onto the back of the inlet valves.

The amount of fuel injected is determined by how long the injector is held open (known as the injector pulse width). To achieve the required air fuel ratio the ECM receives signals from the following inputs:

1. Crankshaft position sensor (engine speed).
2. Camshaft position sensor (camshaft position and cam period).
3. Manifold absolute pressure sensor (engine load).
4. Intake air temperature sensor (inlet air temperature).
5. Engine coolant temperature sensor (engine temperature).
6. Throttle position sensor (rate of throttle opening or throttle closed position).
7. Battery voltage (state of battery charge).
8. Heated oxygen sensor (oxygen content of exhaust gases).

Idle air control valve (stepper motor)

The idle air control valve (IACV) is mounted on the inlet manifold. It receives battery voltage on an NK wire via the main contacts and is controlled by the ECM on OS (phase 1), KU (phase 2), OG (phase 3), and OU (phase 4) wires and receives an earth supply on a KB wire. During cold starting, the ECM provides a fast idle by sending a signal to the IACV which opens a pintle valve situated inside an air passage within the throttle housing. This allows air to bypass the throttle disc and flow directly into the inlet manifold. As the engine coolant temperature rises the fast idle is reduced until normal idle speed is attained.

Intake air temperature sensor

The intake air temperature (IAT) sensor is located on the side of the inlet manifold. The IAT sensor is of the negative temperature coefficient (NTC) type, reducing its resistance with increases in air temperature. The ECM monitors the IAT sensor on a GB wire and is supplied with an earth on a B wire. When the ECM receives a signal from the sensor, it uses the signal along with that from the MAP sensor to calculate the volume of oxygen in the air and carry out fine adjustments of the injected fuel to attain the optimum mixture strength.

Catalytic Converter System

Heated oxygen sensor

The heated oxygen sensor (HO2S) is part of a closed loop-type exhaust emission system. The sensor is fitted in the exhaust manifold and is designed to monitor the exhaust gases. In weak air/fuel mixtures, oxygen content in the exhaust gas increases, decreasing the voltage output to the ECM. As the air/fuel mixture becomes richer so oxygen content decreases, increasing the voltage output to the ECM.

One side of the oxygen sensor relay coil receives an earth from the ECM on a BG wire providing the starter switch is in position II. The other side of the relay coil receives battery voltage from link 4 in the engine compartment fuse box on an N wire via the contacts of the main relay (providing it is energised). As a result the oxygen sensor relay energises and battery voltage is switched from link 4 in the engine compartment fuse box on an N wire via the closed contacts of the oxygen sensor relay to the oxygen sensor on a UR wire.

Since an earth is provided on a B wire, the integral heating element will quickly reach an efficient operating temperature from cold.

The resultant output voltage on the LGS and S wires is used by the ECM to determine what correction to fuel delivery is necessary.

CAUTION: An oxygen sensor will not operate if its power supply is removed, if it has been dropped, subjected to any impact or if cleaning materials are used on it.

Purge valve

The purge valve receives battery voltage on an NK wire from link 4 in the engine compartment fuse box on an N wire from the closed contacts of the main relay (providing it is energised) and a control signal from the ECM on a BW wire. The valve remains closed when the engine is cold and at idling speed to protect engine tune and catalyst performance. When the purge valve is open, fuel vapour from the charcoal canister is drawn into the throttle housing for combustion.

Automatic gearbox

Inhibitor switch

The switch fitted to the gearbox inhibits operation of the starter motor unless the selector lever is in position **P** or **N**.

With the selector lever in position **P** or **N** the inhibitor switch will provide an earth path for the starter relay on a BLG wire which will allow the engine to be started.

If the selector lever is in any other position than **P** or **N**, the inhibitor switch will not provide an earth path, so preventing the vehicle starting.

The inhibitor switch also provides the ECM with an input so that idle speed is automatically adjusted when a drive position is selected.

FUEL PUMP OPERATION

One side of the fuel pump relay coil receives battery voltage from fuse A4 in the passenger compartment fuse box on a W wire provided the starter switch is in position II. The other side of the relay coil receives an earth on a BP wire from the MEMS control unit provided the correct operating conditions exist, (see Engine Management System) causing the relay to energise.

The energised relay switches battery voltage from link 4 in the engine compartment fuse box on an N wire, via fuse C7 in the passenger compartment fuse box to the inertia fuel shutoff switch on an NS wire. Provided the inertia fuel shutoff switch remains closed, battery voltage is fed on a WP wire to the fuel pump. Since the pump has a permanent earth on a B wire it will commence operation.

BRAKE FLUID LEVEL WARNING OPERATION

The system provides a visual warning if the fluid in the brake fluid reservoir falls below the accepted level. The brake system warning lamp consists of a 1.2 W bulb which receives battery voltage on a PO wire from fuse C4 in the passenger compartment fuse box. Under normal operating conditions the lamp will not function, but if the brake fluid level falls the displacement will close the contacts of the fluid level switch, switching an earth on a BW wire to the other side of the lamp causing it to illuminate.

Brake test switch

When verification of the warning lamp circuit is needed, operation of the brake test switch supplies an earth via the switch on a BW wire to the warning lamp, causing it to illuminate.

SRS (AIRBAG) OPERATION

NOTE: The airbag control unit (DCU) is a non-serviceable component and no attempt to repair or modify the module should be made.

The airbag control unit receives battery voltage from the starter switch via fuse B5 in the passenger compartment fuse box on a G wire. Earth to the airbag control unit is on a B wire.

In the event of an accident involving a frontal impact, a sensor situated inside the airbag control unit monitors the force of the impact to determine whether the airbag should be inflated. A safing sensor wired in series with the main sensor allows the system to discriminate between driving on roads with potholes, striking kerbs, etc., and an actual impact.

The sensors when activated supply voltage to the igniter circuit of the airbag. Grains of Nitrocellulose and Nitroglycerine inside the airbag module, ignite and combine in a chemical reaction to form a large amount of Nitrogen gas leading to inflation of the airbag in approximately 30 milli-seconds.

As the occupant moves forward into the airbag it immediately discharges the gas through a vent hole to provide progressive deceleration and reduce the risk of injuries.

A regulator circuit and a back-up power circuit are connected in parallel with the car battery. The regulator circuit increases the stability of the SRS system by raising the voltage when the battery voltage drops. The back-up power circuit provides power in the event of the battery being disconnected due to the impact.

Sequence of operation:

1. The main sensor and the safing sensor are activated.
2. Power is supplied to the airbag igniter by the battery or the back-up circuit.
3. The airbag deploys.

It takes about 0.1 second from the beginning of the airbag deployment until it is completely deflated.

Driver's airbag

The driver's airbag is connected to the airbag control unit via the rotary coupler on Y and R wires.

Pre-tensioners

The right hand pretensioner is controlled by the DCU on N and NR wires.

The left hand pretensioner is controlled by the DCU on O and OU wires.

SRS warning lamp

When the starter switch is operated to position II, the warning lamp (located on the instrument panel) receives battery voltage from fuse A4 on a W wire and a control signal from the airbag control unit on a P wire. The warning lamp will illuminate when the electrical circuits are initialised while the system performs a self-diagnosis test. If the system finds no fault during self diagnosis the warning lamp will extinguish after approximately 6 seconds.

In the event of a fault in the system the warning lamp will illuminate continuously or fail to illuminate during the self diagnosis test.

SEAT BELT WARNING OPERATION (JAPAN ONLY)

The rear seat belt warning lamp (located on the instrument panel) receives battery voltage from fuse A6 in the passenger compartment fuse box on a G wire, provided the starter switch is in position II . Whenever the seat belt is unlatched, the warning lamp illuminates as a result of receiving an earth on a B wire via the seat belt buckle switch on a BG wire. The seat belt buckle earth path is broken when the buckle is latched, causing the lamp to extinguish.

CATALYST OVERHEAT WARNING OPERATION (JAPAN ONLY)

When the starter switch is in position II, battery voltage is switched through fuse A6 in the passenger compartment fuse box on a W wire to the catalyst overheat ECU on a G wire. Earth to the ECU is on a B wire.

If the catalyst overheat ECU detects an overheat condition, the overheat switch will operate switching battery voltage on a G wire from fuse A6 to the catalyst overheat buzzer on a BY wire. Since the buzzer has an earth connection on a GY wire from the catalyst overheat ECU, the buzzer will sound and continue to do so while the catalyst overheat condition exists.

System check

When the starter switch is initially operated, the catalyst overheat buzzer will sound for a few seconds.

AIR CONDITIONING OPERATION (JAPAN)

The air conditioning system may only be operated with the starter switch in position II. The position of the temperature control determines the threshold at which the system operates and the blower switch permits selection of four different blower motor speeds.

MEMS ECM

The thermistor monitors the temperature at the evaporator and provides feedback on S and SR wires to the A/C thermostat. Dependent on the level of cooling required the temperature control can be adjusted, providing input on YR and YB wires to the A/C thermostat. The A/C thermostat supplies an aircon request signal to the ECM on a GW wire via the dual pressure switch. The ECM responds by providing an earth on a RW wire to one side of the compressor clutch relay coil and one side of the condenser fan relay coil.

Air conditioning switch and condenser fan

When the air conditioning switch is operated, battery voltage is switched from fuse A6 in the passenger compartment fuse box on a G wire via the air conditioning switch on a GW wire to one side of the condenser fan relay coil, compressor clutch relay coil and the aircon blower relay coil (located within the relay module). As a result the compressor clutch relay energizes, switching battery voltage from fuse A6 via the relay contacts to the compressor clutch. Since the compressor clutch mounting is connected to earth, the clutch will operate to engage the compressor. The condenser fan relay is simultaneously energized when the compressor clutch relay is energized, switching battery voltage from fuse A9 on a U wire via the condenser fan relay contacts to the condenser fan on a U wire. Since the other side of the condenser fan is connected to earth, the fan will operate.

Aircon blower motor, switch and resistor pack

One terminal of the aircon blower motor receives battery voltage from link 2 in the engine compartment fuse box via the starter switch, the auxiliary relay (provided it is energized) and fuse A7. When the blower switch is operated from the OFF position, an earth is switched on a UG wire to the other side of the aircon blower relay coil and simultaneously to the other terminal of the aircon blower motor via the resistor pack or direct dependent on the blower speed required. In addition, since battery voltage already exists on the aircon blower relay coil, the relay energizes, switching an earth via the relay contacts to the A/C thermostat.

Moving the blower switch from the OFF position increases the speed of the aircon blower motor incrementally as follows:

- The first position provides a connection from earth via the blower switch and blower speed switch on a UG wire and via all three resistors in the pack to the aircon blower motor terminal on a UB wire.
- The second position provides a connection from earth via the blower switch and blower speed switch on a UY wire and via two resistors to the aircon blower motor terminal on a UB wire.
- The third position provides a connection from earth via the blower switch and blower speed switch on a UR wire and via one resistor to the aircon blower motor terminal on a UB wire.
- The fourth position provides an earth path on a UB wire direct to the aircon blower motor terminal.

Dual pressure switch

The dual pressure switch consists of a high and a low pressure switch connected in series with the aircon request signal from the A/C thermostat to the MEMS ECM. In the event of pressure deviating from the normal condition, the relevant switch will open preventing the signal reaching the ECM and thereby inhibiting the system. When the correct pressure is restored the system will resume normal operation.

HEATER BLOWER OPERATION

The heater blower assembly incorporates a 3-position switch which controls the operation of the blower motor. The blower switch allows low speed operation when position I is selected, and high speed operation when position II is selected.

The heater blower assembly receives battery voltage from link 2 in the engine compartment fuse box via the starter switch, auxiliary relay (provided the relay is energized) and fuse A8 in the passenger compartment fuse box on an LGO wire. When blower switch position I is selected, an earth is switched on a B wire via the integral blower motor resistor and the blower switch to the blower motor. Since there is a voltage drop across the resistor, the motor will operate at slow speed. When blower switch position II is selected, an earth on a B wire is switched directly to the blower motor causing the motor to rotate at full speed.

COOLING FAN OPERATION

MPI

The cooling fan is controlled by the MEMS control unit which supplies an earth to the cooling fan relay provided operating conditions are met, see Engine Management System.

Battery voltage is supplied on an N wire from fusible link 1 in the engine compartment fuse box via fuse B9 in the passenger compartment fuse box to one side of the cooling fan relay coil on a P wire. The coolant temperature sensor provides a feedback to the MEMS control unit on a KG wire.

When the coolant temperature reaches 105°C, the MEMS control unit provides an earth to the other side of the cooling fan relay coil on an LGB wire, which causes the relay to energize. Battery voltage on the P wire is then switched from fuse B9 in the passenger compartment fuse box via the closed contacts of the cooling fan relay to the cooling fan on the BG wire. Since the other side of the cooling fan relay is connected to earth on a B wire, the fan will operate. When the temperature falls to 98°C the MEMS control unit removes the earth to the cooling fan relay coil on the LGB wire, causing the cooling fan relay to de-energize which removes the supply to the cooling fan relay.

SPI (Japan only)

The cooling fan is an auxiliary unit which acts as a back-up for the engine driven cooling fan when the coolant temperature becomes excessive. It is controlled by the high temperature switch attached to the radiator and operates once operating conditions have been met.

One side of the cooling fan relay receives battery voltage on LGW wires from fuse B4 in the passenger compartment fuse box provided the auxiliary relay is energized. When the coolant temperature exceeds 98°C, the contacts of the high temperature switch close providing an earth to the other side of the cooling fan relay coil on an LGB wire. Battery voltage on the P wire is then switched from fuse B9 in the passenger compartment fuse box via the closed contacts of the cooling fan relay to the cooling fan on the BG wire. Since the other side of the cooling fan relay is connected to earth on a B wire, the fan will operate. When the temperature falls to 93°C the high temperature switch opens, causing the cooling fan relay to de-energize which removes the supply to the cooling fan relay.

HEATED REAR WINDOW OPERATION

The heated rear window switch will only allow the heated rear window element to function when the starter switch is at position II. Fuse C9 in the passenger compartment fuse box supplies battery voltage to the heated rear window switch on a G wire. When the switch is operated, battery voltage is switched to the heated rear window element and switch illumination bulb on a GY wire. Since the other side of the element and the illumination bulb have permanent connections to earth on B wires, the bulb will illuminate and the element will commence heating.

WINDSCREEN WIPERS AND WASHERS OPERATION

The wiper system is a two speed system, incorporating single wipe, intermittent wipe and a screen wash/wipe facility. The normal speed is controlled directly via the column switches. The intermittent wipe, fast speed and wash/wipe are controlled by the front wiper control unit. The windscreen wipers will only operate when the starter switch at position I or II.

Provided the starter switch is in position I or II, one side of the auxiliary relay coil receives battery voltage on an LG wire from the starter switch. Since the other side of the relay coil is connected to earth, the relay will energise, switching battery voltage from fusible link 2 in the engine compartment fuse box via the relay contacts on an LGW wire to fuse B8 in the passenger compartment fuse box. Fuse B8 connects the battery voltage to the wash/ wipe switch, windscreen wiper motor and wiper control unit on an LGO wire.

Intermittent wipe

When the intermittent option is selected, battery voltage on an LGO wire to the wiper switch is switched via the switch on an LGG to the wiper control unit. The wiper control unit provides an output on the NLG wire via the wash/wipe switch on a ULG wire to the motor slow speed terminal after a fixed delay of approximately 5 seconds. Since the other motor terminal is permanently connected to earth on a B wire, the motor will rotate causing the wiper blades to operate.

Wiper normal speed

With the wiper switch in position I, battery voltage on an LGO wire from fuse B8 in the passenger compartment fuse box is switched via the wash/wipe low switch on a ULG wire to the motor slow speed terminal. Since the other motor terminal is permanently connected to earth on a B wire, the motor will rotate causing the wiper blades to operate.

Wiper fast speed

With the wiper switch in position II, battery voltage on an LGO wire from fuse B8 in the passenger compartment fuse box is switched via the wash/wipe high switch on a RLG wire to the motor fast speed terminal. Since the other motor terminal is permanently connected to earth on a B wire, the motor will rotate causing the wiper blades to operate.

Single wipe

When the right-hand steering column lever is pressed down momentarily, battery voltage is switched on an LGO wire from fuse B8 in the passenger compartment fuse box via the front wash/wipe switch on an RLG wire to the motor fast speed terminal. Since the other motor terminal is permanently connected to earth on a B wire, the motor will rotate causing the wiper blades to operate.

The wipers perform a single operation and if the lever is held in the down position, the wipers will continue to operate.

Wash/wipe

When the wash switch is operated, battery voltage on an LGO wire is switched from fuse B8 in the passenger compartment fuse box on an OR wire to one terminal of the washer pump. Since the other washer pump terminal is permanently connected to earth on a B wire, the pump will dispense water to the screen. Simultaneously the front wiper control unit receives battery voltage on an OR wire. The front wiper control unit responds by supplying battery voltage on an NLG wire via the wash/wipe low switch to the wiper motor slow speed terminal on a ULG wire. Since the other motor terminal is permanently connected to earth on a B wire, the motor will rotate causing the wiper blades to operate.

Wiper motor park

The integral wiper motor park switch is designed to switch battery voltage from fuse B8 in the passenger compartment fuse box on an LGO wire to the front wiper control unit on an NLG wire. This ensures that, when the wash/wipe switch is turned to the OFF position, the wiper control unit responds by supplying battery voltage on an NLG wire via the wash/wipe low switch to the wiper motor slow speed terminal on a ULG wire. This returns the park switch to the rest position.

EXTERIOR LIGHTS

Brake lamps operation

When the brake pedal is operated, battery voltage on a G wire from fuse C6 in the passenger compartment fuse box is switched on GP wires to the brake lamps. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

Reverse lamps operation

When reverse gear is selected battery voltage on a G wire from fuse C6 in the passenger compartment fuse box is switched on GN wires to the reverse lamps. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

EXTERIOR LIGHTS

Head, side, tail and number plate lamps operation

Headlamps

Dipped beam

The lighting switch common receives battery voltage on an N wire from fusible link 3 in the engine compartment fuse box.

Provided the dip/main switch is in the ‘DIP’ position, operation of the lighting switch to position II, switches battery voltage on a UR wire to fuses A2 and C2 in the passenger compartment fuse box. Battery voltage is switched from fuse A2 to the RH dip lamp on a UR wire and from fuse C2 to the LH dip lamp on a UR wire. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

Main beam

The lighting switch common receives battery voltage on an N wire from fusible link 3 in the engine compartment fuse box.

Provided the dip/main switch is in the ‘MAIN’ position, operation of the lighting switch to position II, switches battery voltage on a UW wire to fuses A1 and C1 in the passenger compartment fuse box. Battery voltage is switched from fuse A1 to the RH main lamp on a UW wire and from fuse C1 to the LH main lamp on a UW wire. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

Headlamp flash

The lighting switch common receives battery voltage on an N wire from fusible link 3 in the engine compartment fuse box.

Regardless of the position of the dip/main switch or the lighting switch, operation of the headlamp flash switch switches battery voltage on a UW wire to fuses A1 and C1 in the passenger compartment fuse box. Battery voltage is switched from fuse A1 to the RH main lamp on a UW wire and from fuse C1 to the LH main lamp on a UW wire. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate for as long as the headlamp flasher switch remains closed.

Side and tail lamps

The lighting switch common receives battery voltage on an N wire from fusible link 3 in the engine compartment fuse box.

Operation of the lighting switch to position I, switches battery voltage on an R wire to fuses A3 and C3 in the passenger compartment fuse box. Battery voltage is switched from fuse A3 to the RH side and tail lamps on RW wires and from fuse C3 to the LH side and tail lamps on RB wires. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

Number plate lamps

The lighting switch common receives battery voltage on an N wire from fusible link 3 in the engine compartment fuse box.

Operation of the lighting switch to position I, switches battery voltage on an R wire to fuse C3 in the passenger compartment fuse box. Battery voltage is switched from fuse C3 to the LH side and tail lamps on RB wires, and to the number plate lamps on RB-R wires. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

EXTERIOR LIGHTS

Front fog and driving lamps operation

Front fog lamps

Provided the lighting switch is in position II, battery voltage is switched from fusible link 3 in the engine compartment fuse box on an N wire via the lighting switch on an R wire to fuse C3 in the passenger compartment fuse box.

Operation of the front fog lamp switch supplies battery voltage on an RB wire from fuse C3 in the passenger compartment fuse box via the front fog lamp switch on a UG wire to one side of the front fog lamp relay coil. Since the other side of the relay coil is connected to earth, the relay energises and switches battery voltage from the stand-alone fuseholder on a PU wire and via the front fog lamp relay contacts on UG wires to both fog lamps. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

Driving lamps

Provided the lighting switch is in position II, battery voltage is switched from fusible link 3 in the engine compartment fuse box on an N wire to the lighting switch. When the ‘MAIN’ position is selected on the dip/main switch, battery voltage on a UW wire is switched via fuse A1 in the passenger compartment fuse box to one side of the driving lamp relay coil on a UW wire. Since the other side of the relay coil is connected to earth, the relay energises and switches battery voltage on a P wire from fuse B1 in the passenger compartment fuse box via the relay contacts to the driving lamps on UY wires. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

EXTERIOR LIGHTS

Front fog and driving lamps operation (Japan)

Front fog lamps

Provided the lighting switch is in position II, battery voltage is switched from fusible link 3 in the engine compartment fuse box on an N wire via the lighting switch on an R wire to fuse C3 in the passenger compartment fuse box.

Operation of the front fog lamp switch supplies battery voltage on an RB wire from fuse C3 in the passenger compartment fuse box via the front fog lamp switch on a UG wire to one side of the front fog lamp relay coil. Since the other side of the relay coil is connected to earth, the relay energises and switches battery voltage from the stand-alone fuseholder on a PU wire via the closed contacts of the front fog lamp relay on UG wires to both fog lamps. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

NOTE: With the lighting switch at position II, operation of the front fog lamp switch will remove battery voltage from the driving lamp relay coil, de-energising the relay which removes battery voltage from the driving lamps.

Driving lamps

Provided the lighting switch is in position II, battery voltage is switched from fusible link 3 in the engine compartment fuse box on an N wire to the lighting switch. When the ‘MAIN’ position is selected on the dip/main switch, battery voltage on a UW wire via fuse A1 in the passenger compartment fuse box is switched to the front fog lamp switch on a UW-UB wire. Provided the fog lamp switch is in the 'OFF' position, battery voltage is switched on a UW wire to one side of the driving lamp relay coil. Since the other side of the relay coil is connected to earth, the relay energises and switches battery voltage on a P wire from fuse B1 in the passenger compartment fuse box via the relay contacts to the driving lamps on UY wires. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

NOTE: Operation of the front fog lamp switch will remove battery voltage from the driving lamp relay coil, de-energising the relay which removes battery voltage from the driving lamps.

EXTERIOR LIGHTS

Rear fog lamps operation

The rear fog lamps will only function when the lighting switch is in position II. When the rear fog lamp switch is operated, battery voltage is switched on a UO wire from fuse B2 in the passenger compartment fusebox to the fog lamps on UY wires. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

EXTERIOR LIGHTS

Headlamp levelling operation

To prevent dazzle to oncoming vehicles the headlamps can be adjusted by a switch located on the fascia. When an increased load is placed on the rear of the vehicle raising the front, it is possible to move the headlamps to one of four positions. Battery voltage is supplied from the lighting switch via fuse B3 in the passenger compartment fuse box on an R wire to the headlamp levelling switch and both headlamp levelling motors. Earth paths are on B wires. The headlamp levelling units, fitted to the back of each headlamp, adjust position in response to voltage changes sensed at the levelling switch.

Headlamp levelling switch

When the headlamp levelling switch is operated it switches in different value resistors dependent on the position selected. This provides the headlamp levelling motor with one of four different voltages on UG wires. The levelling motor uses internal electronics to compare the voltage from the switch with the battery voltage from fuse B3 on an R wire. Dependent on the difference between the two figures, since both headlamp levelling motors have one terminal permanently connected to earth on B wires, the headlamp moves to a set position.

Switch Position	Vehicle load
0	Driver alone or both front seats occupied (luggage compartment empty)
1	All seats occupied (no luggage)
2	All seats occupied PLUS luggage
3	Driver alone PLUS full luggage compartment

INDICATORS AND HAZARD SYSTEM OPERATION

Indicators

The indicators will only operate when the starter switch is in position II, the hazard system will operate irrespective of the starter switch position.

With the starter switch in position II, battery voltage on a G wire from fuse C6 in the passenger compartment fuse box is supplied to one side of the direction indicator relay coil on a G wire. Since the other side of the relay coil is connected to earth, the relay will energise providing a path to the common of the direction indicator switch on an LGN wire from the direction indicator/hazard warning unit on an LGK wire.

Right

When the direction indicator switch is moved to indicate a right turn, a pulsed voltage from the direction indicator/hazard warning unit on an LGK wire is switched via the direction indicator relay contacts on an LGN wire to the direction indicator switch common. The direction indicator switch re-directs the pulsed voltage on a GW wire to the RH front and rear indicator lamps, side repeater lamps and the direction indicator warning lamp in the instrument pack. Since the other side of the lamps are permanently connected to earth on B wires they will flash simultaneously.

Left

When the direction indicator switch is moved to indicate a left turn, a pulsed voltage from the direction indicator/hazard warning unit on an LGK wire is switched via the direction indicator relay contacts on an LGN wire to the direction indicator switch common. The direction indicator switch re-directs the pulsed voltage on a GR wire to the LH front and rear indicator lamps, side repeater lamps and the direction indicator warning lamp in the instrument pack.. Since the other side of the lamps are permanently connected to earth on B wires they will flash simultaneously.

Hazard warning

When the hazard warning switch is operated, pulsed voltage is switched on an LGK wire from the direction indicator/hazard warning unit on LGK wires to the hazard warning switch. The switch contacts simultaneously connect the pulsed voltage on GR and GW wires to the front and rear indicator lamps, side marker lamps and both instrument pack warning lamps. In addition, the pulsed voltage is switched on an LGG wire to the integral hazard warning lamp. Since the other side of the lamps are permanently connected to earth on B wires the action of the direction indicator/hazard warning unit causes all the connected lamps to flash in unison.

INTERIOR LAMP CIRCUIT OPERATION

Interior illumination consists of a lamp located in the headlining above the LH `B' post which operates when either door is opened.

The interior lamp unit receives a supply from fuse C4 in the passenger compartment fuse box on a PO wire.

Under normal circumstances when either the driver’s or passenger’s door is opened, the door switch contacts will open providing an earth path to the interior lamp unit on the PW wire which will cause the lamp to illuminate.

When the interior light switch is operated, the lamp will illuminate as a result of the earth connection on the B wire.

INTERIOR ILLUMINATION

When the lighting switch is operated battery voltage is switched from link 3 on an N wire via the lighting switch on an R wire to fuse A3 in the passenger compartment fuse box. Fuse A3 supplies battery voltage on RW wires to the clock and instrument pack. Where applicable fuse A3 also supplies battery voltage on RW wires to the oil temperature gauge, voltage gauge and air conditioning switch pack. Since the other side of the lamps are permanently connected to earth on B wires the lamps will illuminate.

To ensure an even spread of light for panel illumination, three 2.2 W bulbs are fitted in the instrument pack while the clock, oil temperature gauge and voltage gauge are fitted with 2.2 W bulbs. A single 1.2 W bulb is fitted inside the air conditioning switch pack (Japan only).

On vehicles fitted with an automatic gearbox, provided the starter switch is at position I battery voltage is switched from link 2 on an N wire via the starter switch on an LG wire to one side of the auxiliary relay coil. Since the other side of the relay is permanently connected to earth, the auxiliary relay will energise switching battery voltage from link 2 on an N wire via the relay contacts on an LGW wire to fuse B4 in the passenger compartment fuse box.

Fuse B4 supplies a single 2.2 W bulb inside the automatic gearbox selector indicator lamp on an LGW wire. Since the other side of the lamp is permanently connected to earth on a B wire the lamp will illuminate.

INSTRUMENT PACK OPERATION

The main power source for the instrument pack is from fuse link 2 in the engine compartment fuse box via the starter switch and fuse A4 in the passenger compartment fuse box on a W wire. The earth path is on a B wire.

Coolant temperature gauge

The temperature gauge receives stabilised voltage from the stabiliser unit and a signal on a GU (Spi) or KG-GU (Mpi) wire from the MEMS control unit which reflects the temperature detected by the coolant temperature sensor.

Fuel Gauge

The fuel gauge receives stabilised voltage from the stabiliser unit. The gauge pointer deflects dependent on the resistance between the GB connection at the sender unit and earth representing the quantity of fuel in the tank. The earth path to the sender unit is on a B wire.

When the sender unit float is at its lowest point, indicating an empty fuel tank, the resistance to earth is at its greatest value. The resistance value to fuel gauge position is:

Sender resistance	Fuel gauge position
270 ohms	Empty
67 ohms	Half full
15.5 ohms	Full

Clock

The analogue clock has a permanent earth on a B wire and while the starter switch is in position O, battery voltage is supplied from fuse C4 on a PO wire.

Ignition/no charge warning lamp

The ignition/no charge warning lamp receives an ignition supply from fuse A4 on a W wire and is connected to the alternator on an NY wire. The lamp will illuminate if the voltage it receives on an NY wire is less than battery voltage i.e. the alternator is not supplying sufficient voltage to charge the battery.

Oil pressure warning lamp

Battery voltage is supplied from fuse A4 to the oil pressure warning lamp on a W wire. When oil pressure drops below a set level, the contacts in the oil pressure switch are closed. This provides a path to earth for the warning lamp on a WN wire causing it to illuminate.

Indicator warning lamps

These warning lamps give a visual indication when the direction indicators or hazards lamps are operated. The indicator circuit provides a pulsed voltage to the LH warning lamp on a GR wire or the RH warning lamp on a GW wire from the direction indicator switch.

Main beam warning lamp

Gives an indication that the headlamps are being operated on main beam by switching battery voltage to the lamp on a UW wire via fuse A1 in the passenger compartment fuse box. Since the other side of the lamp is permanently connected to earth on a B wire the lamp will illuminate

Airbag warning lamp

The airbag warning lamp receives battery voltage from fuse A4 on a W wire and a control signal from the airbag control unit on a P wire. The warning lamp will illuminate for approximately six seconds when the starter switch is turned to position II before extinguishing. There is a system fault when any of the following symptoms are observed:

- The warning lamp fails to illuminate when the starter switch is turned to position II.
- The warning lamp fails to extinguish after approximately six seconds.
- The warning lamp flashes or illuminates continuously while the car is being driven.

Tachometer

The tachometer receives battery current from fuse A4 in the passenger compartment fusebox on a W wire. The gauge pointer will deflect dependent on the signal received from the ignition coil on a WB wire.

Voltage gauge

The voltage gauge receives battery voltage from fuse A4 in the passenger compartment fuse box on a W wire providing the starter switch is in position II. The other side of the gauge is connected to earth on a B wire. The gauge pointer will deflect to indicate the condition of the battery.

Oil temperature gauge

The oil temperature gauge receives battery voltage from fuse A4 in the passenger compartment fuse box on a W wire providing the starter switch is in position II. The gauge pointer will deflect dependent on the resistance between the NU connection at the oil temperature sensor and earth representing the temperature of the oil. The earth path to the sensor is on a B wire.

IN-CAR ENTERTAINMENT OPERATION

Provided the starter switch is at position I battery voltage is switched from link 2 on an N wire via the starter switch on an LG wire to one side of the auxiliary relay coil. Since the other side of the relay is permanently connected to earth, the auxiliary relay will energise switching battery voltage from link 2 on an N wire via the relay contacts on an LGW wire to fuse B4 in the passenger compartment fuse box.

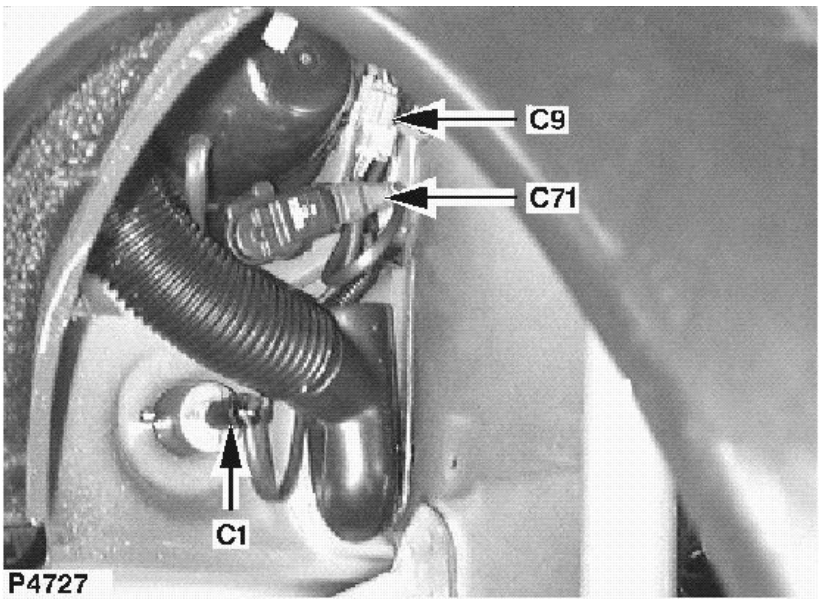
Fuse B4 supplies battery voltage to the radio cassette player on an LGW wire.

Battery voltage is also supplied from fusible link 1 in the engine compartment fuse box on the N wire to fuse C4 in the passenger compartment fuse box. The PO wire from fuse C4 is a permanent feed to the radio which enables it to retain its preset station memory when the starter switch is in the ‘OFF’ position. The B wire provides an earth for the radio.

The radio and cassette player audio outputs are fed directly to the speakers; the LH rear speaker on UB and UK wires, and the RH speaker on SK and SB wires.

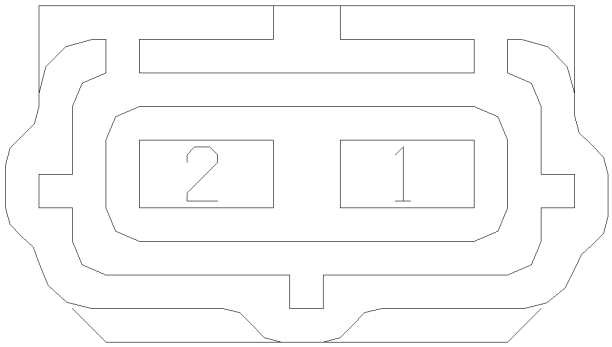
GB

LH front direction indicator lamp
Female
BLACK
Behind LH headlamp



NL

Linker voorste richtingaanwijzer - gloeilamp
Vrouwelijk
ZWART
Achter linker koplamp



YPC10070

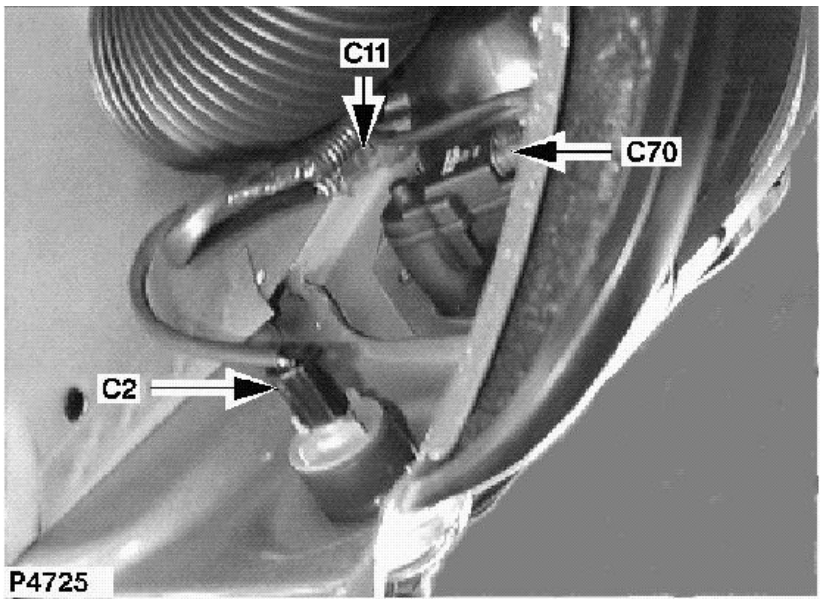
E

Luz intermitente de dirección delantera izquierda
Hembra
NEGRO
Detrás del faro izquierdo

Cav	Col	Cct
1	GR	ALL
2	B	ALL

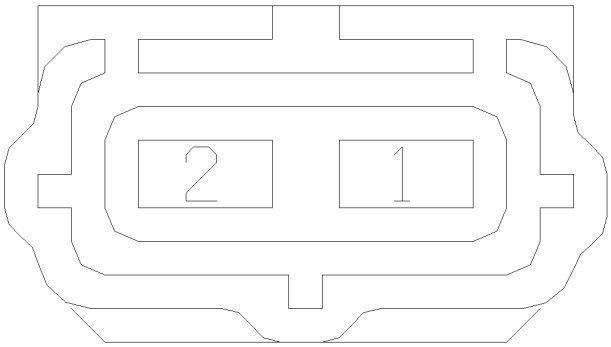
GB

RH front direction indicator lamp
Female
BLACK
Behind RH headlamp



NL

Rechter voorste richtingaanwijzer - gloeilamp
Vrouwelijk
ZWART
Achter rechter koplamp



YPC10070

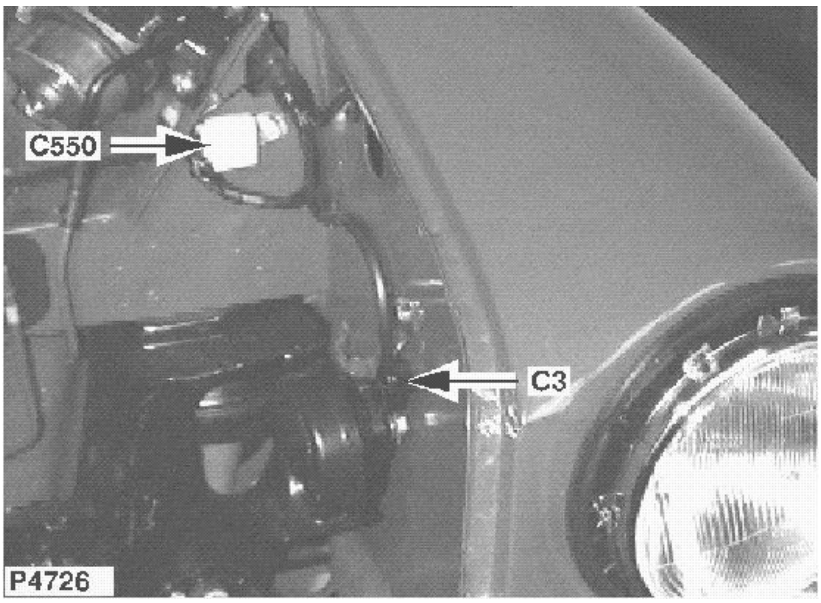
E

Luz intermitente de dirección delantera derecha
Hembra
NEGRO
Detrás del faro derecho

Cav	Col	Cct
1	GW	ALL
2	B	ALL

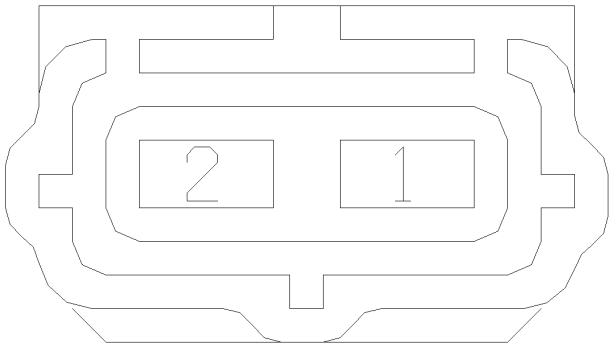
GB

Horn(s)
Female
BLACK
LH side of engine compartment



NL

Claxon(s)
Vrouwelijk
ZWART
Linkerkant motorcompartiment



YPC10070

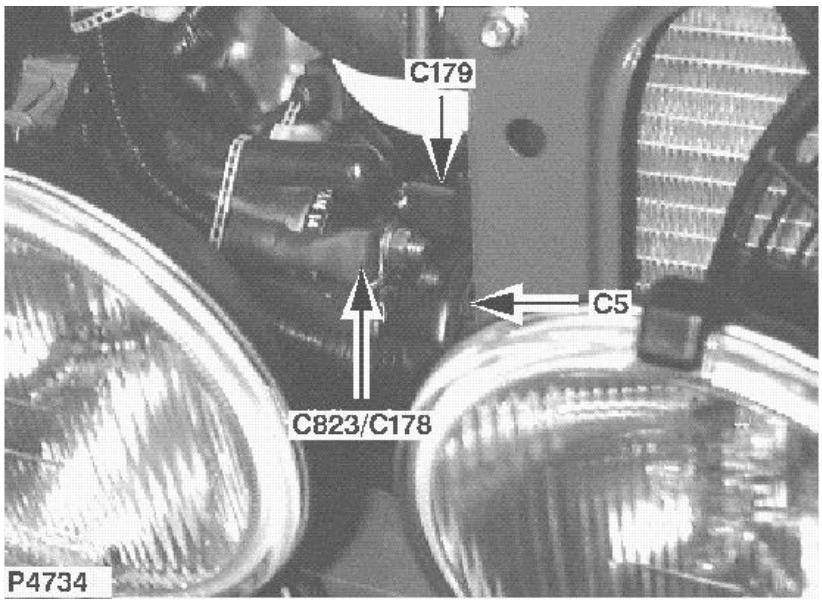
E

Bocina/s
Hembra
NEGRO
Lado izquierdo del compartimento motor

Cav	Col	Cct
1	PB	ALL
2	B	ALL

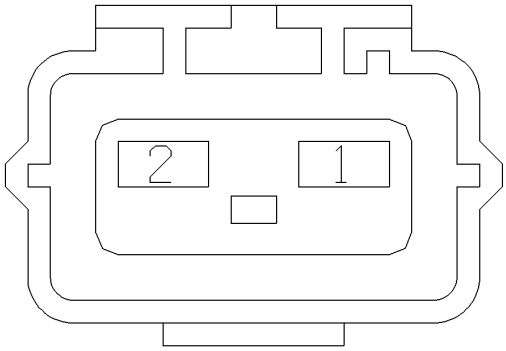
GB

Cooling fan
Female
BLACK
Lower front of engine - RH side



NL

Koelventilator
Vrouwelijk
ZWART
Onder/voorkant motor - Rechts



AFU3820

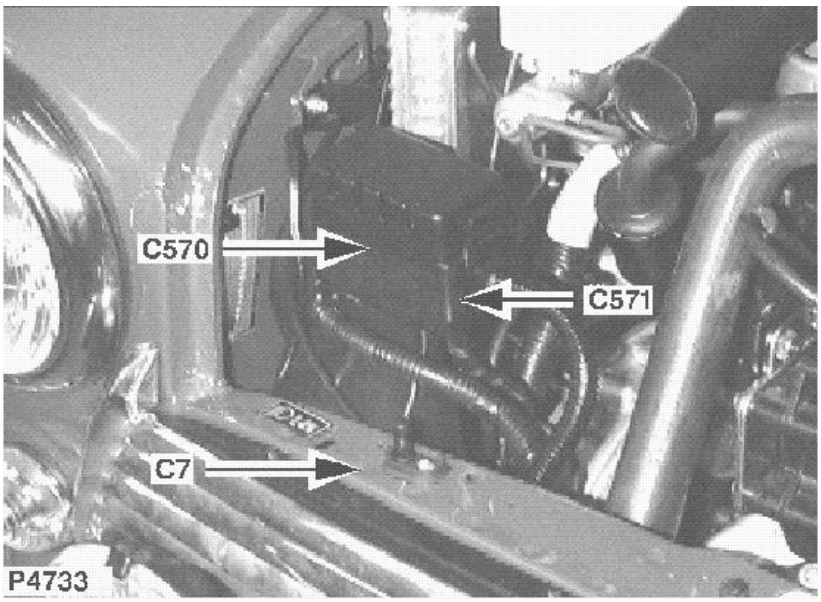
E

Ventilador de refrigeración
Hembra
NEGRO
Parte delantera inferior del motor - Lado derecho

Cav	Col	Cct
1	BG	ALL
2	B	ALL

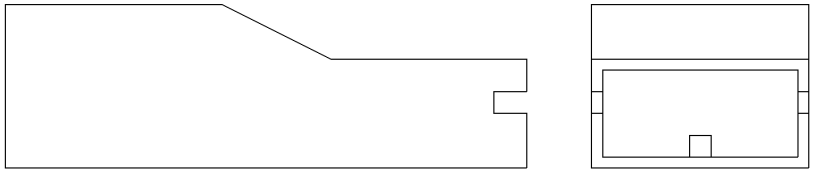
GB

Bonnet switch
Female
BLACK
Top of engine - RH side



NL

Motorkap - schakelaar
Vrouwelijk
ZWART
bovenkant motor - Rechts



AAU1010

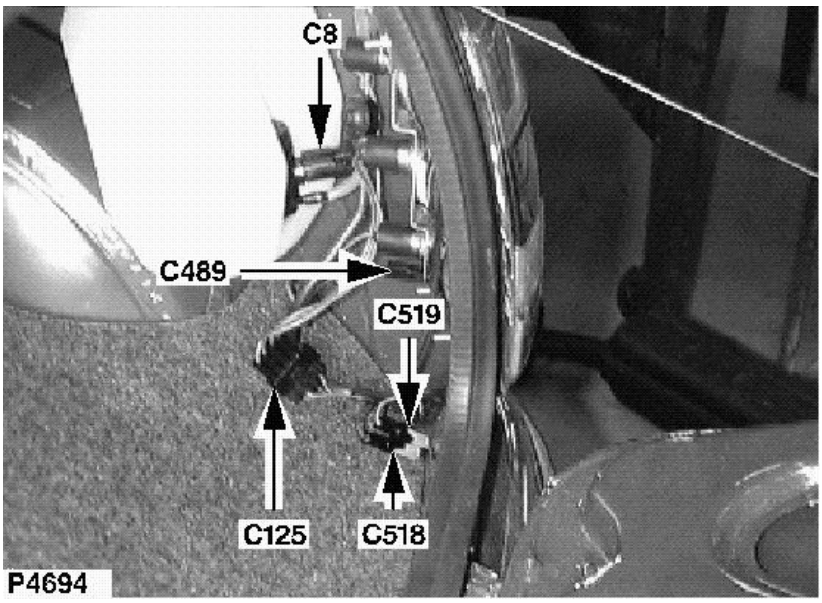
E

Interruptor del capó delantero
Hembra
NEGRO
parte superior del motor -
Lado derecho

Cav	Col	Cct
1	PR	ALL

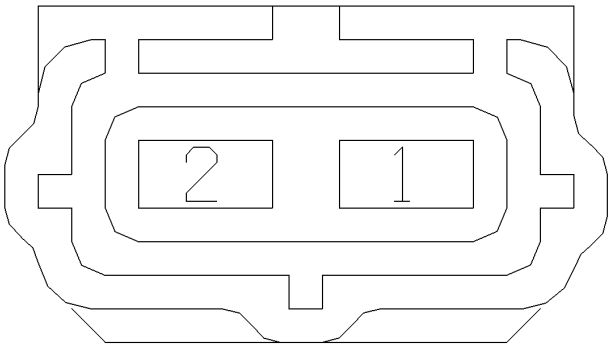
GB

Windscreen washer pump
Female
BLACK
Luggage compartment - RH side



NL

Ruitesproeierpomp
Vrouwelijk
ZWART
bagageruimte - Rechts



YPC10069

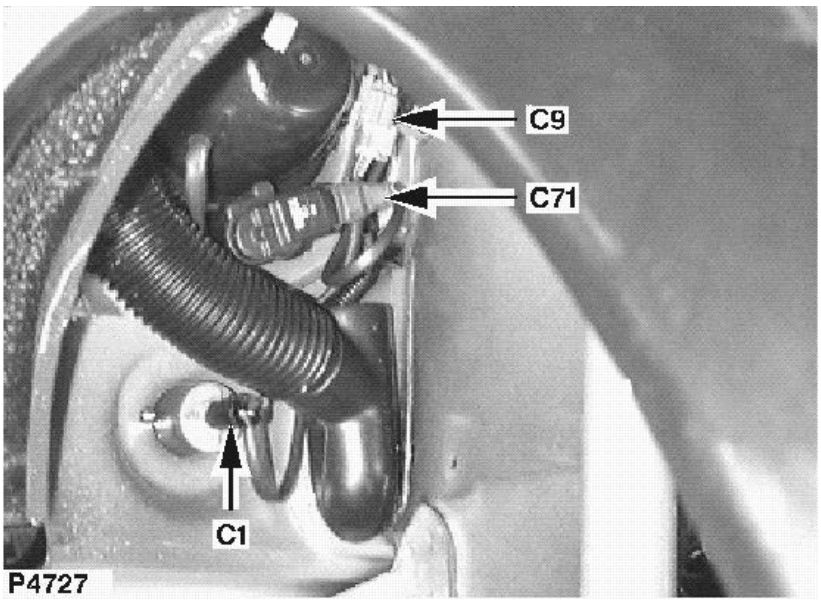
E

Bomba de lavaparabrisas
Hembra
NEGRO
maletero - Lado derecho

Cav	Col	Cct
1	B	ALL
2	OR	ALL

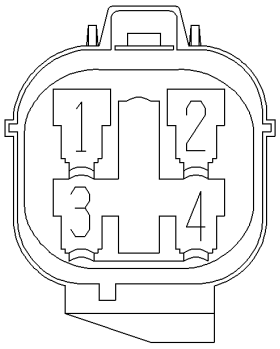
GB

LH headlamp
Female
GREY
Behind LH headlamp



NL

Linker koplamp
Vrouwelijk
LEIGRIJS
Achter linker koplamp



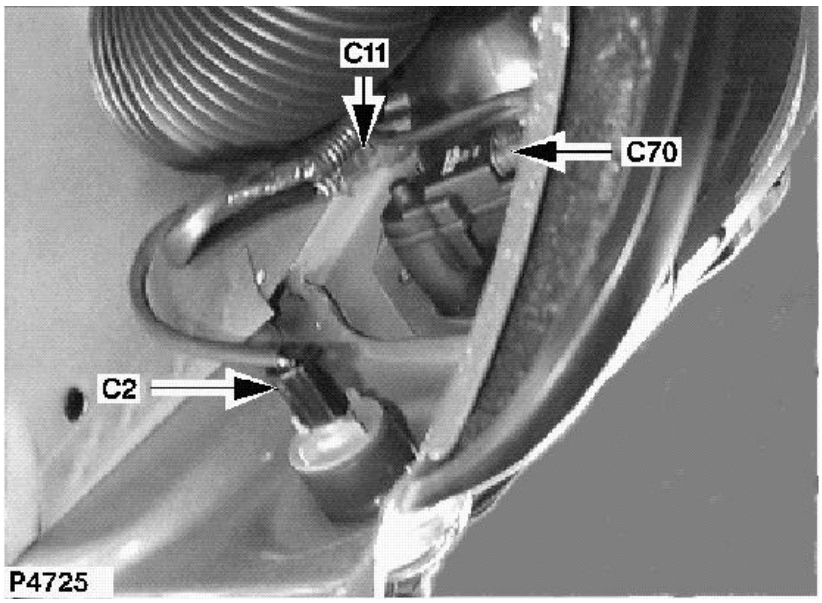
E

Faro izquierdo
Hembra
PIZARRO (GRIS)
Detrás del faro izquierdo

Cav	Col	Cct
1	B	ALL
2	RB	ALL
3	UR	ALL
4	UW	ALL

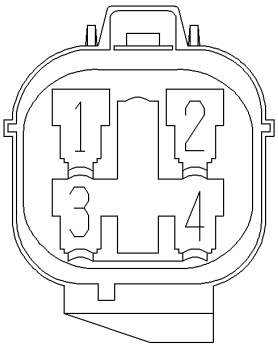
GB

RH headlamp
Female
GREY
Behind RH headlamp



NL

Rechter koplamp
Vrouwelijk
LEIGRIJS
Achter rechter koplamp



YPC10470

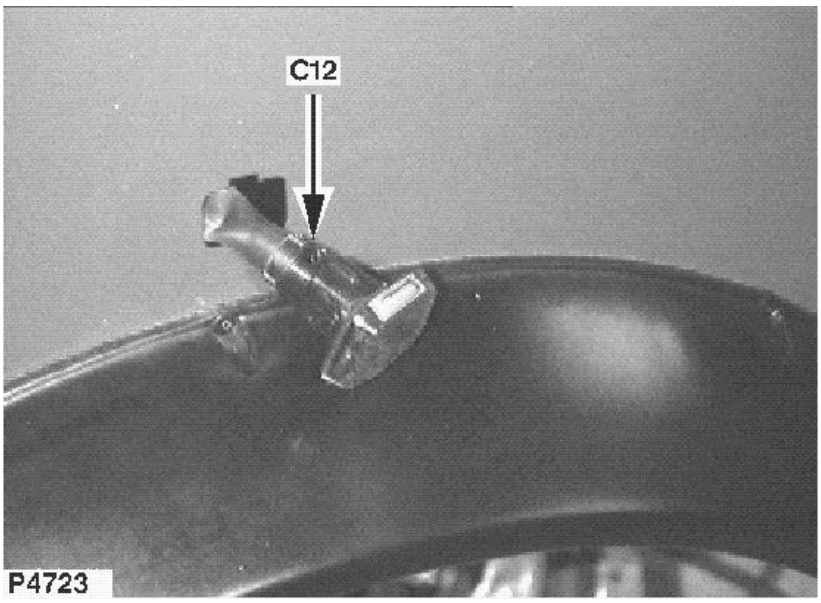
E

Faro derecho
Hembra
PIZARRO (GRIS)
Detrás del faro derecho

Cav	Col	Cct
1	B	ALL
2	RW	ALL
3	UR	ALL
4	UW	ALL

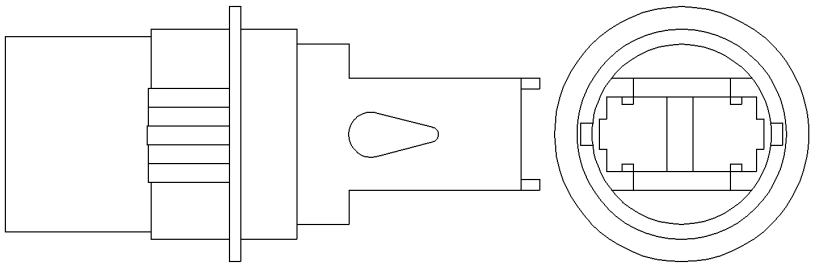
GB

RH side repeater lamp
Female
BLACK
On the side of the front wing



NL

Rechter zij-repeteerlamp - gloeilamp
Vrouwelijk
ZWART
Op zijkant van voorspatbord



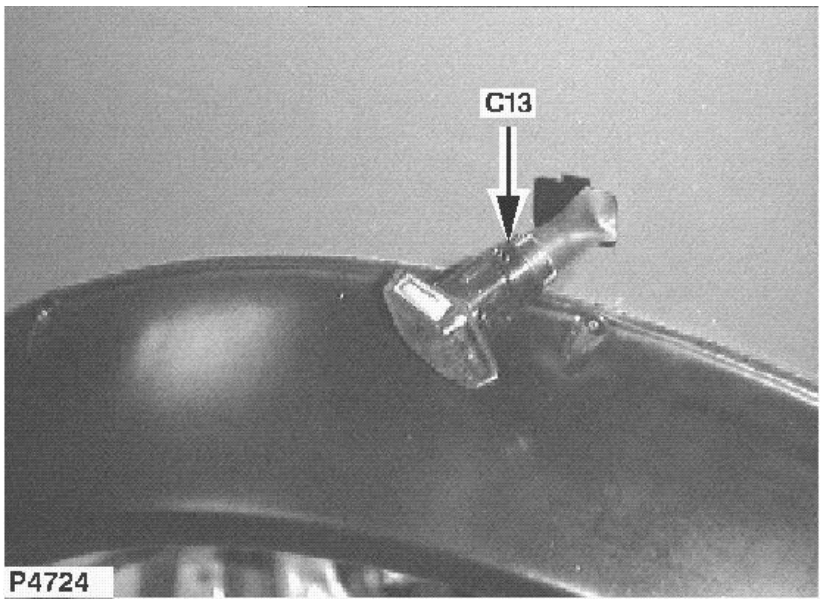
E

Luz repetidora derecha
Hembra
NEGRO
En el costado de la aleta delantera

Cav	Col	Cct
1	GW	ALL
2	B	ALL

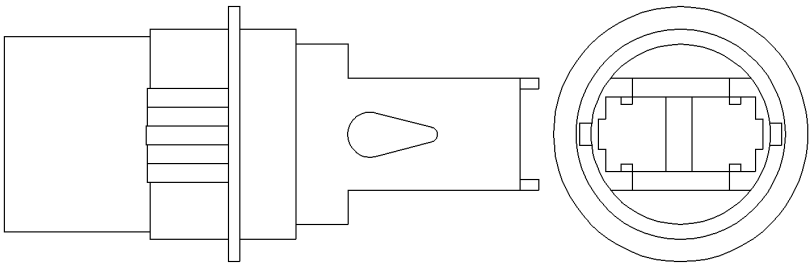
GB

LH side repeater lamp
Female
BLACK
On the side of the front wing



NL

Linker zij-repeteerlamp - gloeilamp
Vrouwelijk
ZWART
Op zijkant van voorspatbord



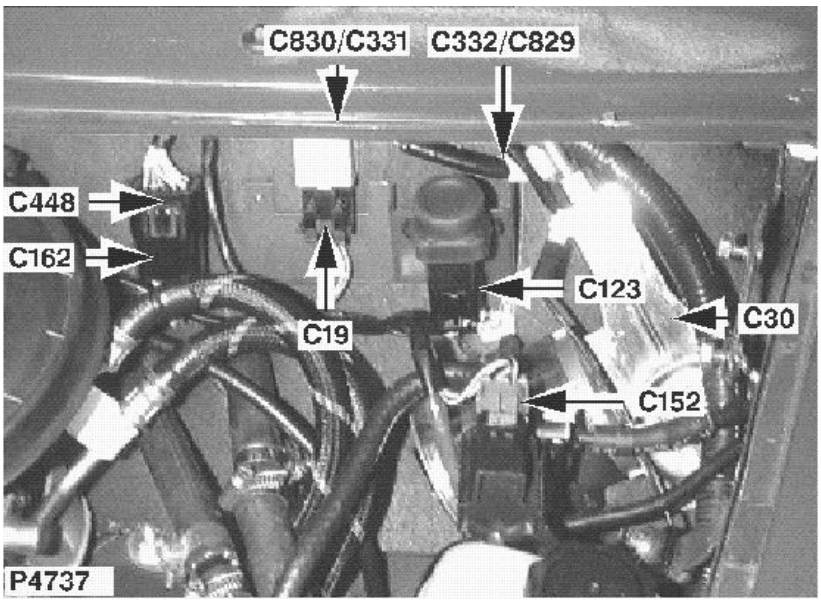
E

Luz repetidora izquierda
Hembra
NEGRO
En el costado de la aleta delantera

Cav	Col	Cct
1	GR	ALL
2	B	ALL

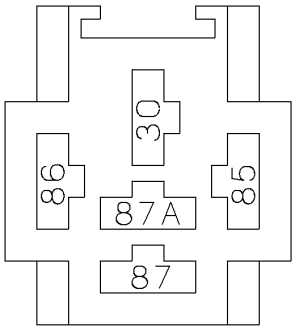
GB

Cooling fan relay
Female
BLACK
LH side of bulkhead



NL

Koelventilator - relais
Vrouwelijk
ZWART
Linkerkant tussenschot



AGU1385

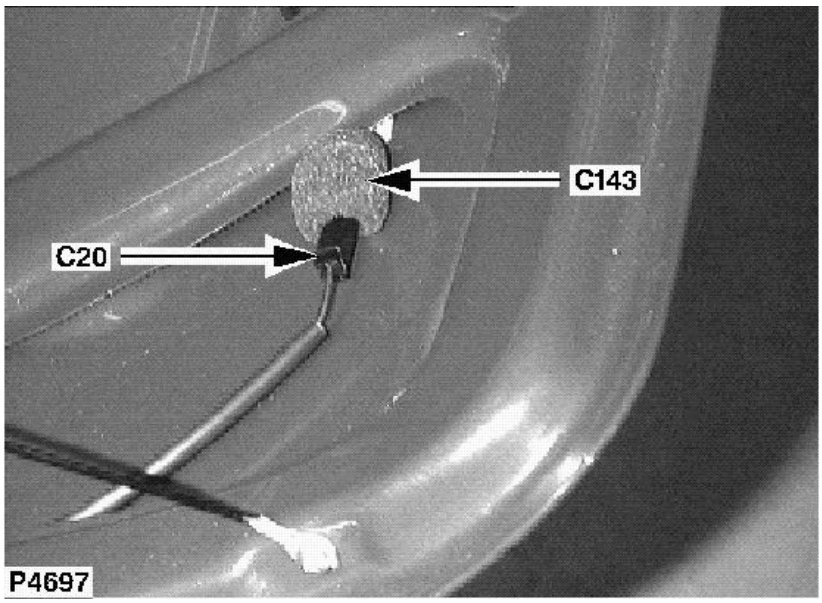
E

Relé del ventilador de refrigeración
Hembra
NEGRO
Lado izquierdo del salpicadero

Cav	Col	Cct
30	P	ALL
85	LGB	ALL
86	P	ALL
87	BG	ALL

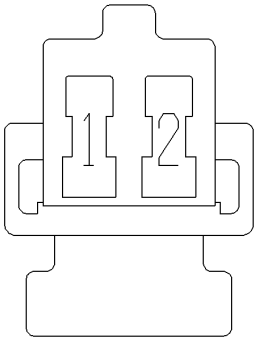
GB

Body Harness to Number Plate Harness
Female
BLACK
Luggage compartment lid



NL

Carrosserie-kabelbundel naar kabelbundel voor nummerplaat-verlichting
Vrouwelijk
ZWART
Kofferdeksel



YPC10225

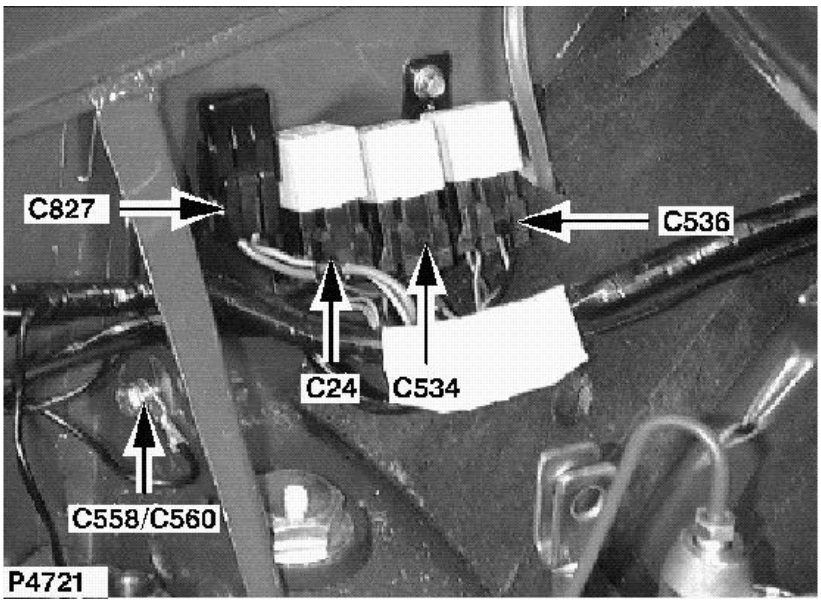
E

Mazo de cables de la carrocería al mazo de cables de matrícula
Hembra
NEGRO
Capó trasero

Cav	Col	Cct
1	RB	ALL
2	B	ALL

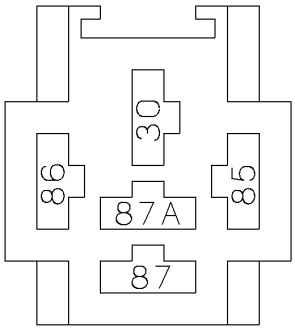
GB

Front fog lamp relay
Female
BLACK
Rear RH side of engine compartment



NL

Mistlamp voor - relais
Vrouwelijk
ZWART
Rechter achterkant motorcompartiment



AGU1385

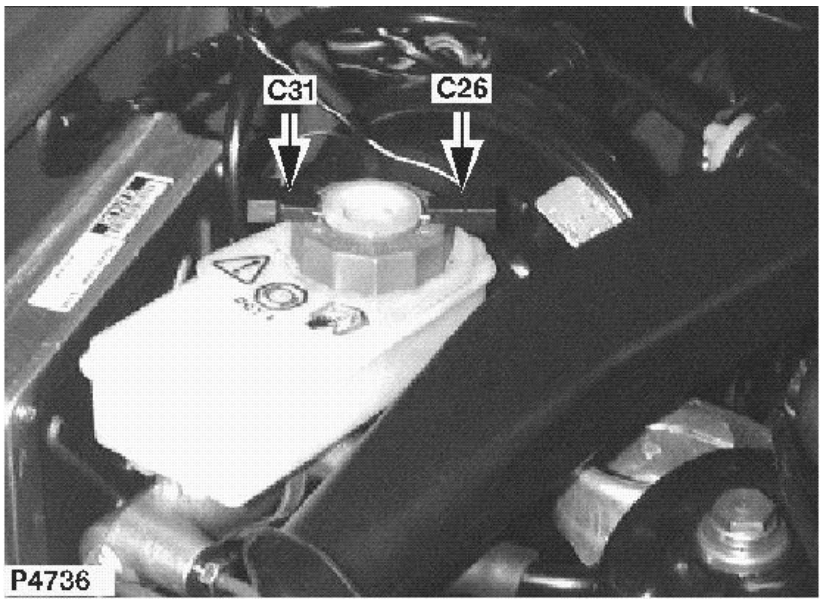
E

Relé de faros antiniebla delanteros
Hembra
NEGRO
Parte trasera derecha del compartimento motor

Cav	Col	Cct
30	PU	ALL
85	UG	ALL
86	B	ALL
87	UG	ALL

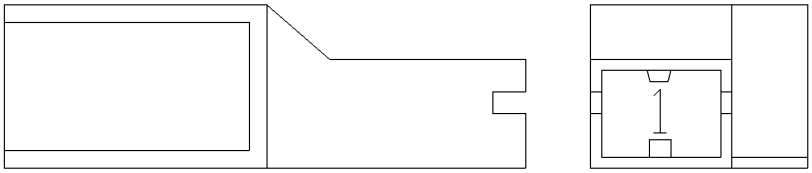
GB

Brake fluid level switch
Female
BLACK
RH side of engine compartment



NL

Remvloeistofpeil - schakelaar
Vrouwelijk
ZWART
Rechterkant motorcompartiment



YPC10165

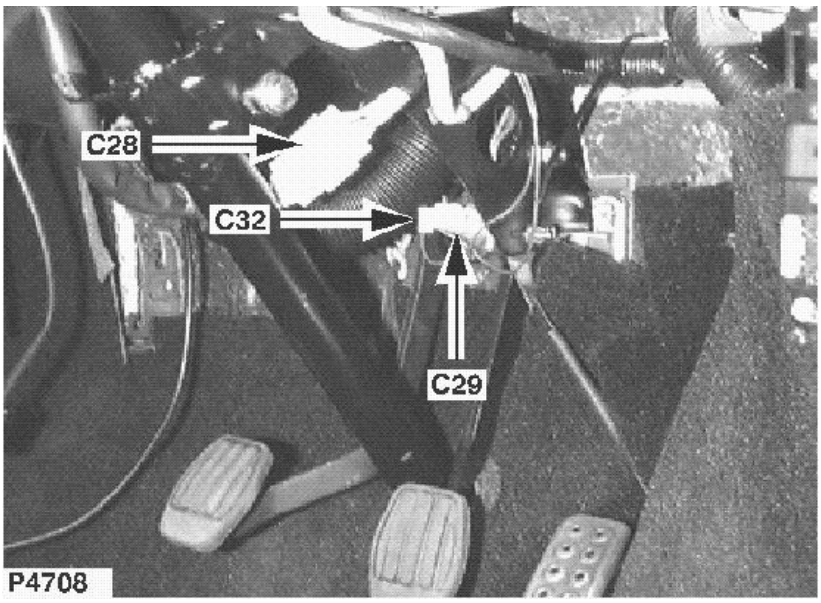
E

Interruptor del nivel de líquido de frenos
Hembra
NEGRO
Lado derecho del compartimento motor

Cav	Col	Cct
1	BW	ALL

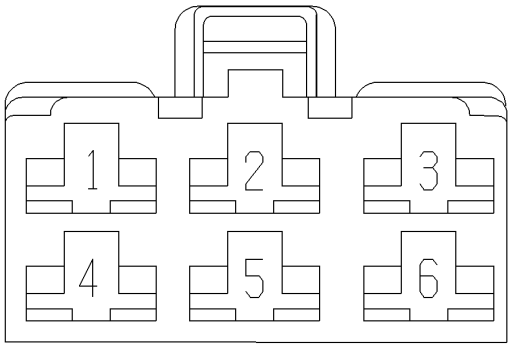
GB

Ignition
Female
NATURAL
Left of steering column



NL

Ontsteking
Vrouwelijk
NATUREL
links van stuurkolom



YPC10004

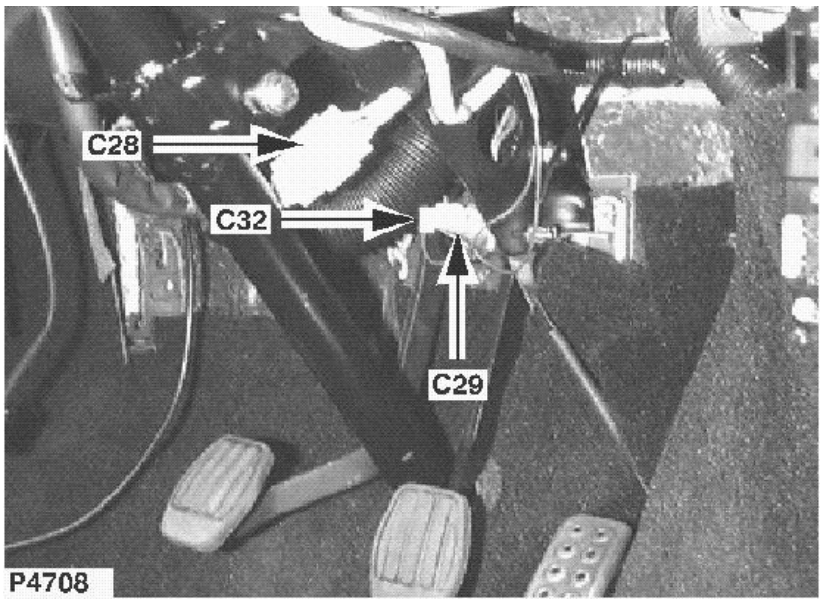
E

Encendido
Hembra
NATURAL
lado izquierdo de la columna de dirección

Cav	Col	Cct
1	N	ALL
2	N	ALL
3	LG	ALL
4	Y	ALL
5	WR	ALL
6	W	ALL

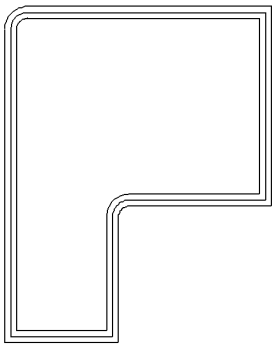
GB

Brake pedal switch
Female
NATURAL
Left of steering column



NL

Rempedaal - schakelaar
Vrouwelijk
NATUREL
links van stuurkolom



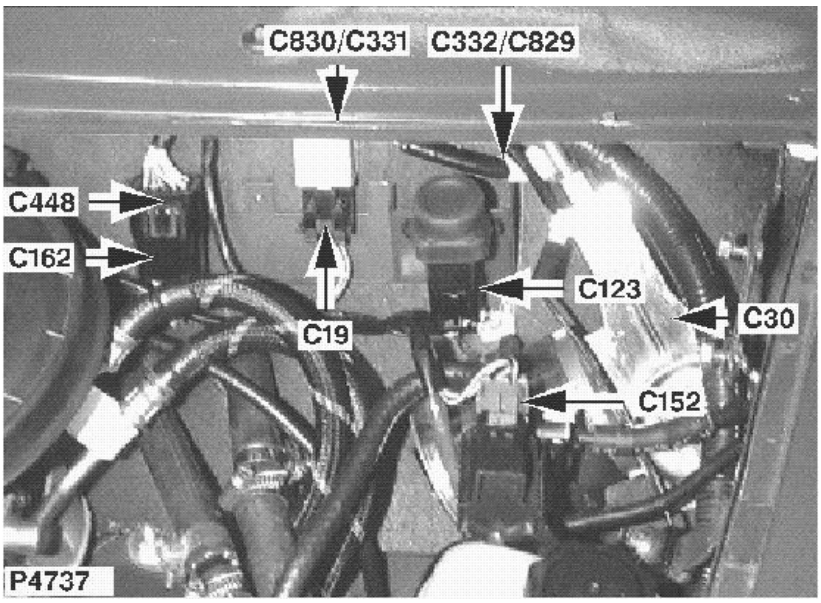
E

Interruptor del pedal de freno
Hembra
NATURAL
lado izquierdo de la columna de dirección

Cav	Col	Cct
1	G	ALL

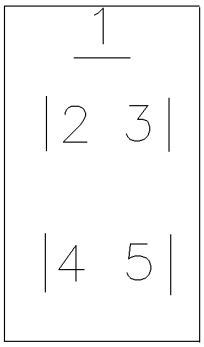
GB

Windscreen wiper motor
Female
GREY
LH side of bulkhead



NL

Ruitewissermotor
Vrouwelijk
LEIGRIJS
Linkerkant tussenschot



BMK1409

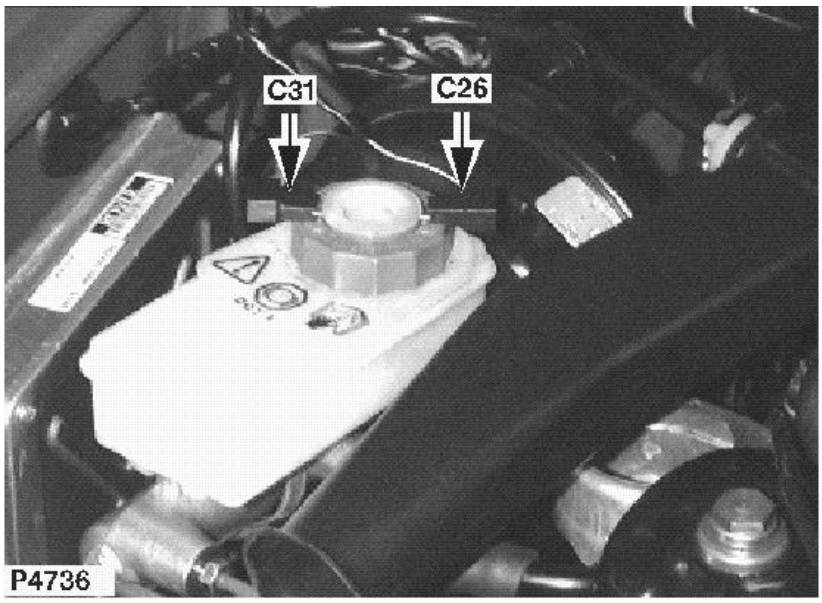
E

Motor de limpiaparabrisas
Hembra
PIZARRO (GRIS)
Lado izquierdo del salpicadero

Cav	Col	Cct
1	B	ALL
2	NLG	ALL
3	ULG	ALL
4	LGO	ALL
5	RLG	ALL

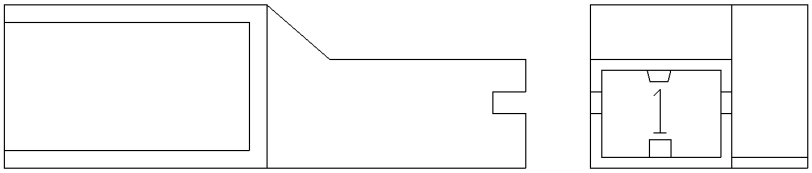
GB

Brake fluid level switch
Female
BLACK
RH side of engine compartment



NL

Remvloeistofpeil - schakelaar
Vrouwelijk
ZWART
Rechterkant motorcompartiment



YPC10165

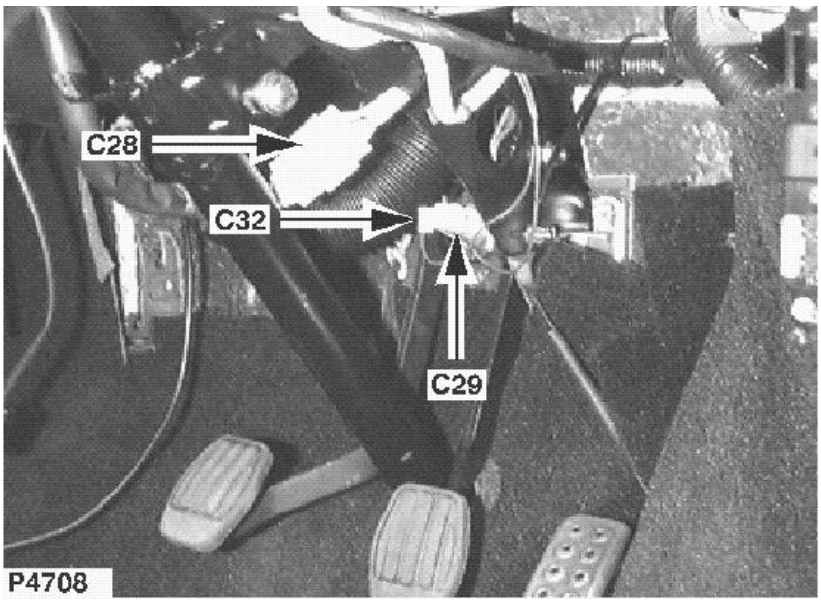
E

Interruptor del nivel de líquido de frenos
Hembra
NEGRO
Lado derecho del compartimento motor

Cav	Col	Cct
1	B	ALL

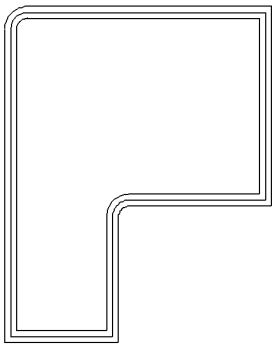
GB

Brake pedal switch
Female
NATURAL
Left of steering column



NL

Rempedaal - schakelaar
Vrouwelijk
NATUREL
links van stuurkolom



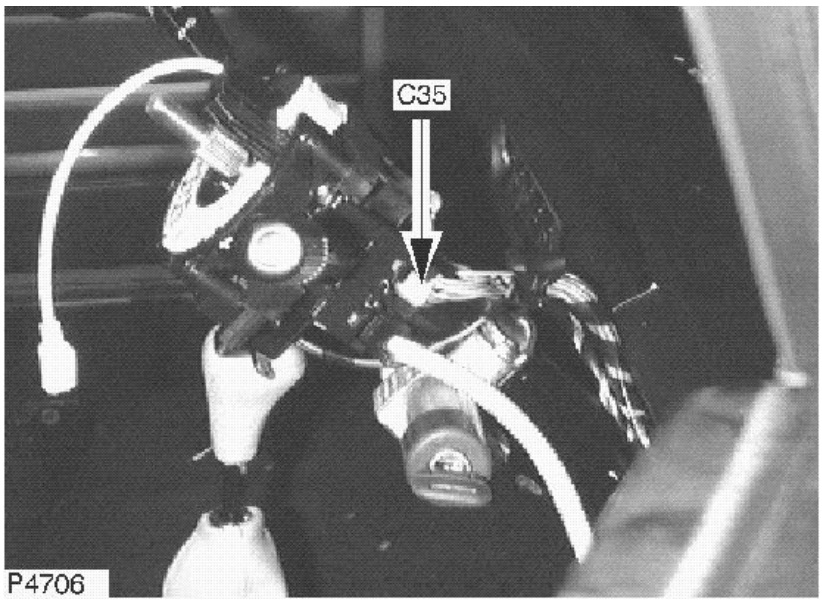
E

Interruptor del pedal de freno
Hembra
NATURAL
lado izquierdo de la columna de dirección

Cav	Col	Cct
1	GP	ALL

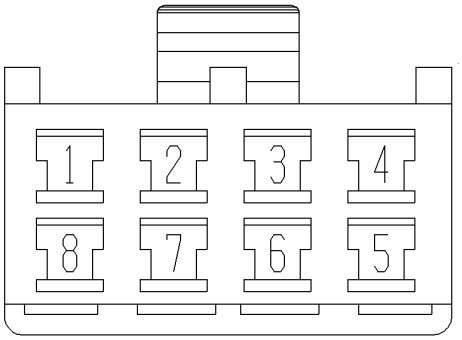
GB

Front wiper switch
Female
NATURAL
Behind steering column cowl - RH side



NL

Voorruitwisser - schakelaar
Vrouwelijk
NATUREL
Achter stuurkolomkap - rechts



YPC10006

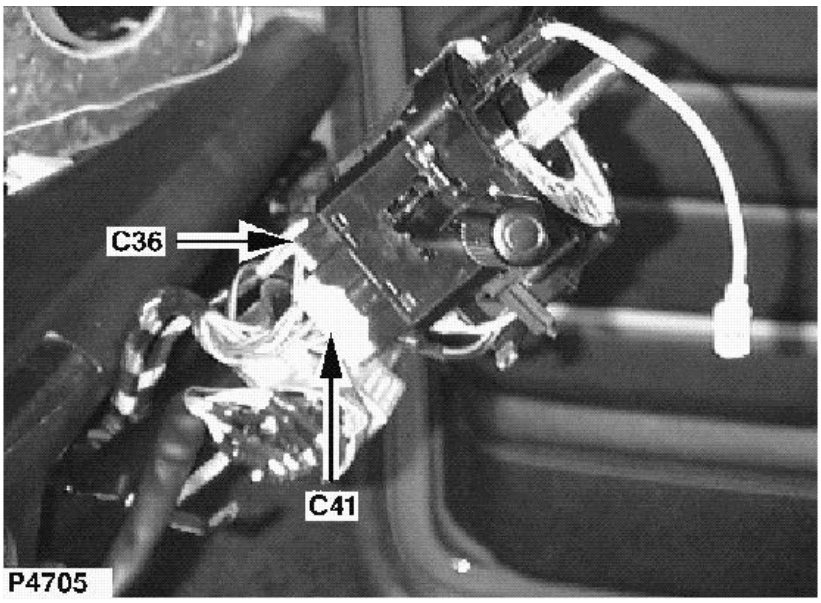
E

Interruptor de limpiaparabrisas
Hembra
NATURAL
Debajo de la carcasa de la columna de dirección - Lado derecho

Cav	Col	Cct
1	LGO	ALL
2	LGG	ALL
3	ULG	ALL
4	RLG	ALL
5	LGO	ALL
7	NLG	ALL
8	OR	ALL

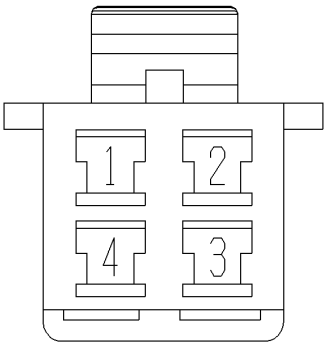
GB

Direction indicator switch
Female
NATURAL
Behind steering column cowl
LH side



NL

Richtingaanwijzers - staafschakelaar
Vrouwelijk
NATUREL
Achter stuurkolomkap - links



YPC10002

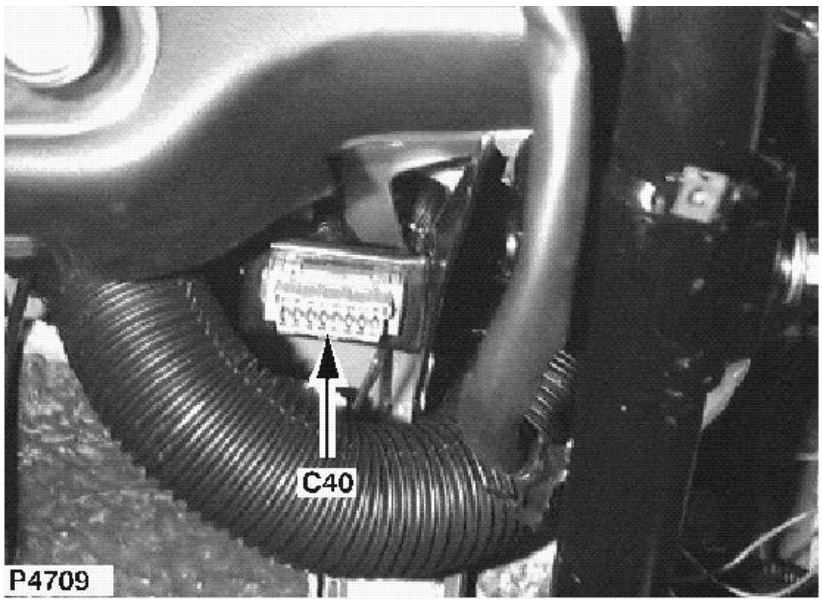
E

Interruptor de intermitentes de dirección
Hembra
NATURAL
Detrás del costado izquierdo de la carcasa de la columna de dirección

Cav	Col	Cct
1	GR	ALL
2	LGN	ALL
4	GW	ALL

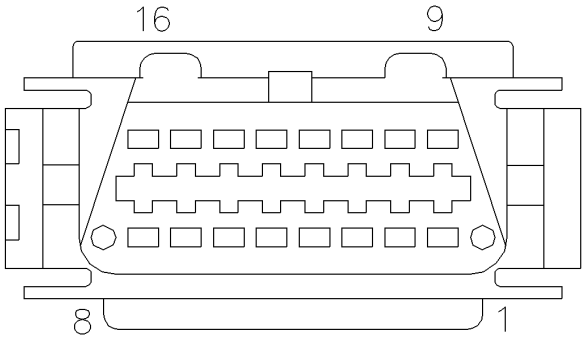
GB

Diagnostic socket
Female
GREY
Under RH side of fascia



NL

Diagnose-aansluiting
Vrouwelijk
LEIGRIJS
Onder rechterkant dashboard



YPC107910

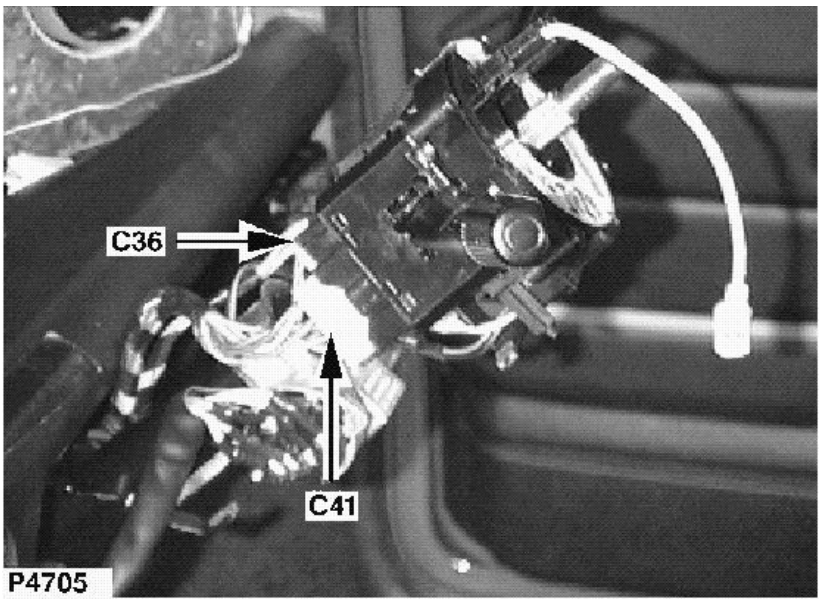
E

Enchufe de diagnóstico
Hembra
PIZARRO (GRIS)
Debajo del lado derecho del tablero

Cav	Col	Cct
1	PS	ALL
3	RG	ALL
4	B	ALL
7	WY	ALL
13	YK	ALL
16	P	ALL

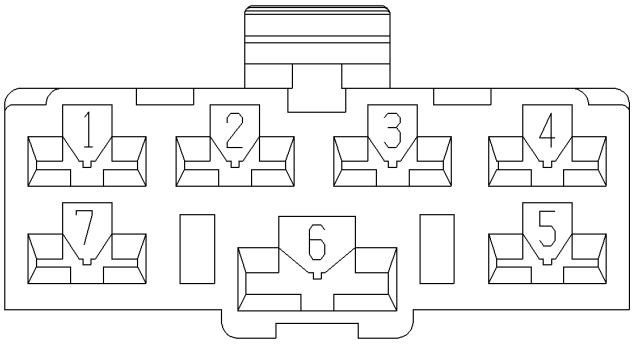
GB

Lighting switch
Female
NATURAL
Behind steering column cowl
LH side



NL

Verlichtingsschakelaar
Vrouwelijk
NATUREL
Achter stuurkolomkap - links



YPC10008

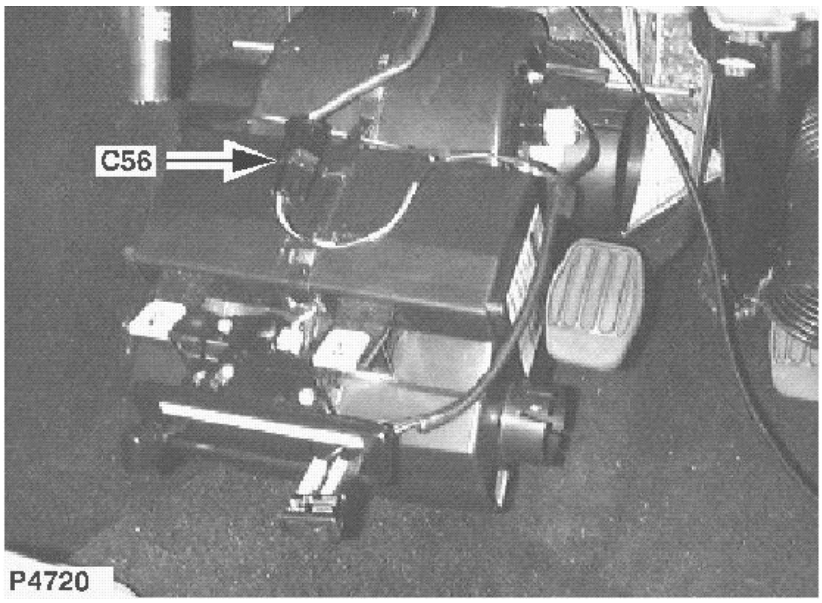
E

Interruptor de alumbrado
Hembra
NATURAL
Detrás del costado izquierdo de la carcasa de la columna de dirección

Cav	Col	Cct
1	U	ALL
2	UR	ALL
3	N	ALL
4	R	ALL
5	UW	ALL
6	N	ALL

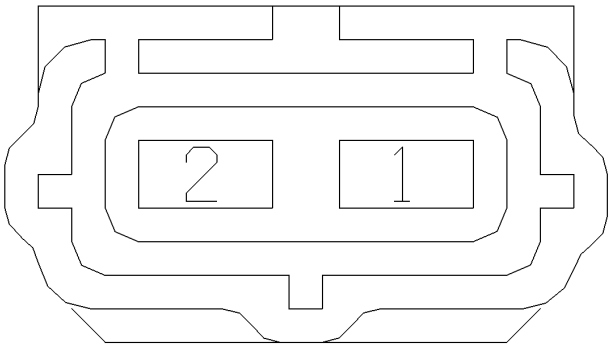
GB

Blower fan
Female
RED
Behind centre of fascia



NL

Ventilator
Vrouwelijk
ROOD
achter middelste gedeelte dashboard



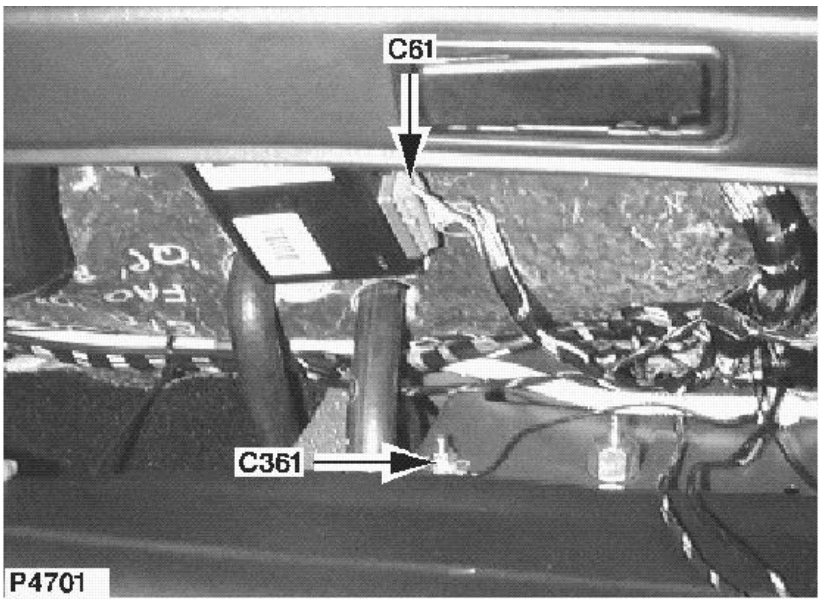
E

Ventilador de soplante
Hembra
ROJO
detrás de la parte central del tablero

Cav	Col	Cct
1	LGO	ALL
2	B	ALL

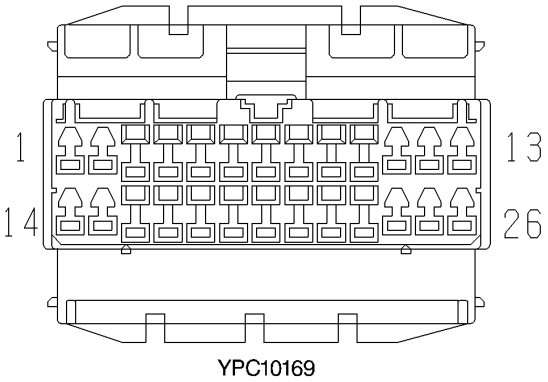
GB

Alarm ECU
Female
GREY
Behind centre of fascia



NL

Alarm - ECU
Vrouwelijk
LEIGRIJS
achter middelste gedeelte dashboard



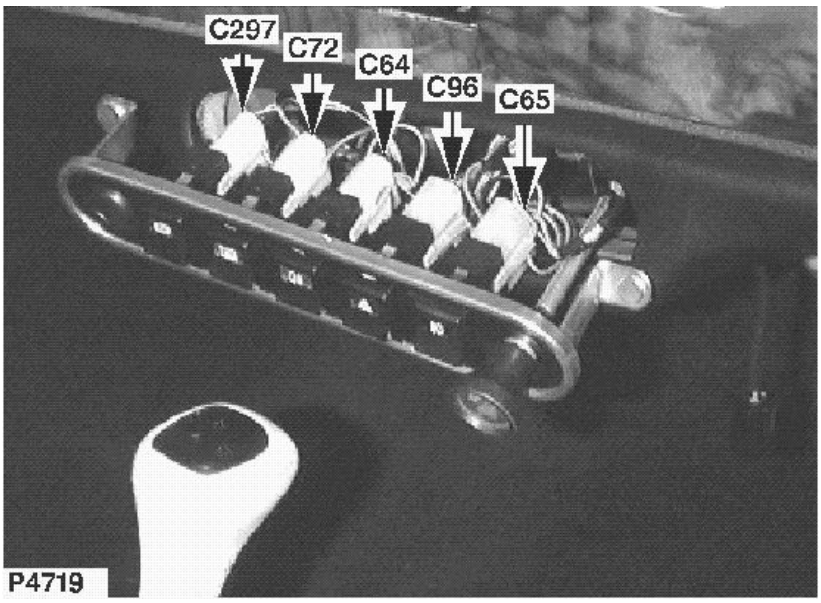
E

UEC de alarma
Hembra
PIZARRO (GRIS)
detrás de la parte central del tablero

Cav	Col	Cct	Cav	Col	Cct
1	W	ALL	17	YN	ALL
2	B	ALL	18	PR	ALL
7	PW	ALL	19	B	ALL
8	PB	ALL	21	PK	ALL
9	WS	ALL	23	WR	ALL
10	WY	ALL	24	PS	ALL
16	RG	ALL	26	P	ALL

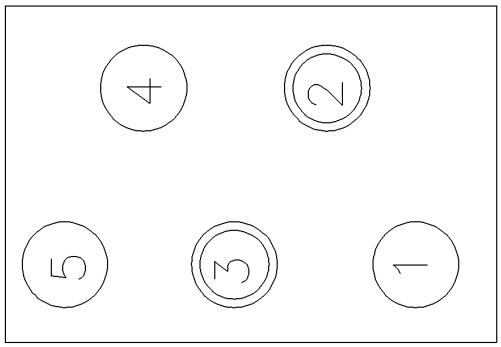
GB

Rear fog lamp switch
Female
NATURAL
Behind centre of fascia



NL

Mistachterlamp - schakelaar
Vrouwelijk
NATUREL
achter middelste gedeelte dashboard



13H9745

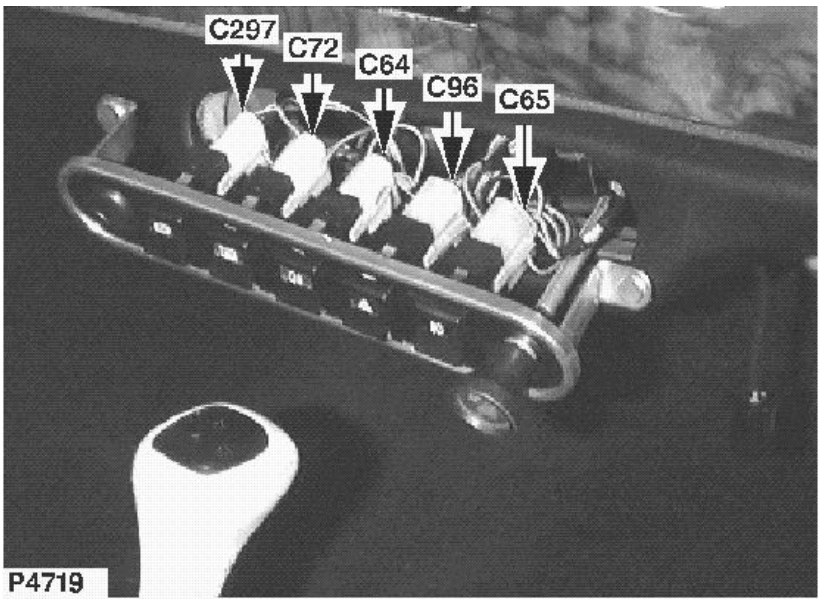
E

Interruptor de pilotos antiniebla traseros
Hembra
NATURAL
detrás de la parte central del tablero

Cav	Col	Cct
2	UO	ALL
3	UY	ALL

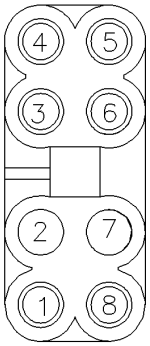
GB

Front fog lamp switch
Female
NATURAL
Behind centre of fascia



NL

Mistlamp voor - schakelaar
Vrouwelijk
NATUREL
achter middelste gedeelte dashboard



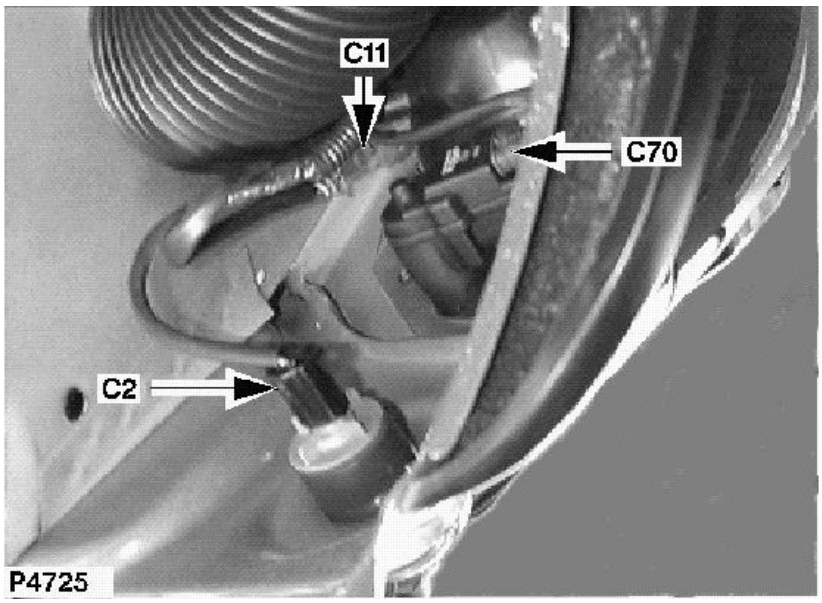
E

Interruptor de faros antiniebla delanteros
Hembra
NATURAL
detrás de la parte central del tablero

Cav	Col	Cct
1	UG	ALL
4	UW	ALL
5	UB	ALL
8	RB	ALL

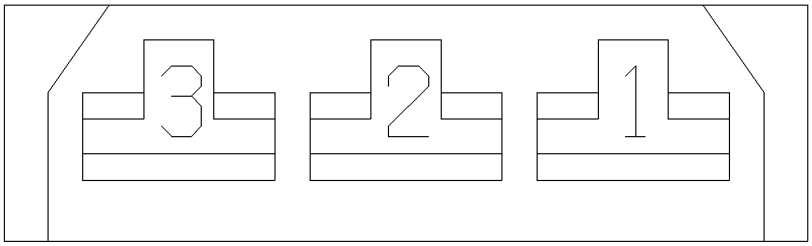
GB

RH headlamp levelling motor
Female
NATURAL
Behind RH headlamp



NL

Rechter koplamp-nivellering - motor
Vrouwelijk
NATUREL
Achter rechter koplamp



YPC10426

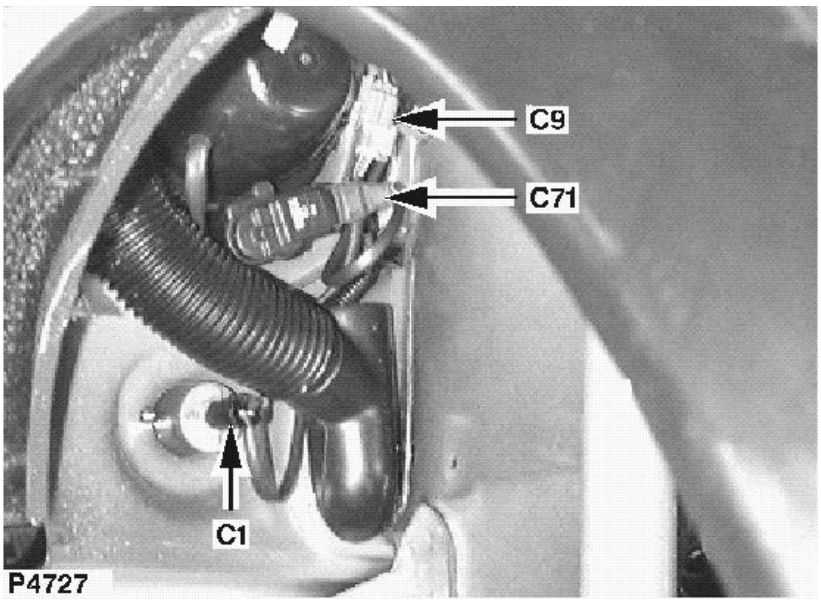
E

Motor de nivelación del faro derecho
Hembra
NATURAL
Detrás del faro derecho

Cav	Col	Cct
1	UG	ALL
2	B	ALL
3	R	ALL

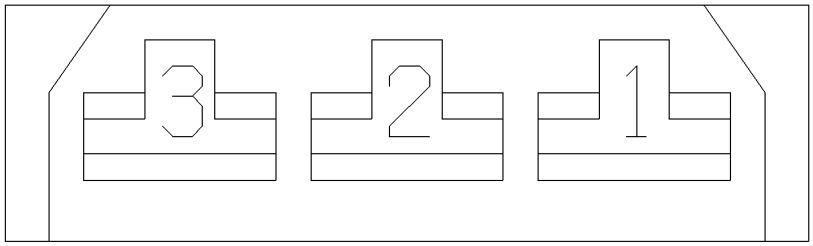
GB

LH headlamp levelling motor
Female
NATURAL
Behind LH headlamp



NL

Linker koplamp-nivellering - motor
Vrouwelijk
NATUREL
Achter linker koplamp



YPC10426

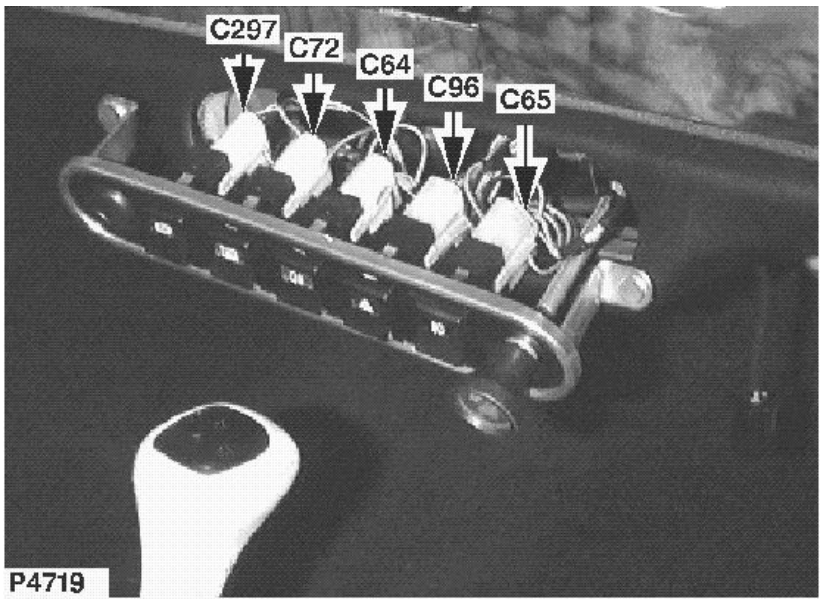
E

Motor de nivelación del faro izquierdo
Hembra
NATURAL
Detrás del faro izquierdo

Cav	Col	Cct
1	UG	ALL
2	B	ALL
3	R	ALL

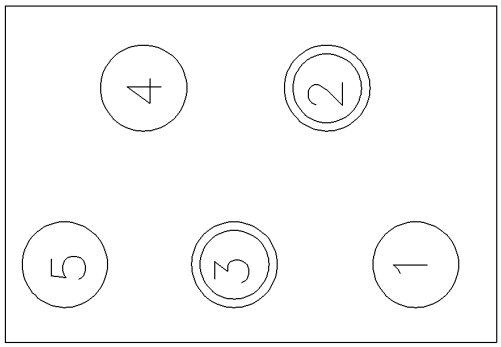
GB

Heated rear window switch
Female
NATURAL
Behind centre of fascia



NL

Verwarmde achterruit - schakelaar
Vrouwelijk
NATUREL
achter middelste gedeelte dashboard



13H9745

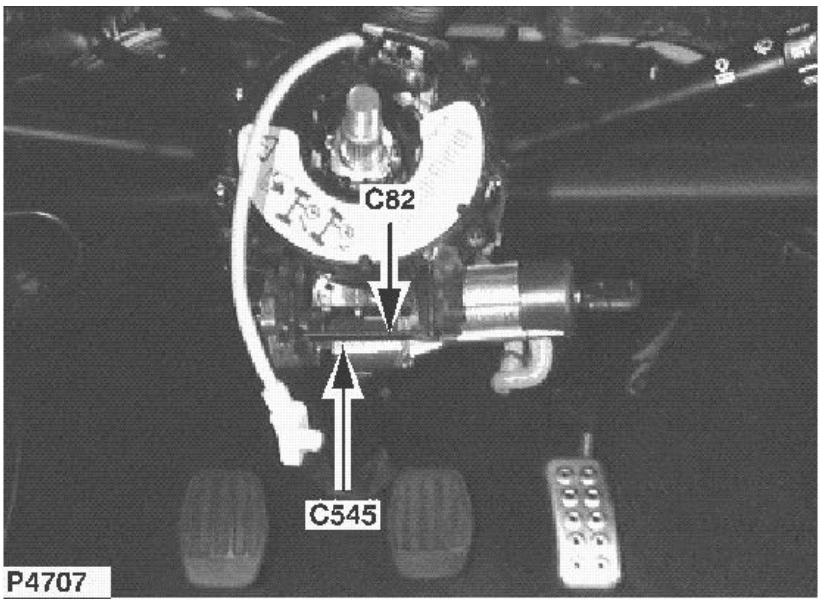
E

Interruptor de luneta térmica
Hembra
NATURAL
detrás de la parte central del tablero

Cav	Col	Cct
2	GY	ALL
3	G	ALL

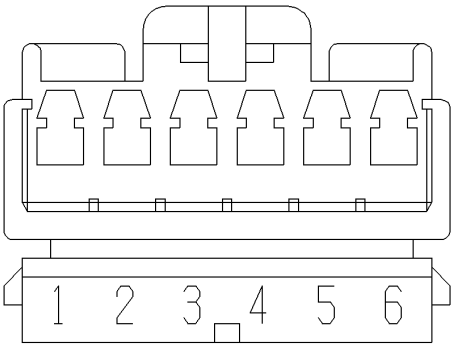
GB

Rotary coupler
Female
WHITE
Underside of steering column



NL

ROTERENDE KOPPELING
Vrouwelijk
WIT
onderkant van stuurkolom



YPC10270

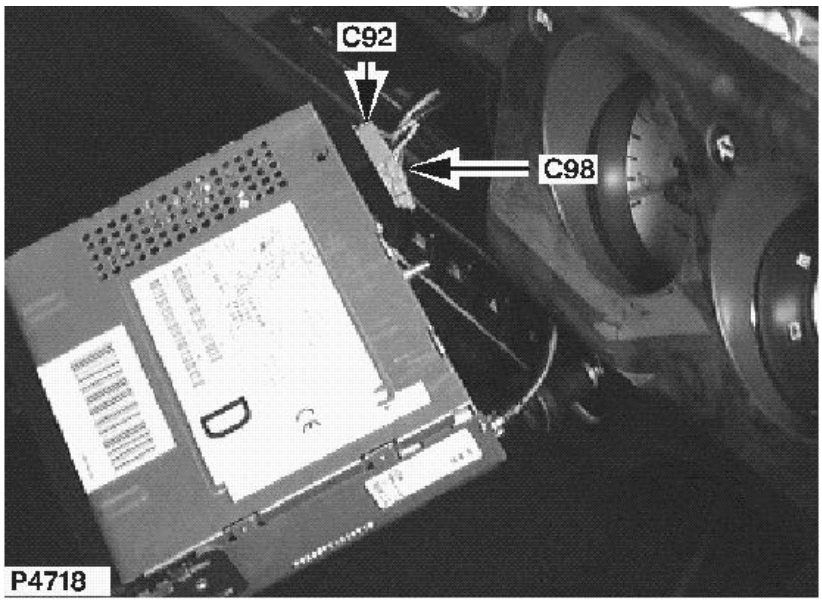
E

ACOPLADOR GIRATORIO
Hembra
BLANCO
parte inferior de la columna
de dirección

Cav	Col	Cct
4	PB	ALL
6	B	ALL

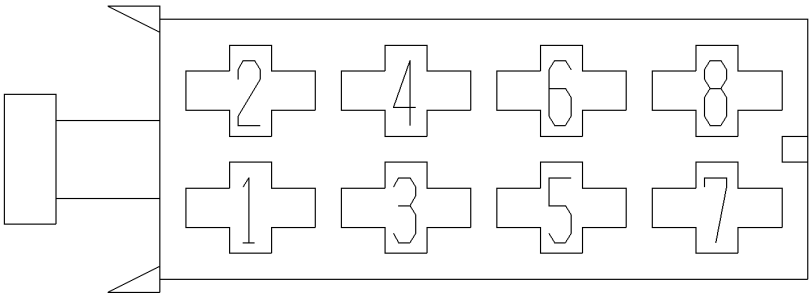
GB

Radio speakers
Female
BROWN
Behind radio



NL

Radio - luidsprekers
Vrouwelijk
BRUIN
Achter radio



YPC10191

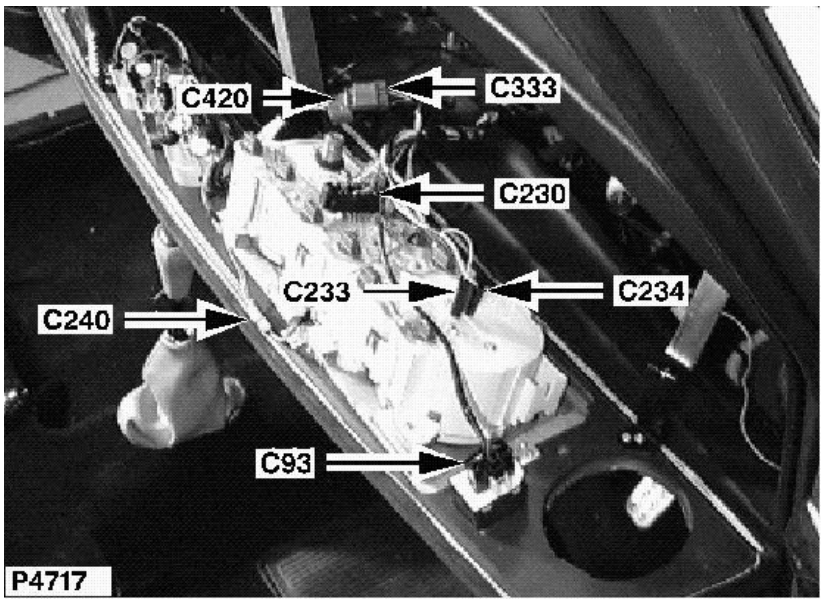
E

Altavoces de radio
Hembra
MARRON
Detrás de la radio

Cav	Col	Cct
1	SK	ALL
2	SB	ALL
7	UK	ALL
8	UB	ALL

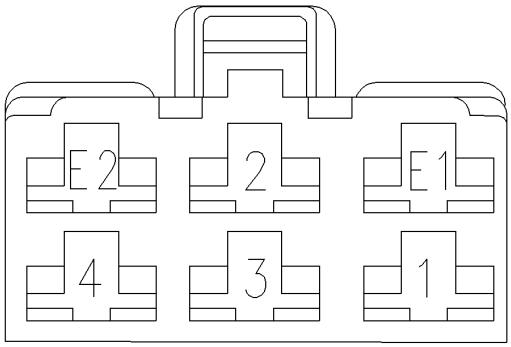
GB

Headlamp levelling switch
Female
BLACK
Behind RH side of fascia



NL

Koplamp-nivellering - schakelaar
Vrouwelijk
ZWART
Achter rechterkant dashboard



YPC10521

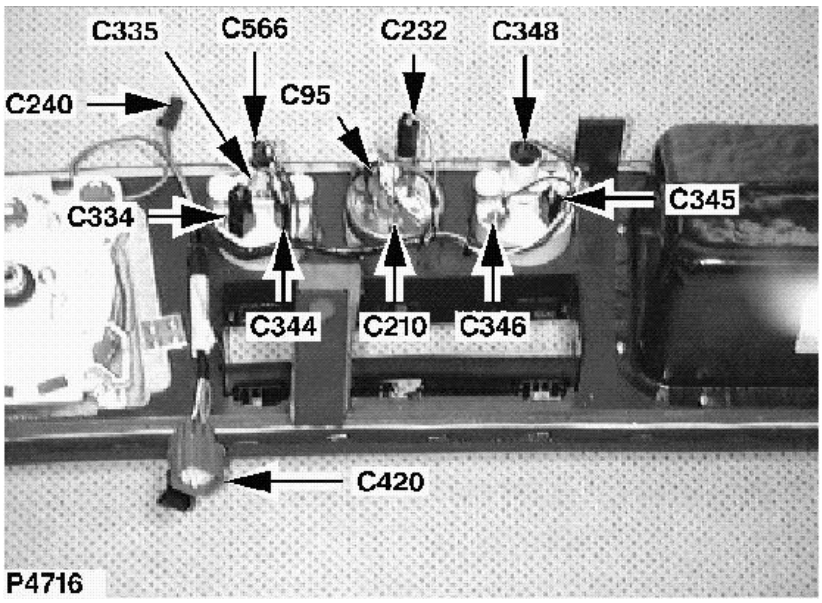
E

Mando de nivelación de faros
Hembra
NEGRO
Detrás del lado derecho del tablero

Cav	Col	Cct
1	R	ALL
2	UG	ALL
4	R	ALL
E2	B	ALL

GB

Clock
Female
BLACK
Behind centre of fascia



NL

Klok
Vrouwelijk
ZWART
achter middelste gedeelte dashboard

AAU1010

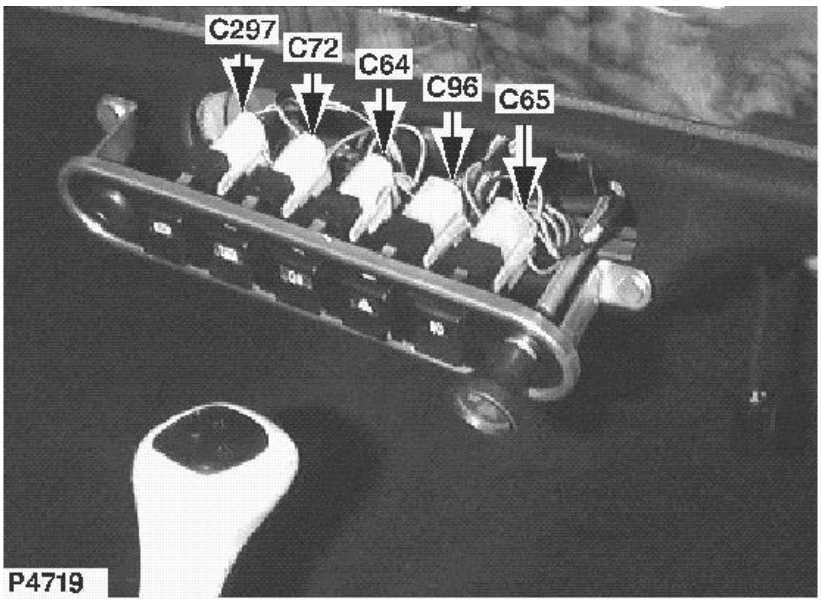
E

Reloj
Hembra
NEGRO
detrás de la parte central del tablero

Cav	Col	Cct
1	PO	All

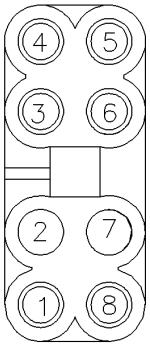
GB

Hazard warning switch
Female
NATURAL
Behind centre of fascia



NL

Alarmknipperlichten - schakelaar
Vrouwelijk
NATUREL
achter middelste gedeelte dashboard



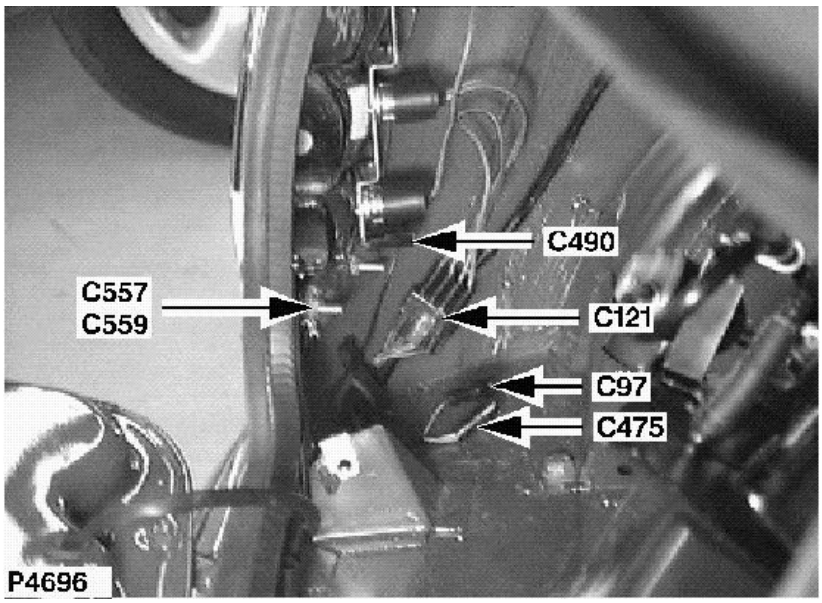
E

Interruptor de luces intermitentes de emergencia
Hembra
NATURAL
detrás de la parte central del tablero

Cav	Col	Cct
3	LGK	ALL
4	GR	ALL
5	GW	ALL
6	GLG	ALL

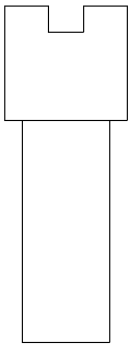
GB

Rear fog lamp
Male
BLACK
Luggage compartment - LH side



NL

Mistachterlamp
Mannelijk
ZWART
bagageruimte - Links



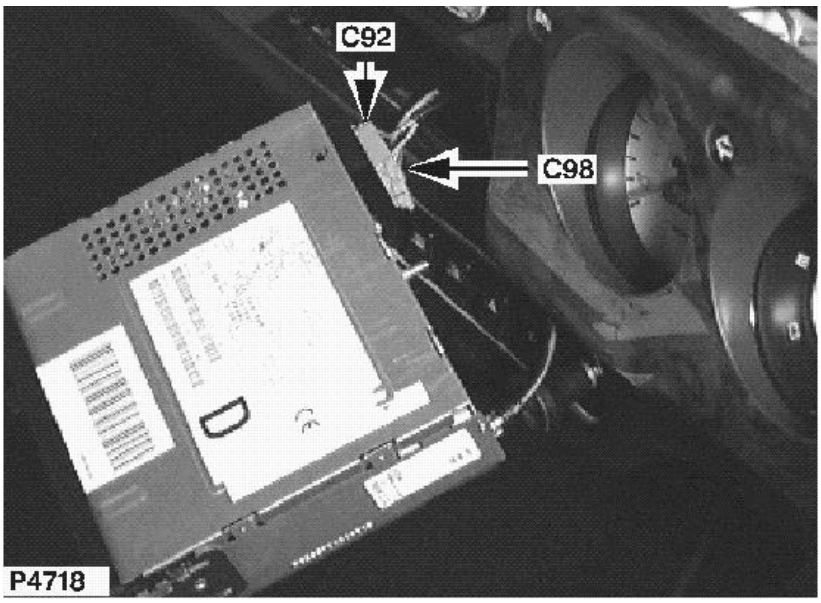
E

Piloto antiniebla trasero
Macho
NEGRO
maletero - Lado izquierdo

Cav	Col	Cct
1	B	ALL

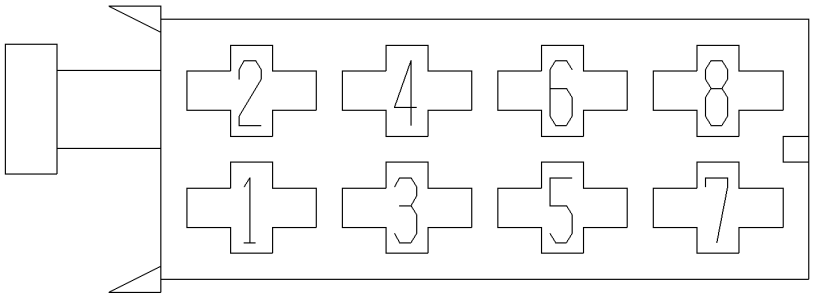
GB

Radio/cassette player
Female
GREY
Behind radio



NL

Radio/cassette-speler
Vrouwelijk
LEIGRIJS
Achter radio



YPC10190

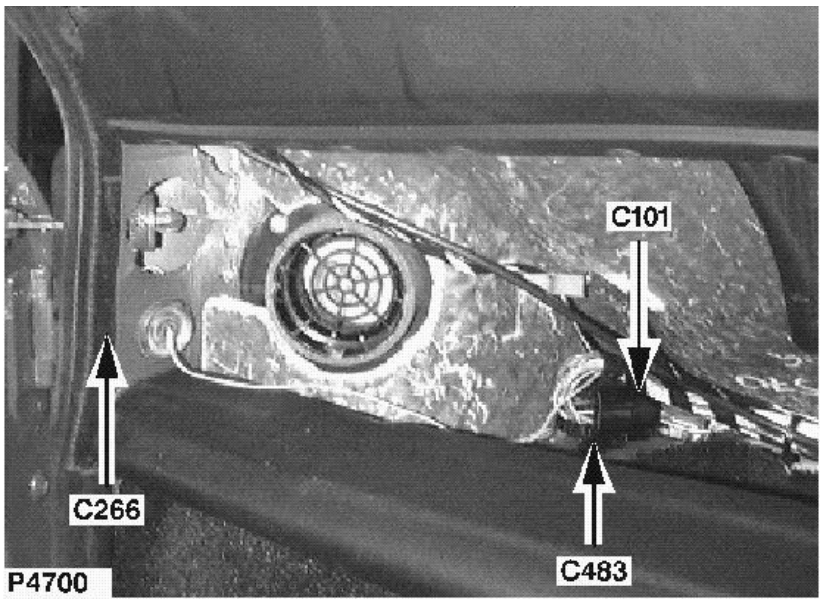
E

Radio/cassette
Hembra
PIZARRO (GRIS)
Detrás de la radio

Cav	Col	Cct
4	PO	ALL
7	LGW	ALL
8	B	ALL

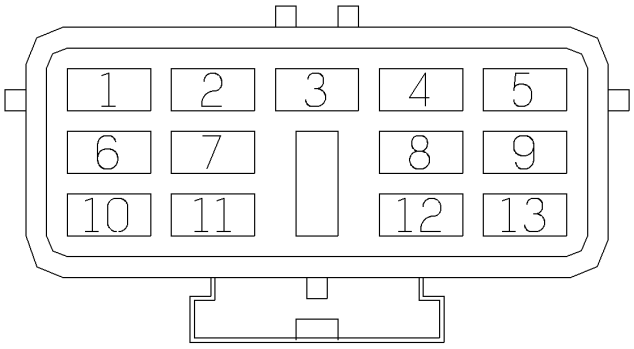
GB

Body Harness to Main Harness
Male
BLACK
LH 'A' post



NL

Carrosserie-kabelbundel naar hoofdkabelbundel
Mannelijk
ZWART
Linker 'A' stijl



YPC10056

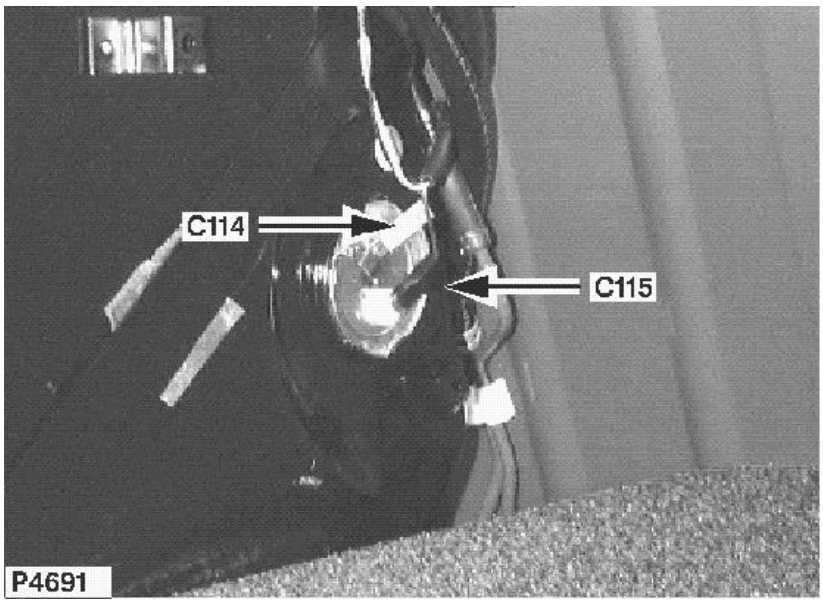
E

Mazo de cables de la carrocería al mazo de cables principal
Macho
NEGRO
Pilar A izquierdo

Cav	Col	Cct	Cav	Col	Cct
1	GP	ALL	7	GB	ALL
2	UY	ALL	9	PK	ALL
3	GN	ALL	10	WP	ALL
4	GW	ALL	11	OR	ALL
5	GR	ALL	12	RW	ALL
6	RB	ALL	13	GY	ALL

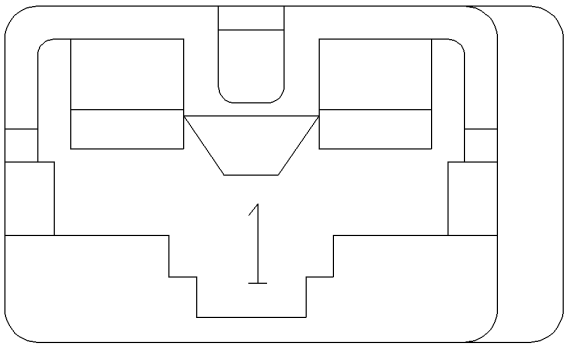
GB

Fuel pump
Female
NATURAL
Luggage compartment - LH side



NL

Brandstofpomp
Vrouwelijk
NATUREL
bagageruimte - Links



AFU4521

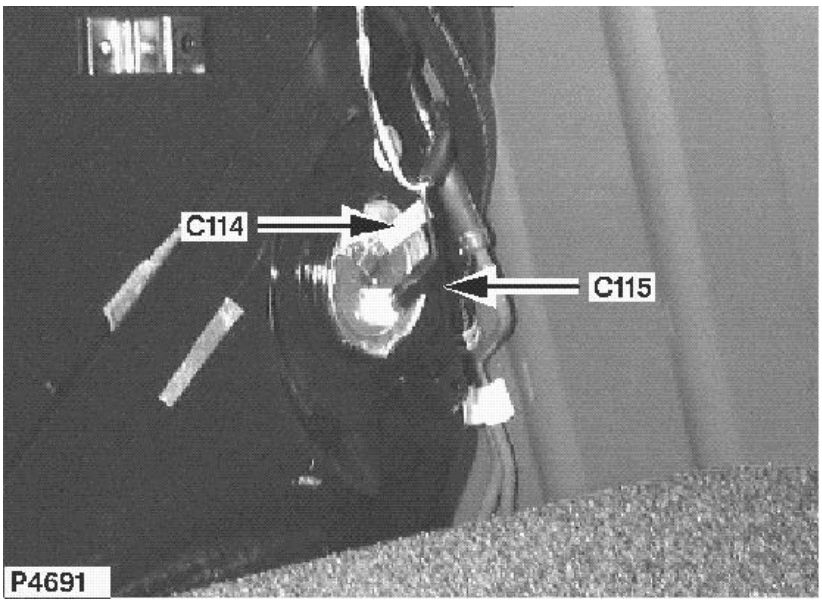
E

Bomba de combustible
Hembra
NATURAL
maletero - Lado izquierdo

Cav	Col	Cct
1	B	ALL

GB

Fuel sender unit
Female
BLACK
Luggage compartment - LH side



NL

Brandstof - zendelement
Vrouwelijk
ZWART
bagageruimte - Links

AAU1010

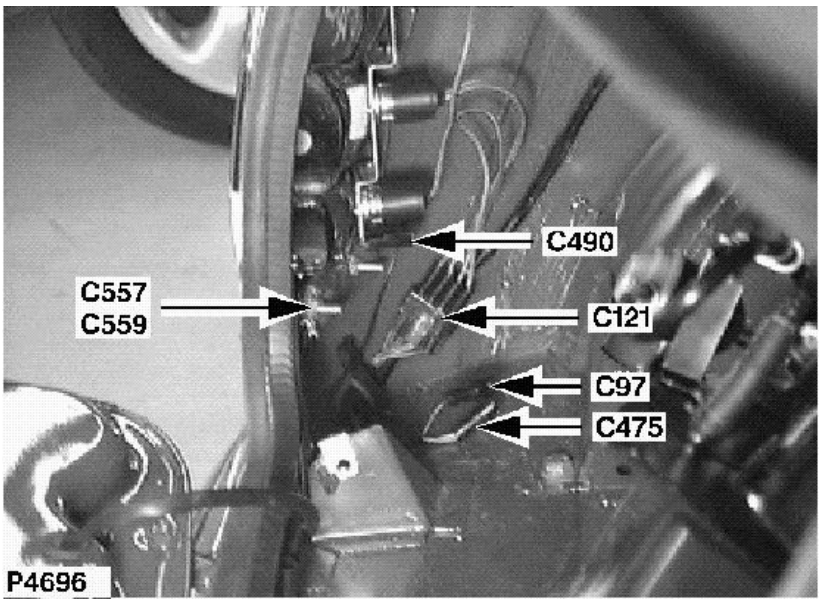
E

Sensor de nivel de combustible
Hembra
NEGRO
maletero - Lado izquierdo

Cav	Col	Cct
1	GB	ALL

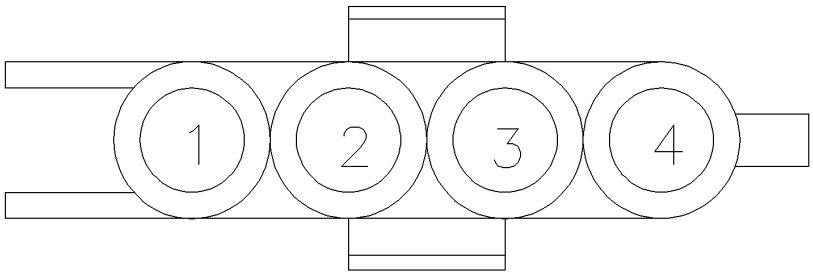
GB

LH tail lamp
Female
BLACK
Luggage compartment - LH side



NL

Linker achterlicht
Vrouwelijk
ZWART
bagageruimte - Links



ADU2160

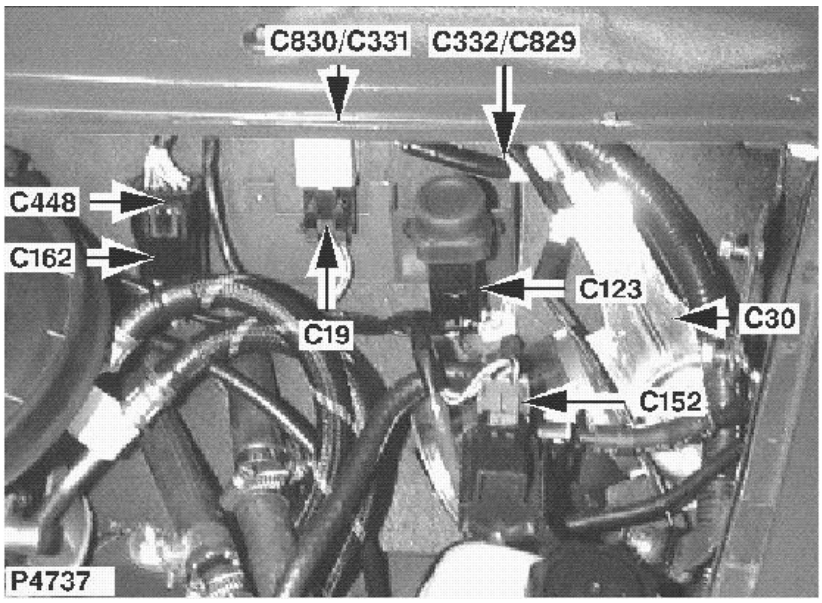
E

Piloto trasero izquierdo
Hembra
NEGRO
maletero - Lado izquierdo

Cav	Col	Cct
1	GN	ALL
2	RB	ALL
3	GP	ALL
4	GR	ALL

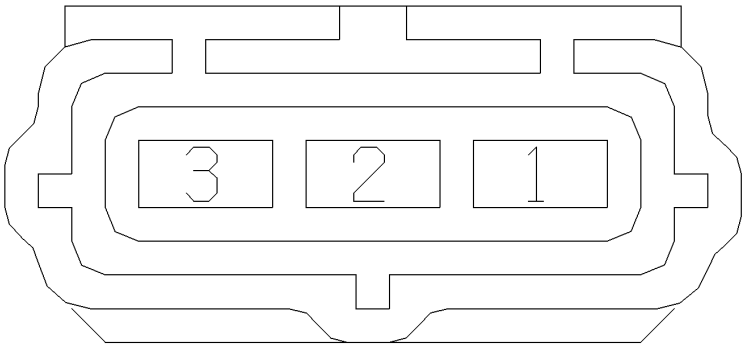
GB

Inertia switch
Female
BLACK
LH side of bulkhead



NL

Inertieschakelaar
Vrouwelijk
ZWART
Linkerkant tussenschot



YPC10068

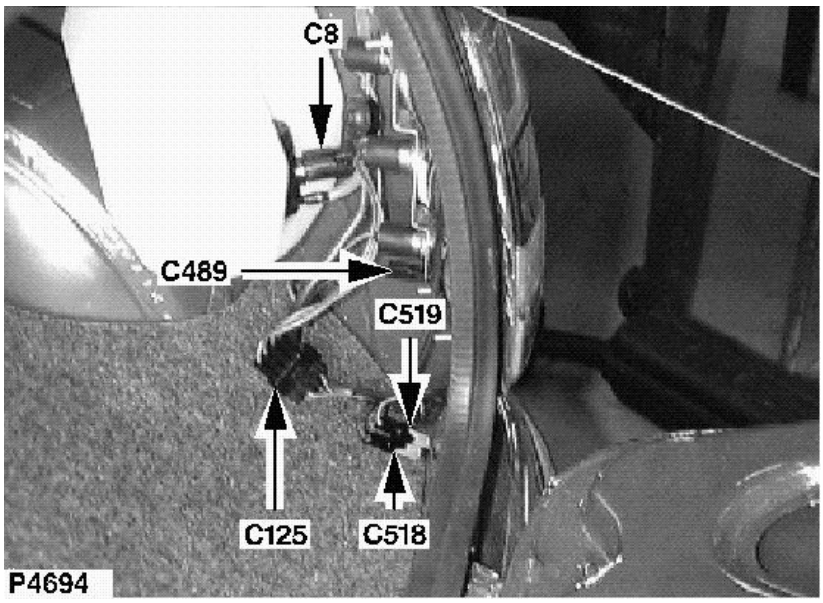
E

Interruptor inercial
Hembra
NEGRO
Lado izquierdo del salpicadero

Cav	Col	Cct
1	NS	ALL
3	WP	ALL

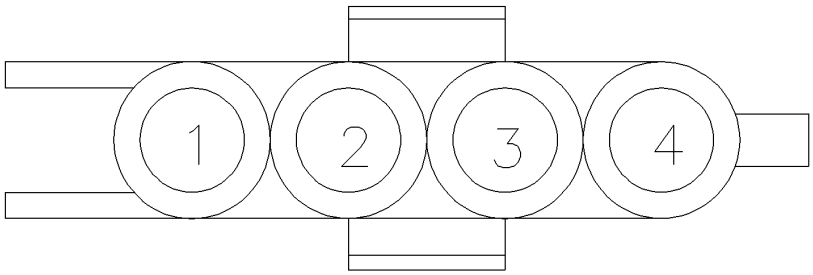
GB

RH tail lamp
Female
BLACK
Luggage compartment - RH side



NL

Rechter achterlicht
Vrouwelijk
ZWART
bagageruimte - Rechts



ADU2160

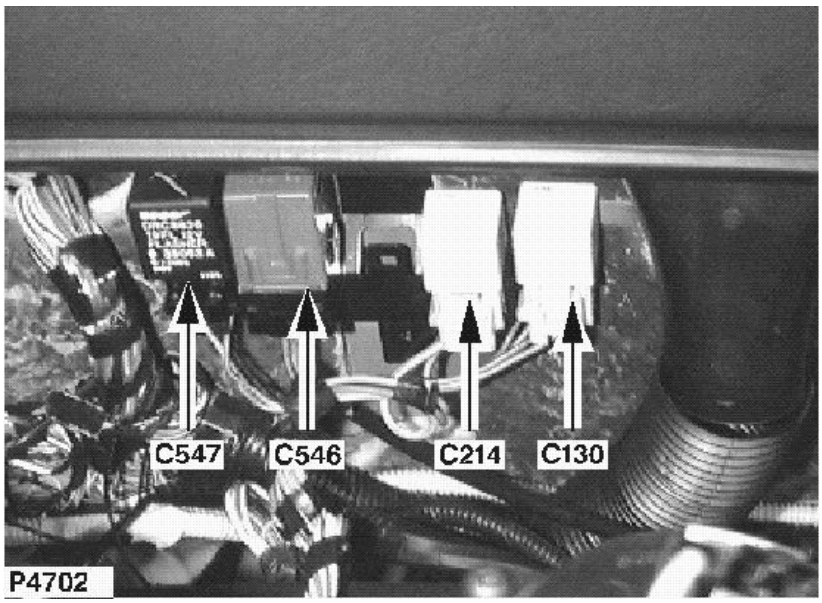
E

Piloto trasero derecho
Hembra
NEGRO
maletero - Lado derecho

Cav	Col	Cct
1	GN	ALL
2	RW	ALL
3	GP	ALL
4	GW	ALL

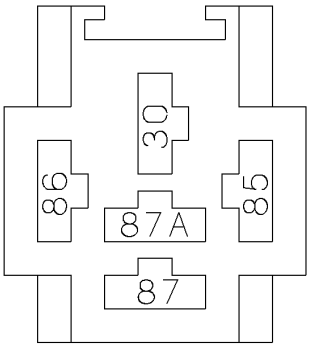
GB

Horn relay
Female
YELLOW
Behind centre of fascia



NL

Claxon - relais
Vrouwelijk
GEEL
achter middelste gedeelte dashboard



AFU3271

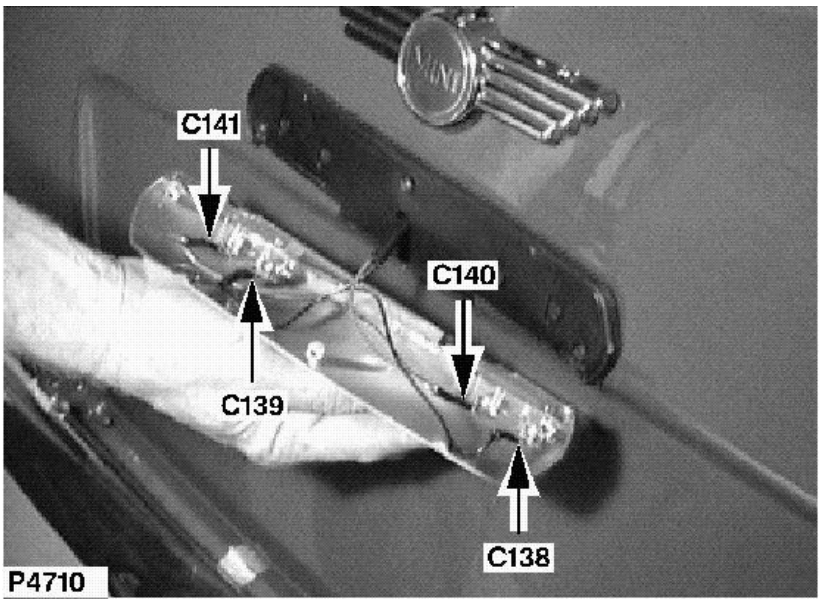
E

Relé de bocina
Hembra
AMARILLO
detrás de la parte central del tablero

Cav	Col	Cct
30	P	ALL
85	P	ALL
86	PB	ALL
87	PB	ALL

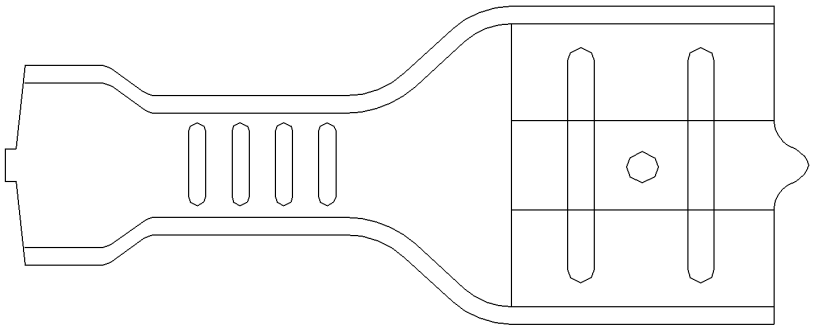
GB

Number plate illumination lamp(s)
Female
BRASS
Boot lid - inside



NL

Nummerplaatverlichting - lamp(en)
Vrouwelijk
KOPER
Kofferdeksel - binnenkant



YPL10104

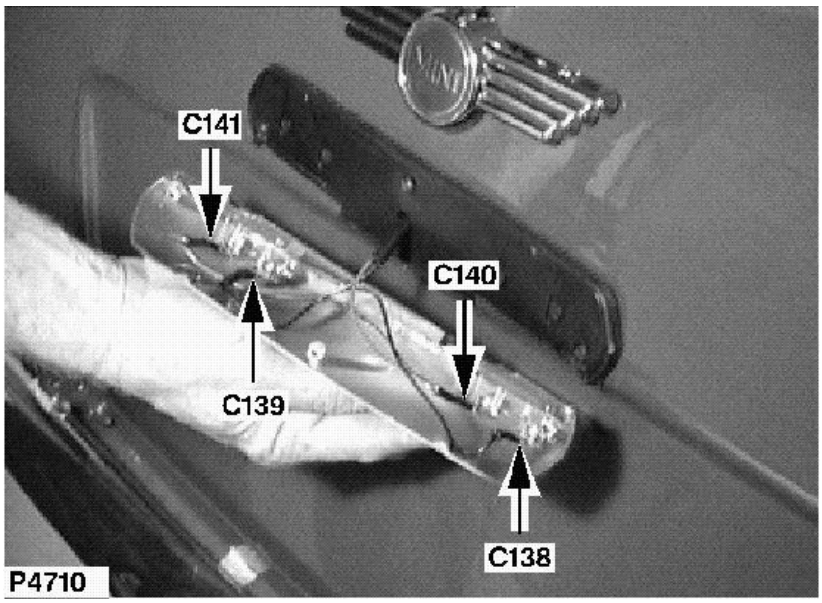
E

Luz/es de iluminación de la placa de matrícula
Hembra
LATON
Capó trasero - interior

Cav	Col	Cct
1	B	ALL

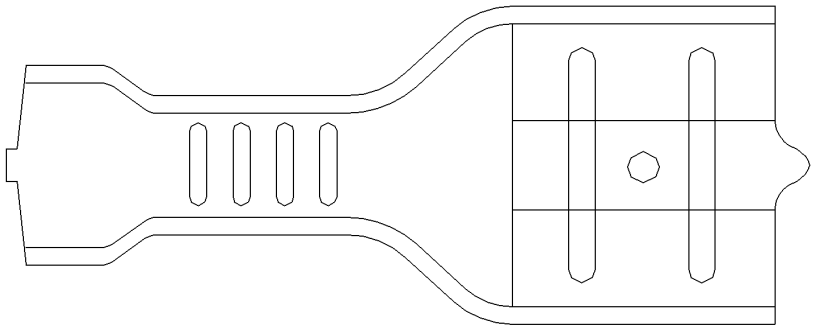
GB

Number plate illumination lamp(s)
Female
BRASS
Boot lid - inside



NL

Nummerplaatverlichting - lamp(en)
Vrouwelijk
KOPER
Kofferdeksel - binnenkant



YPL10104

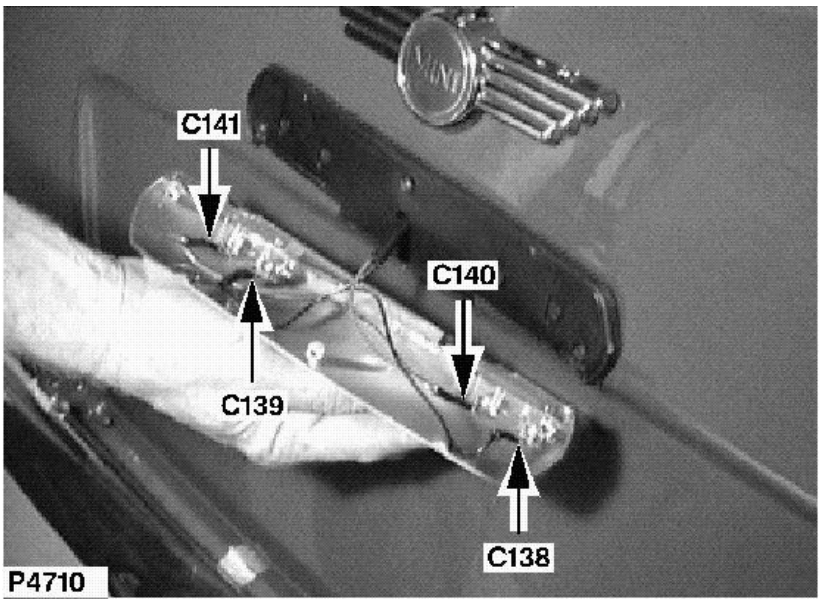
E

Luz/es de iluminación de la placa de matrícula
Hembra
LATON
Capó trasero - interior

Cav	Col	Cct
1	B	ALL

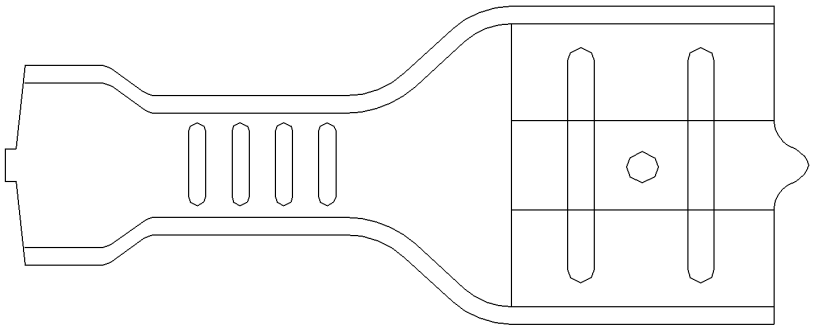
GB

Number plate illumination lamp(s)
Female
BRASS
Boot lid - inside



NL

Nummerplaatverlichting - lamp(en)
Vrouwelijk
KOPER
Kofferdeksel - binnenkant



YPL10104

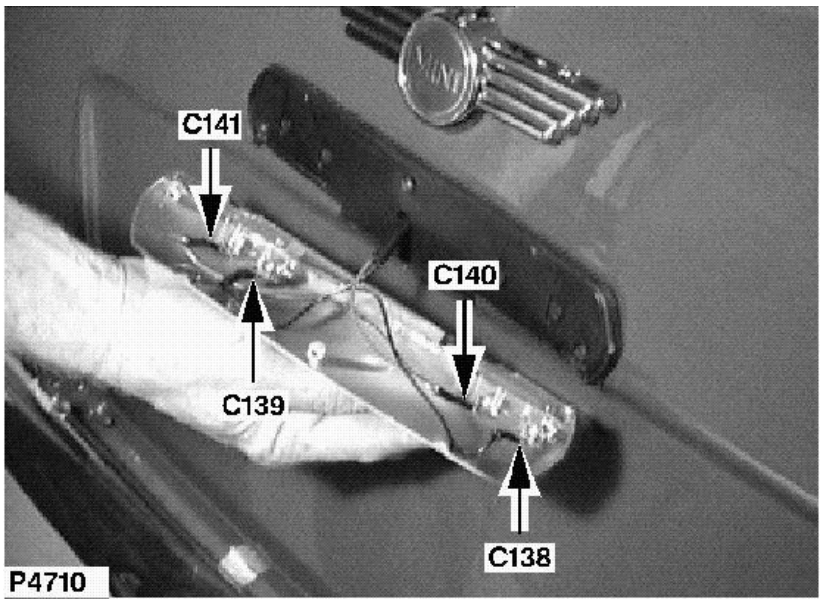
E

Luz/es de iluminación de la placa de matrícula
Hembra
LATON
Capó trasero - interior

Cav	Col	Cct
1	R	ALL

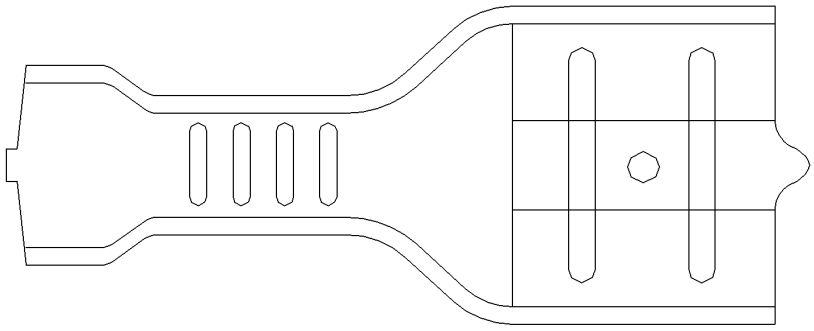
GB

Number plate illumination lamp(s)
Female
BRASS
Boot lid - inside



NL

Nummerplaatverlichting - lamp(en)
Vrouwelijk
KOPER
Kofferdeksel - binnenkant



YPL10104

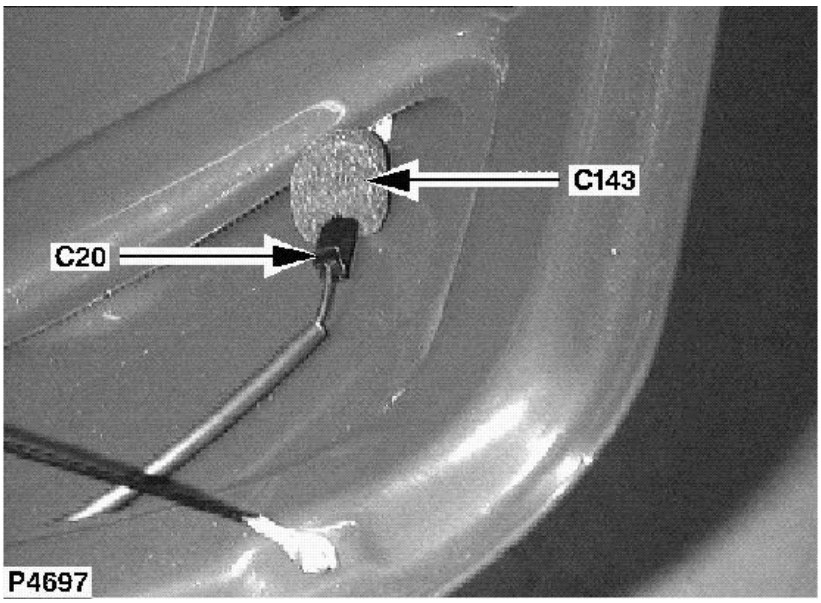
E

Luz/es de iluminación de la placa de matrícula
Hembra
LATON
Capó trasero - interior

Cav	Col	Cct
1	R	ALL

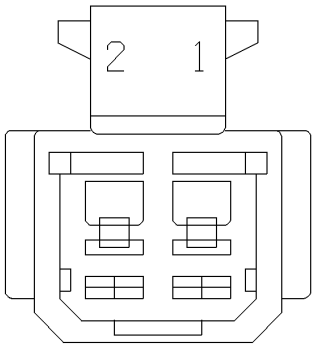
GB

Number Plate Harness to
Body Harness
Male
BLACK
Luggage compartment lid



NL

Kabelbundel voor
nummerplaat-verlichting naar
carrosserie-kabelbundel
Mannelijk
ZWART
Kofferdeksel



YPC10520

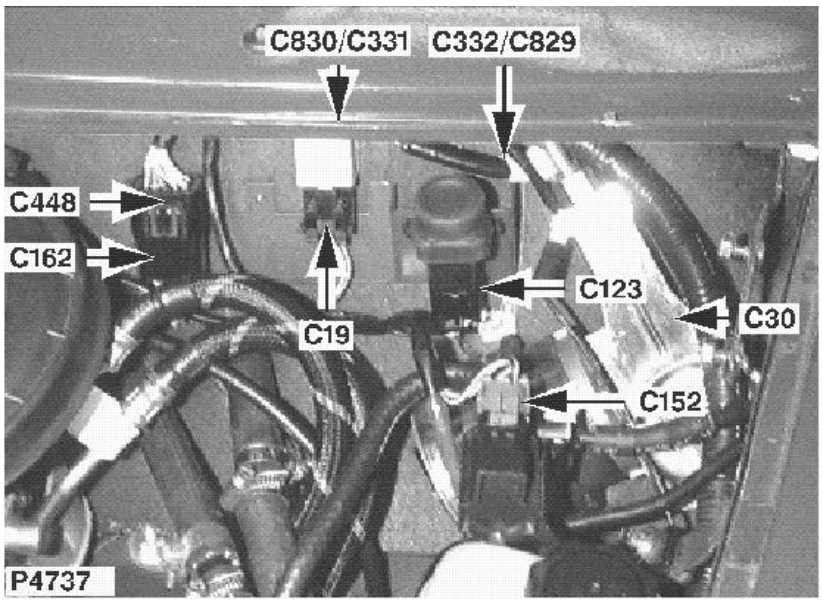
E

Mazo de cables de matrícula
al mazo de cables de la
carrocería
Macho
NEGRO
Capó trasero

Cav	Col	Cct
1	B	ALL
2	R	ALL

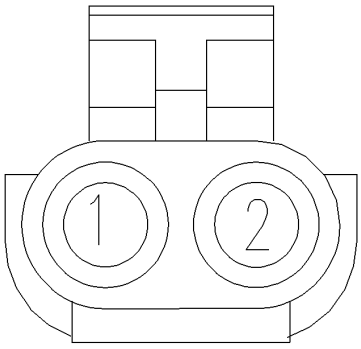
GB

Purge valve
Male
GREY
LH side of bulkhead



NL

Spuiklep
Mannelijk
LEIGRIJS
Linkerkant tussenschot



AFU3767

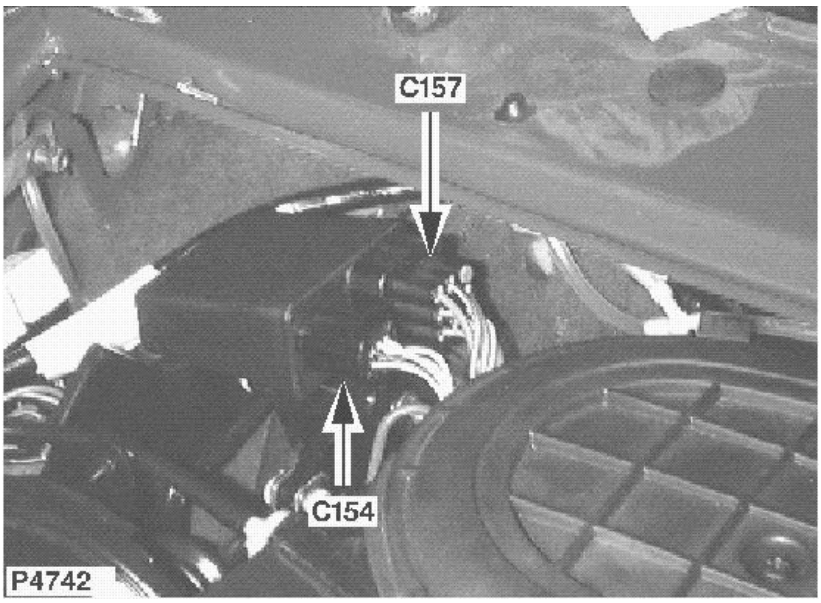
E

Válvula de purga
Macho
PIZARRO (GRIS)
Lado izquierdo del salpicadero

Cav	Col	Cct
1	BW	ALL
2	NK	ALL

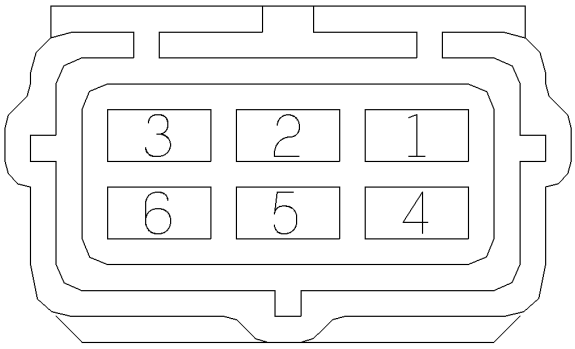
GB

Modular engine management (MEMS) relay module
Female
BLACK
Rear RH side of engine compartment



NL

Modulair motor-managementsysteem (MEMS) - relais-module
Vrouwelijk
ZWART
Rechter achterkant motorcompartiment



YPC10064

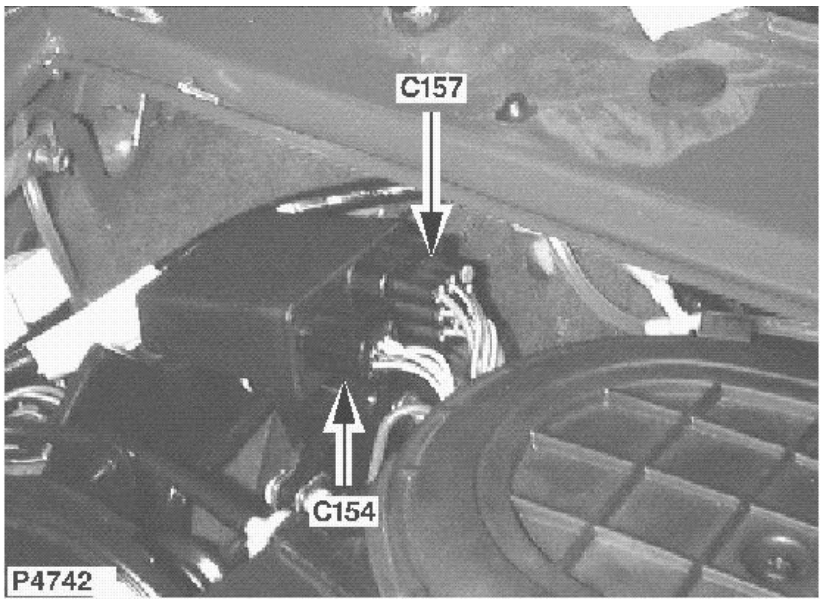
E

Módulo de relés de gestión del motor (MEMS)
Hembra
NEGRO
Parte trasera derecha del compartimento motor

Cav	Col	Cct
1	BP	ALL
2	W	ALL
3	WK	ALL
4	WR	ALL
5	BG	ALL
6	WK	ALL

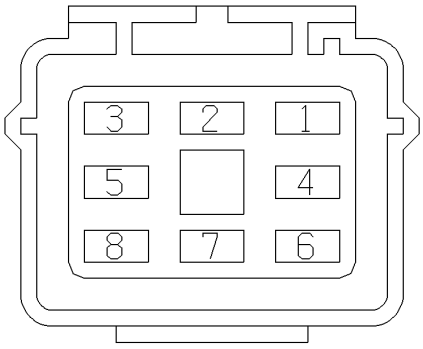
GB

Modular engine management (MEMS) relay module
Female
BLACK
Rear RH side of engine compartment



NL

Modulair motor-managementsysteem (MEMS) - relais-module
Vrouwelijk
ZWART
Rechter achterkant motorcompartiment



AFU3822

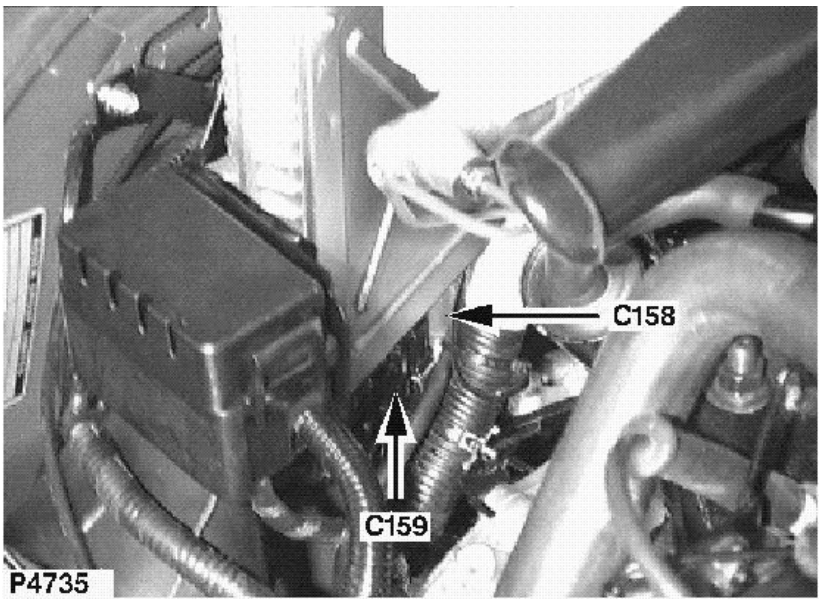
E

Módulo de relés de gestión del motor (MEMS)
Hembra
NEGRO
Parte trasera derecha del compartimento motor

Cav	Col	Cct
1	N	ALL
2	UR	ALL
4	NS	ALL
5	NR	ALL
6	N	ALL
7	N	ALL
8	NK	ALL

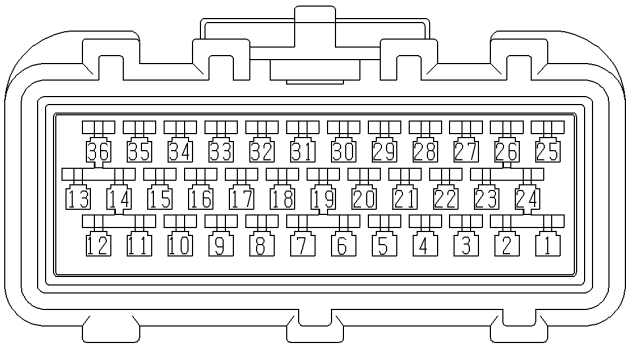
GB

Modular engine management control unit
Female
RED
RH side of engine compartment



NL

Modulair motor-managementsysteem - regeleenheid
Vrouwelijk
ROOD
Rechterkant motorcompartiment



YPC10530

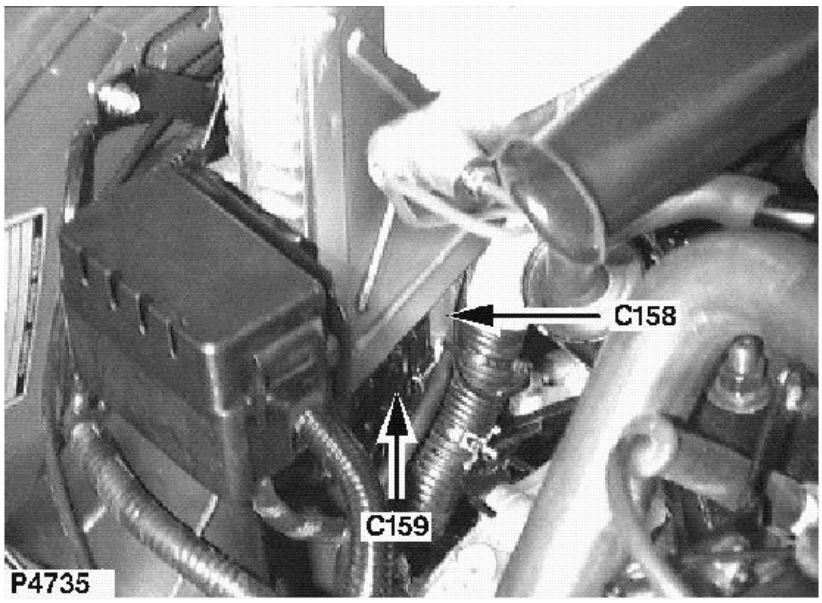
E

Unidad de control modular de gestión del motor
Hembra
ROJO
Lado derecho del compartimento motor

Cav	Col	Cct	Cav	Col	Cct	Cav	Col	Cct
1	RY	ALL	16	B	ALL	28	LGS	ALL
2	BU	ALL	17	BW	ALL	31	WY	ALL
10	OG	ALL	23	B	ALL	33	KU	ALL
12	YN	ALL	24	B	ALL	34	OS	ALL
13	YN	ALL	25	UP	ALL	35	YR	ALL
14	YR	ALL	26	WU	ALL			
15	OU	ALL	27	S	ALL			

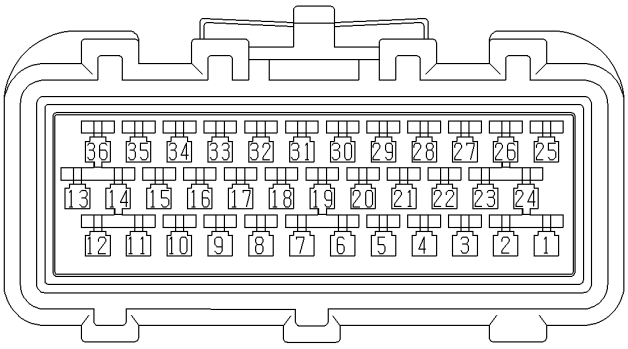
GB

Modular engine management control unit
Female
BLACK
RH side of engine compartment



NL

Modulair motor-managementsysteem - regeleenheid
Vrouwelijk
ZWART
Rechterkant motorcompartiment



YPC10073

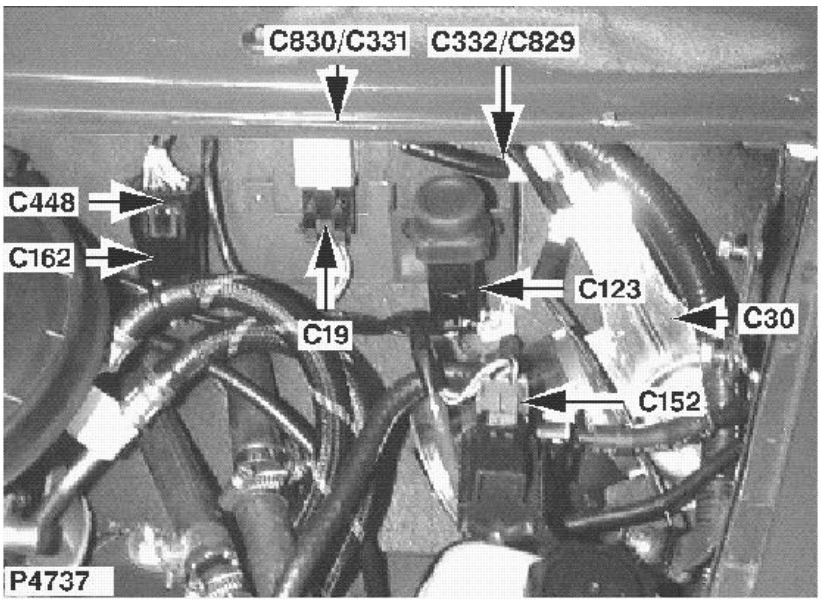
E

Unidad de control modular de gestión del motor
Hembra
NEGRO
Lado derecho del compartimento motor

Cav	Col	Cct	Cav	Col	Cct	Cav	Col	Cct
8	YP	ALL	18	YP	ALL	27	NK	ALL
12	YG	ALL	20	BG	ALL	28	LGB	ALL
13	KB	ALL	21	B	ALL	30	BP	ALL
14	GB	ALL	22	WK	ALL	31	KG	ALL
15	KG	ALL	25	WB	ALL	33	W	ALL
17	WS	ALL	26	WS	ALL	36	RG	ALL

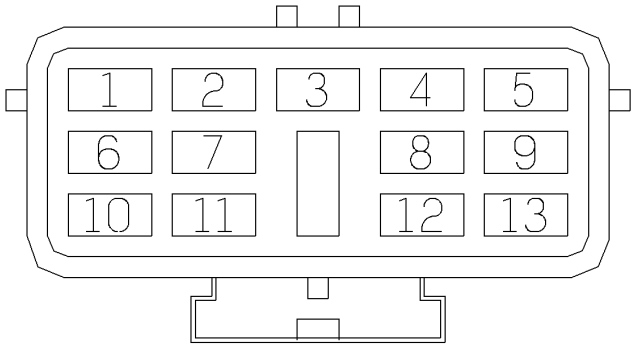
GB

Engine Harness to Main Harness
Male
BLACK
LH side of bulkhead



NL

Motor-kabelbundel naar hoofdkabelbundel
Mannelijk
ZWART
Linkerkant tussenschot



YPC10056

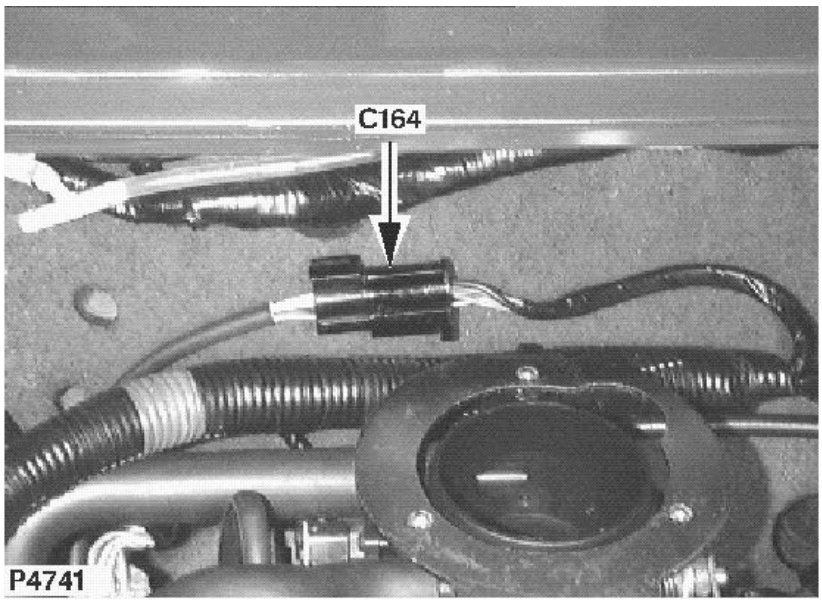
E

Mazo de cables motor al mazo de cables principal
Macho
NEGRO
Lado izquierdo del salpicadero

Cav	Col	Cct	Cav	Col	Cct
1	W	ALL	7	NY	ALL
2	WK	ALL	8	WN	ALL
3	KG	ALL	9	LGB	ALL
4	NS	ALL	10	WR	ALL
5	WS	ALL	11	WY	ALL
6	WB	ALL	12	NU	ALL

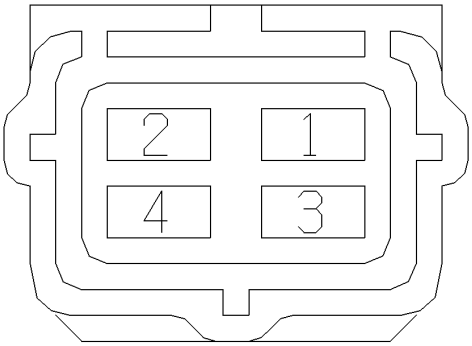
GB

Oxygen sensor
Female
BLACK
Rear of engine compartment - centre



NL

Zuurstofsensor
Vrouwelijk
ZWART
achterkant motorcompartiment - midden



YPC10066

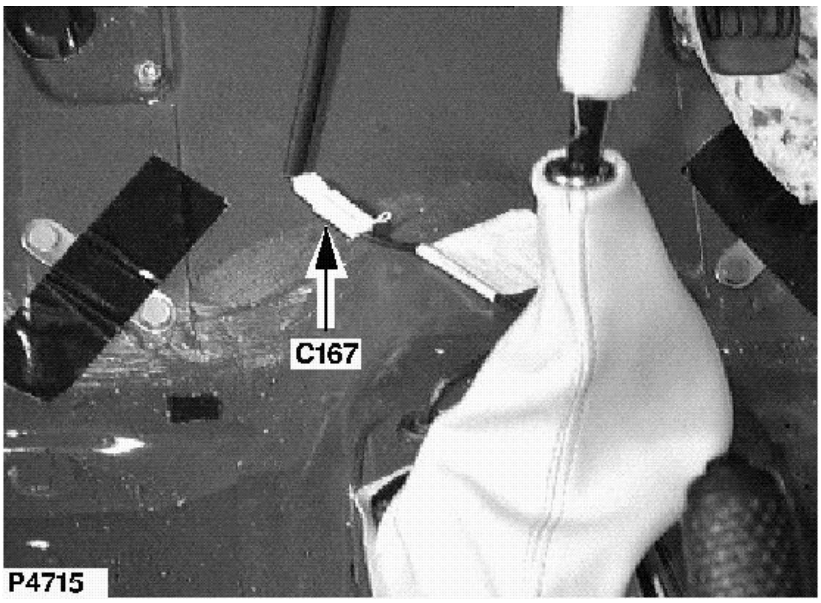
E

Sensor de oxígeno
Hembra
NEGRO
parte trasera del compartimento motor - centro

Cav	Col	Cct
1	S	ALL
2	LGS	ALL
3	B	ALL
4	UR	ALL

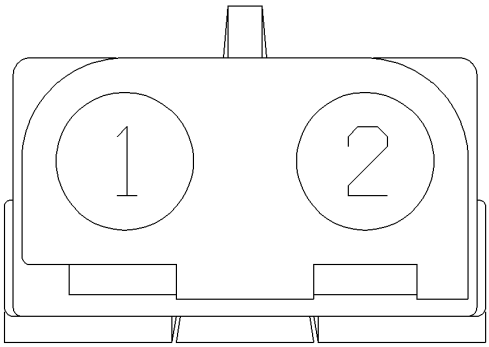
GB

Reverse lamp switch
Female
WHITE
Beneath footwell carpet - RH side



NL

Achteruitrijlamp - schakelaar
Vrouwelijk
WIT
onder vloerbedekking - Rechts



AFU4458

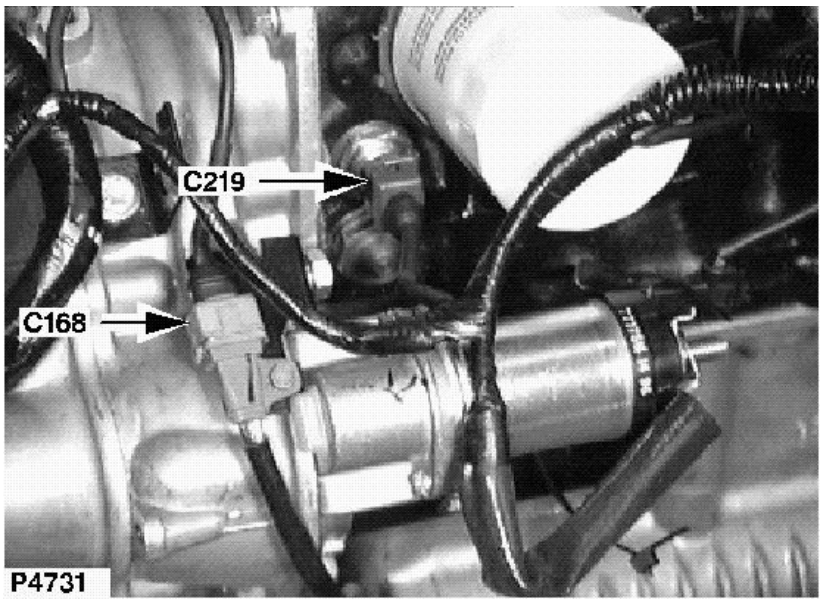
E

Interruptor del piloto de marcha atrás
Hembra
BLANCO
debajo de la moqueta del hueco para los pies - Lado derecho

Cav	Col	Cct
1	G	ALL
2	GN	ALL

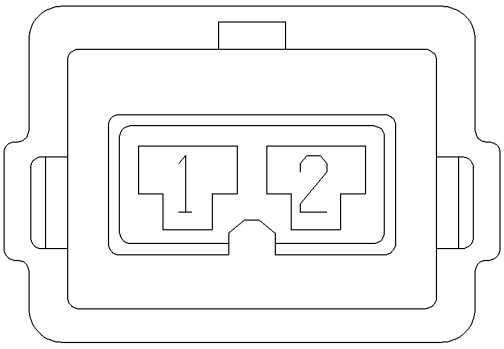
GB

Crankshaft sensor
Female
BLUE
Lower front of engine - RH side



NL

Kruksensor
Vrouwelijk
BLAUW
Onder/voorkant motor - Rechts



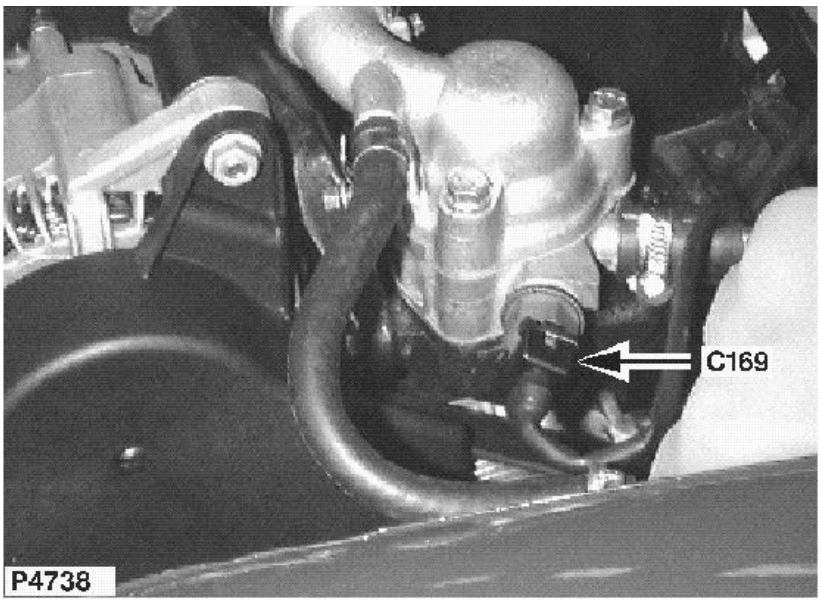
E

Sensor del cigüeñal
Hembra
AZUL
Parte delantera inferior del motor - Lado derecho

Cav	Col	Cct
1	WU	ALL
2	UP	ALL

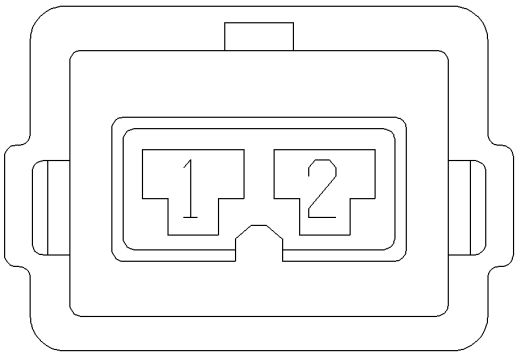
GB

Coolant temperature (tw) sensor
Female
BROWN
LH side of engine



NL

Koelvloeistoftemperatuur (tw) - sensor
Vrouwelijk
BRUIN
Linkerkant motor



ALU1036

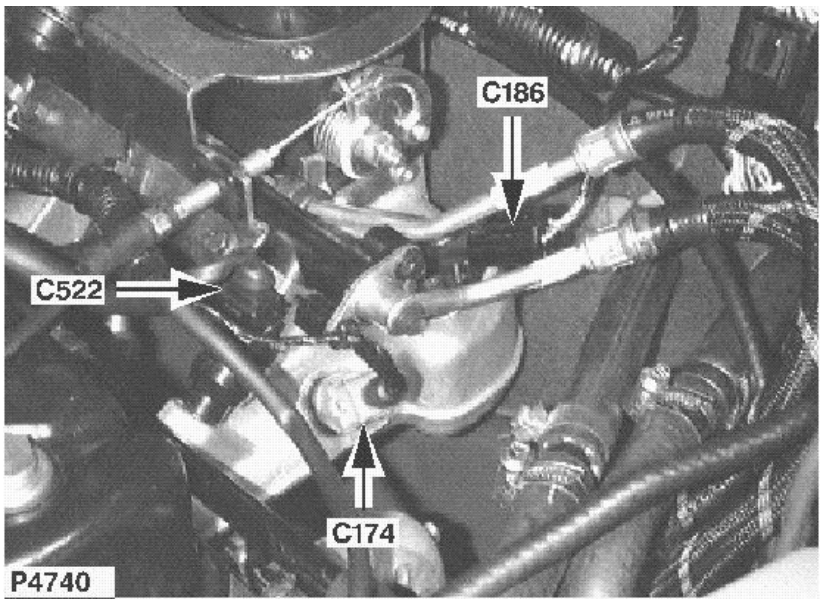
E

Sensor de temperatura de refrigerante (tw)
Hembra
MARRON
Lado izquierdo del motor

Cav	Col	Cct
1	KB	ALL
2	KG	ALL

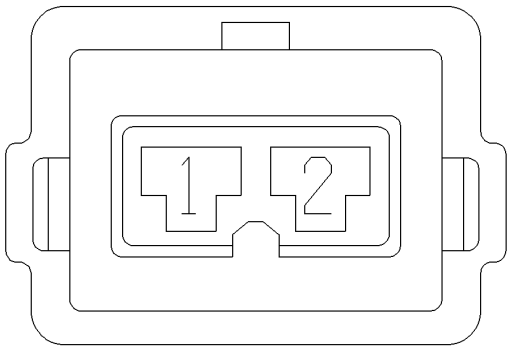
GB

Inlet air temperature (ta) sensor
Female
GREEN
Top rear of engine - centre



NL

Inlaatluchttemperatuur (ta) - sensor
Vrouwelijk
GROEN
boven/achterkant motor - midden



AFU3108

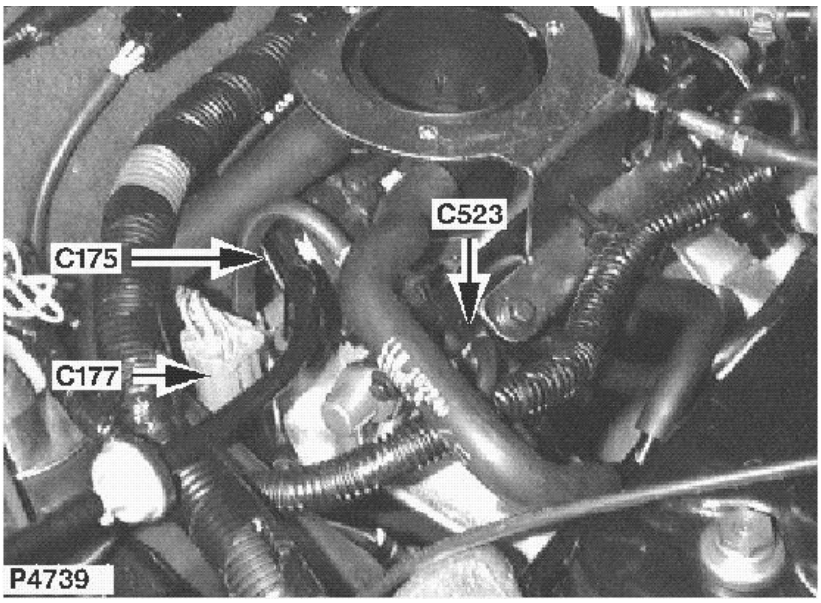
E

Sensor de temperatura del aire de admisión (ta)
Hembra
VERDE
parte superior trasera del motor - centro

Cav	Col	Cct
1	KB	ALL
2	GB	ALL

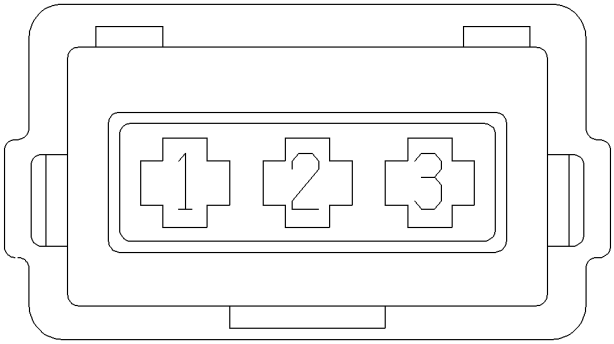
GB

Throttle position sensor
Female
BLACK
Top rear of engine - centre



NL

Gaspedaalpositie - sensor
Vrouwelijk
ZWART
boven/achterkant motor - midden



YPC10512

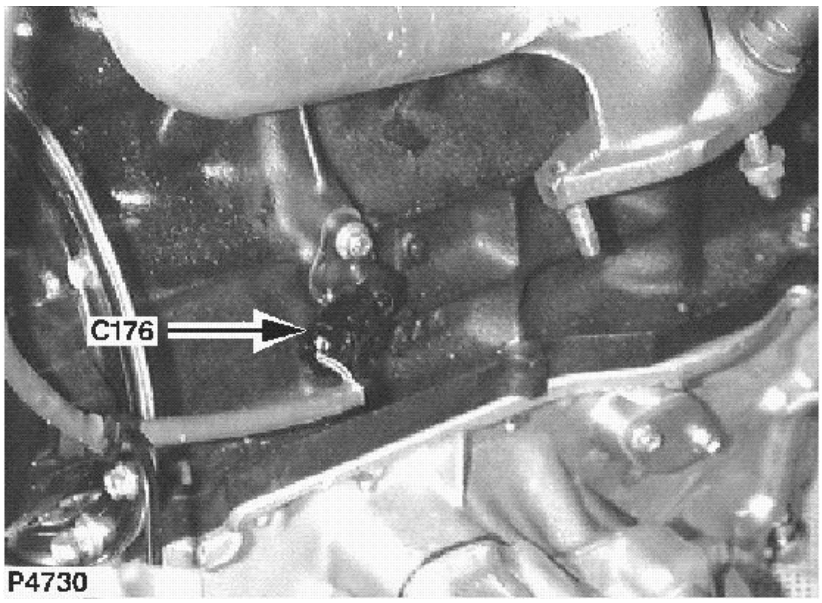
E

Sensor de posición del pedal de acelerador
Hembra
NEGRO
parte superior trasera del motor - centro

Cav	Col	Cct
1	YP	ALL
2	YG	ALL
3	KB	ALL

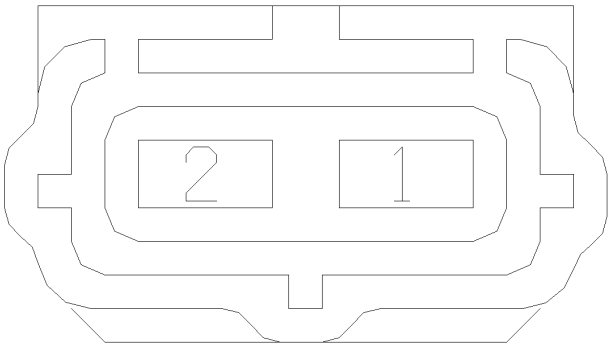
GB

Camshaft sensor
Female
BLACK
Lower rear of engine - centre



NL

Nokkenas - sensor
Vrouwelijk
ZWART
onder/achterkant motor - midden



YPC10070

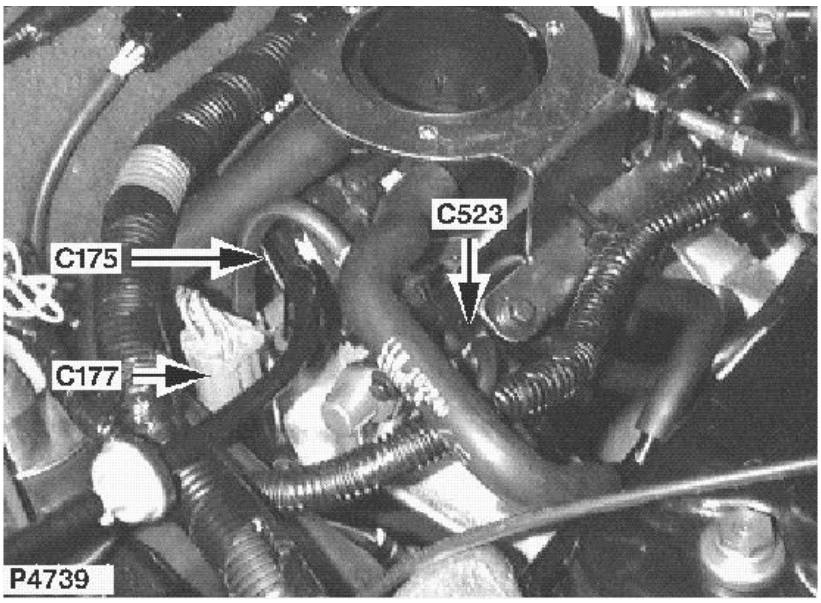
E

Sensor del árbol de levas
Hembra
NEGRO
parte inferior trasera del motor - centro

Cav	Col	Cct
1	BU	ALL
2	RY	ALL

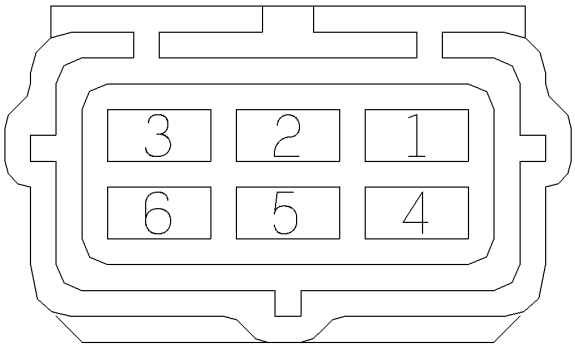
GB

Stepper motor
Female
BLUE
Top rear of engine - centre



NL

Stepper-motor
Vrouwelijk
BLAUW
boven/achterkant motor - midden



YPC10196

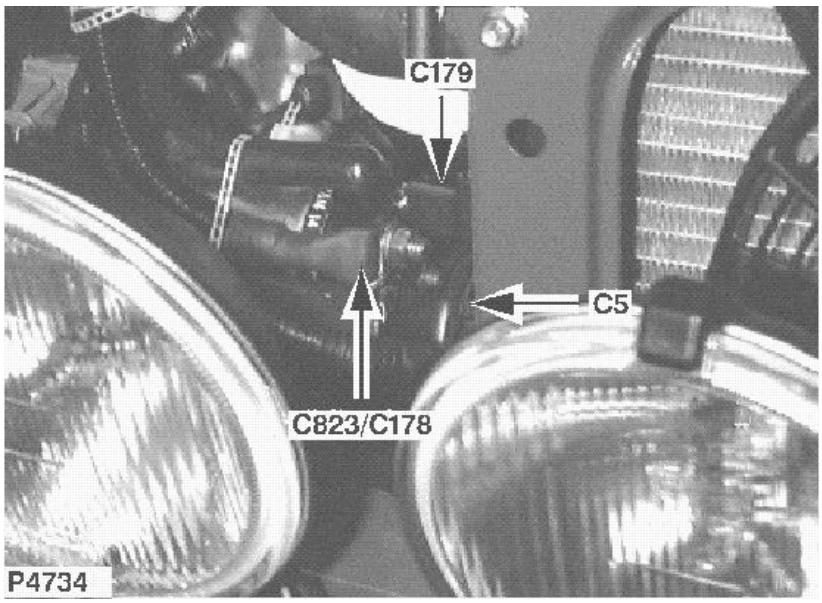
E

Motor paso a paso
Hembra
AZUL
parte superior trasera del motor - centro

Cav	Col	Cct
1	OS	ALL
2	NK	ALL
3	KU	ALL
4	OU	ALL
6	OG	ALL

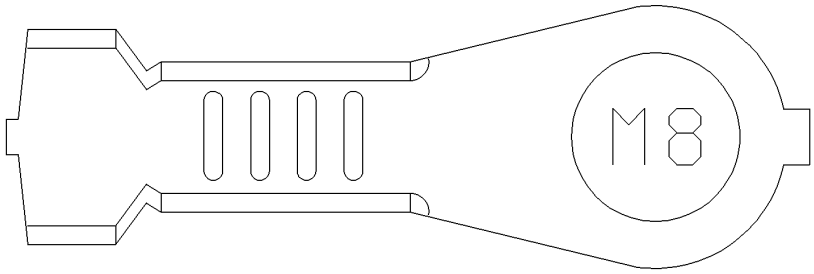
GB

Starter motor/solenoid
Eyelet
TIN-PLATE
Lower front of engine - RH side



NL

Startmotor/solenoïde
Oogje
VERTIND
Onder/voorkant motor - Rechts



YPG10015

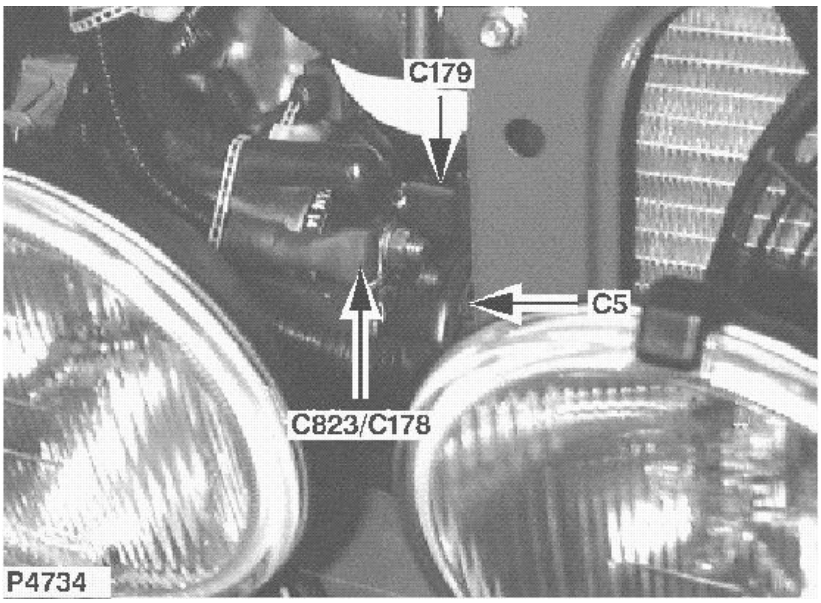
E

Motor/solenoide de arranque
Ollao
PLACA ESTAÑO
Parte delantera inferior del motor - Lado derecho

Cav	Col	Cct
1	N	ALL

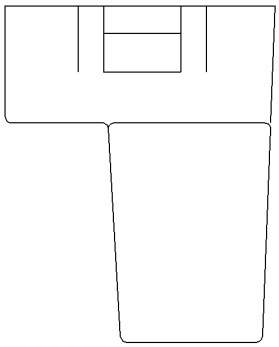
GB

Starter motor/solenoid
Female
BLACK
Lower front of engine - RH side



NL

Startmotor/solenoïde
Vrouwelijk
ZWART
Onder/voorkant motor - Rechts



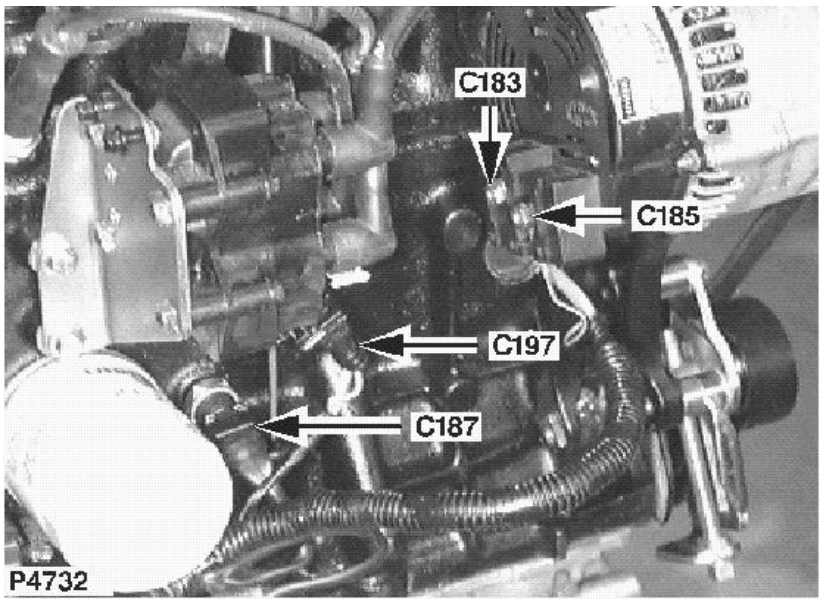
E

Motor/solenoide de arranque
Hembra
NEGRO
Parte delantera inferior del motor - Lado derecho

Cav	Col	Cct
1	NR	ALL

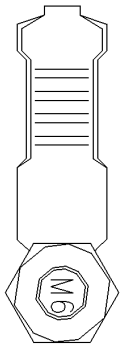
GB

Alternator
Eyelet
BRASS, TIN-PLATED
Front of engine - centre



NL

Wisselstroomdynamo
Oogje
KOPER
Voorkant motor - midden



YPG10058

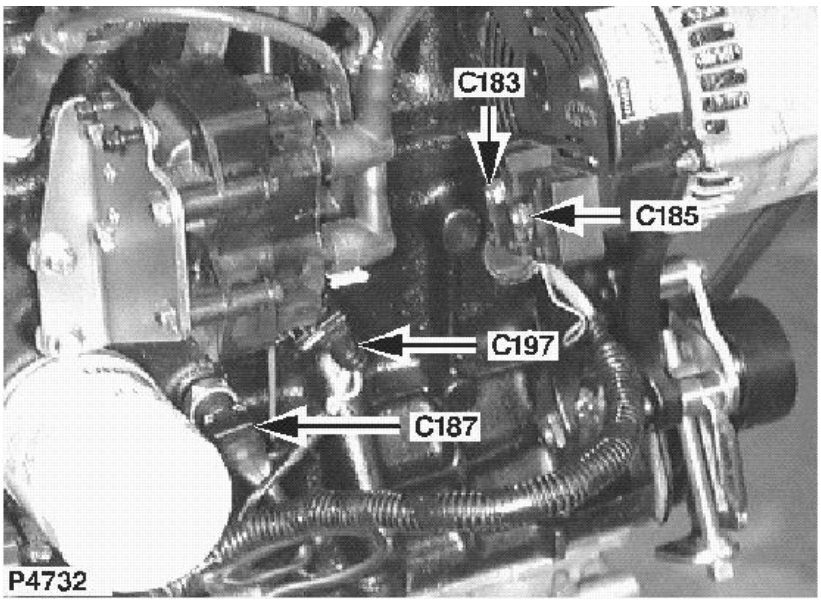
E

Alternador
Ollao
LATON
Parte delantera del motor - centro

Cav	Col	Cct
1	NP	ALL

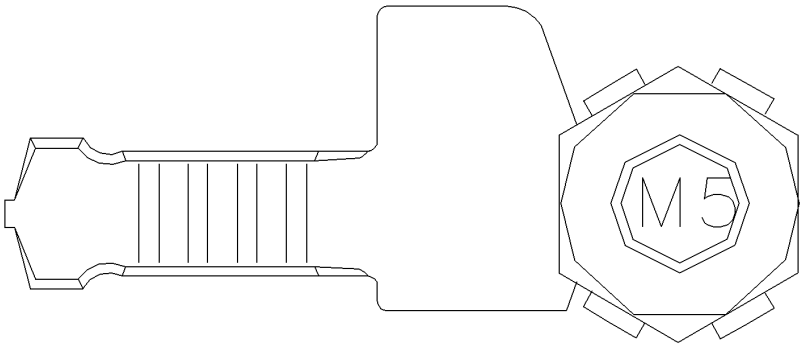
GB

Alternator output
Eyelet
BRASS
Front of engine - centre



NL

Wisselstroomdynamo - uitvoer
Oogje
KOPER
Voorkant motor - midden



YPG10044

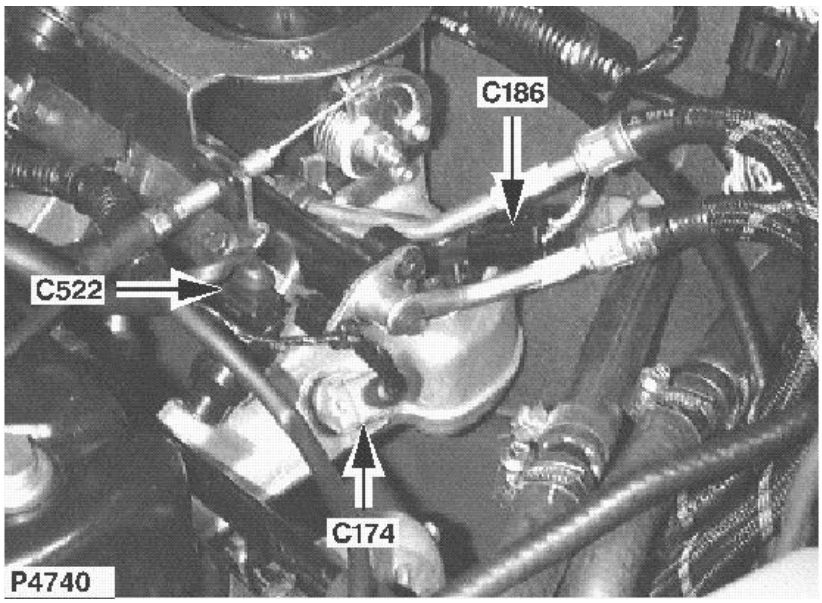
E

Salida del alternador
Ollao
LATON
Parte delantera del motor - centro

Cav	Col	Cct
1	NY	ALL

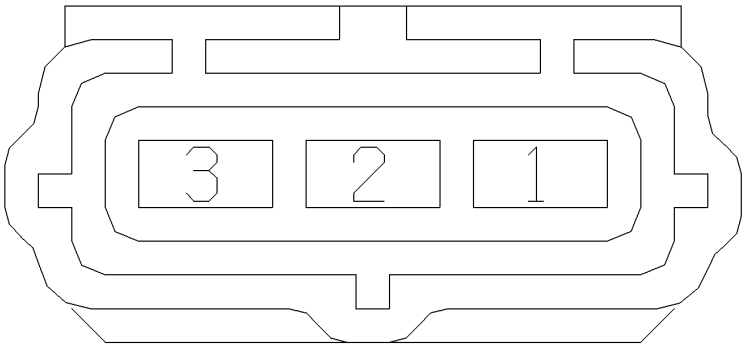
GB

Map sensor
Female
BLACK
Top rear of engine - centre



NL

Map-sensor
Vrouwelijk
ZWART
boven/achterkant motor - midden



YPC10068

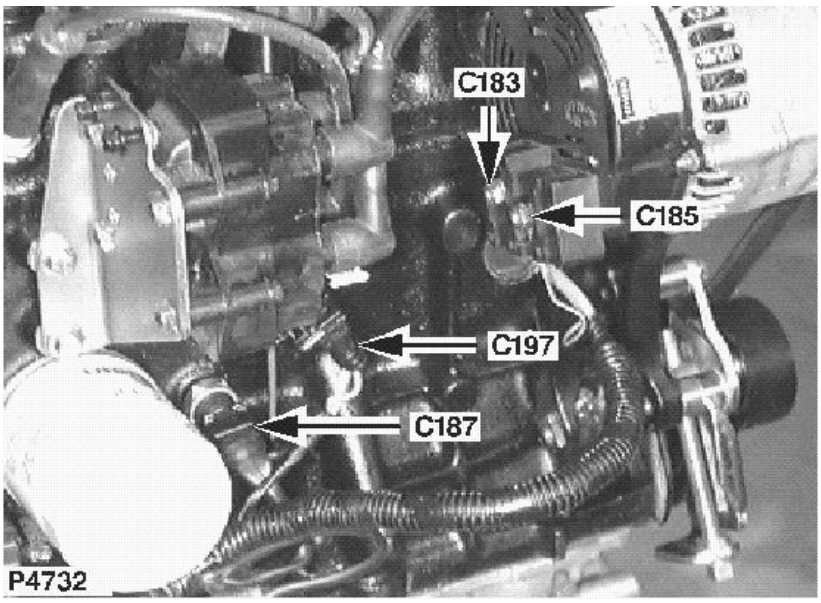
E

Sensor map
Hembra
NEGRO
parte superior trasera del motor - centro

Cav	Col	Cct
1	KB	ALL
2	RG	ALL
3	YP	ALL

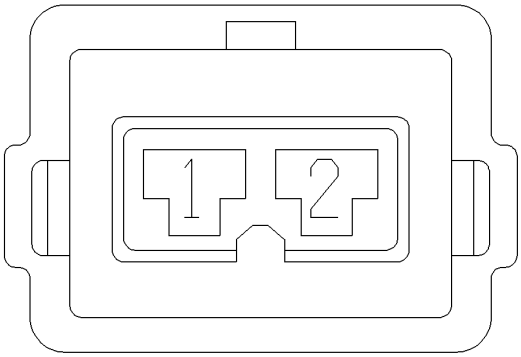
GB

Oil pressure switch
Female
BLACK
Front of engine - centre



NL

Oliedrukschakelaar
Vrouwelijk
ZWART
Voorkant motor - midden



ALU1038

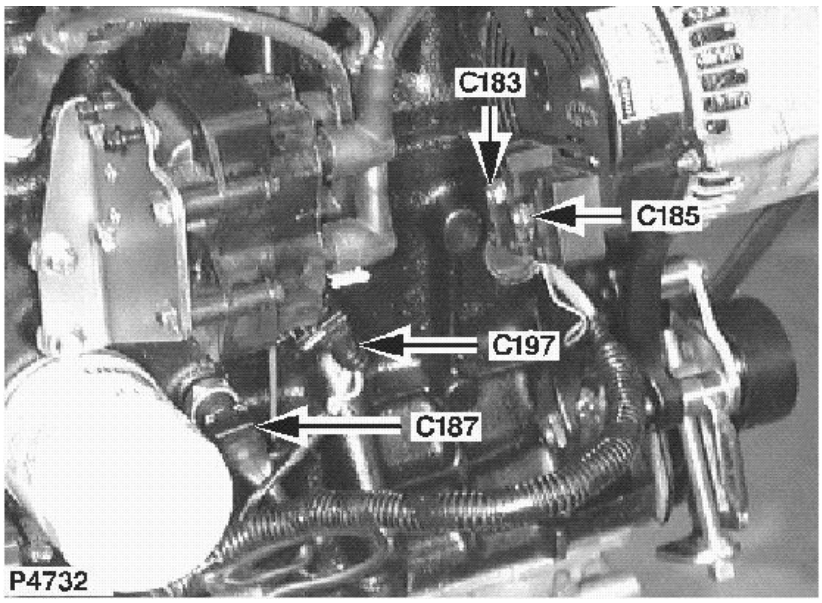
E

Presostato de aceite
Hembra
NEGRO
Parte delantera del motor - centro

Cav	Col	Cct
1	WN	ALL

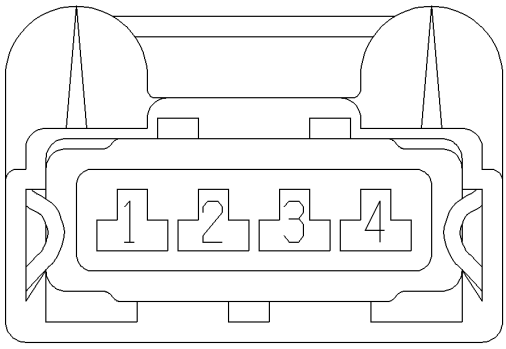
GB

Ignition coil
Female
BLACK
Front of engine - centre



NL

Bobine
Vrouwelijk
ZWART
Voorkant motor - midden



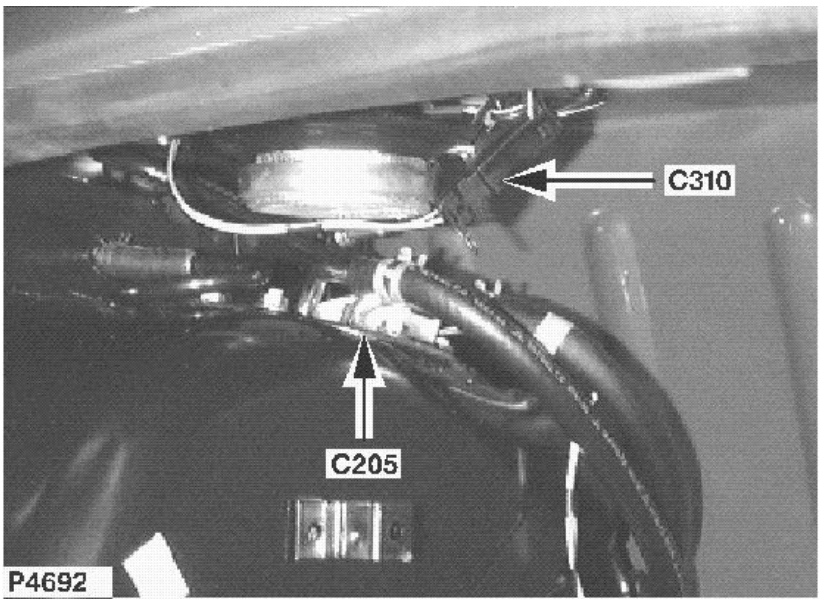
E

Bobina de encendido
Hembra
NEGRO
Parte delantera del motor - centro

Cav	Col	Cct
1	WB	ALL
2	WS	ALL
3	NK	ALL

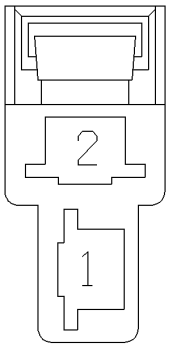
GB

Fuel pump
Female
NATURAL
Luggage compartment - LH side



NL

Brandstofpomp
Vrouwelijk
NATUREL
bagageruimte - Links



AFU3555

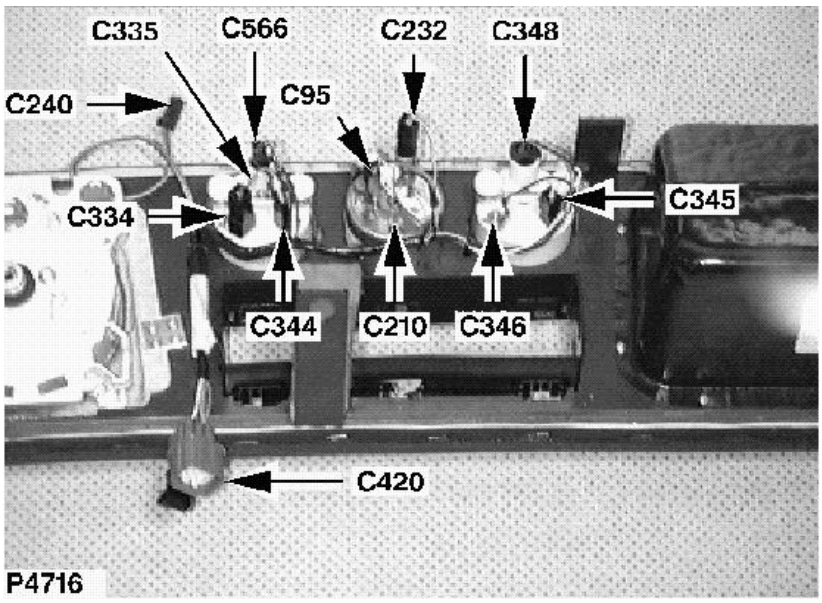
E

Bomba de combustible
Hembra
NATURAL
maletero - Lado izquierdo

Cav	Col	Cct
1	B	ALL
2	WP	ALL

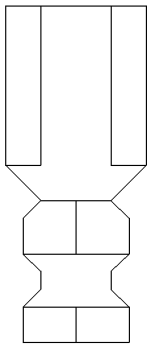
GB

Clock
Female
PHOS-BRON
Behind centre of fascia



NL

Klok
Vrouwelijk
FOSFORBRONS
achter middelste gedeelte dashboard



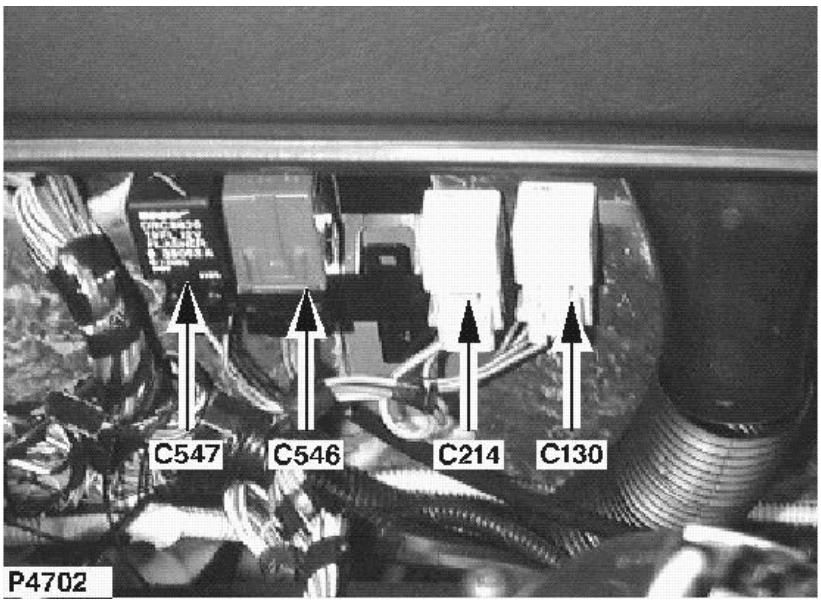
E

Reloj
Hembra
BRONCE FOSFOROSO
detrás de la parte central del tablero

Cav	Col	Cct
1	B	ALL

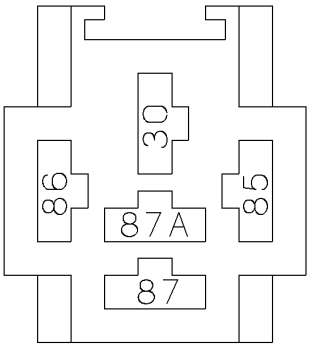
GB

Auxiliary relay
Female
YELLOW
Behind centre of fascia



NL

Hulprelais
Vrouwelijk
GEEL
achter middelste gedeelte dashboard



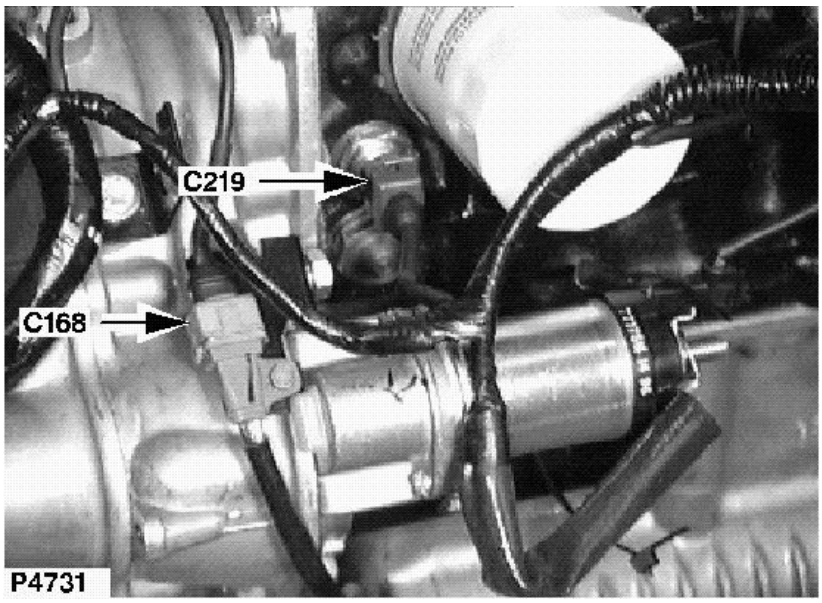
E

Relé auxiliar
Hembra
AMARILLO
detrás de la parte central del tablero

Cav	Col	Cct
30	N	ALL
85	LG	ALL
86	B	ALL
87	LGW	ALL

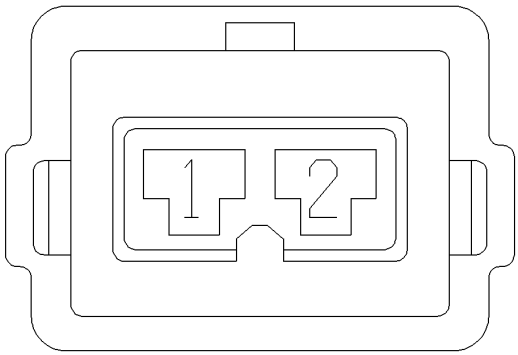
GB

Oil temperature sensor
Female
BROWN
Lower front of engine - RH side



NL

Olietemperatuur - sensor
Vrouwelijk
BRUIN
Onder/voorkant motor - Rechts



ALU1036

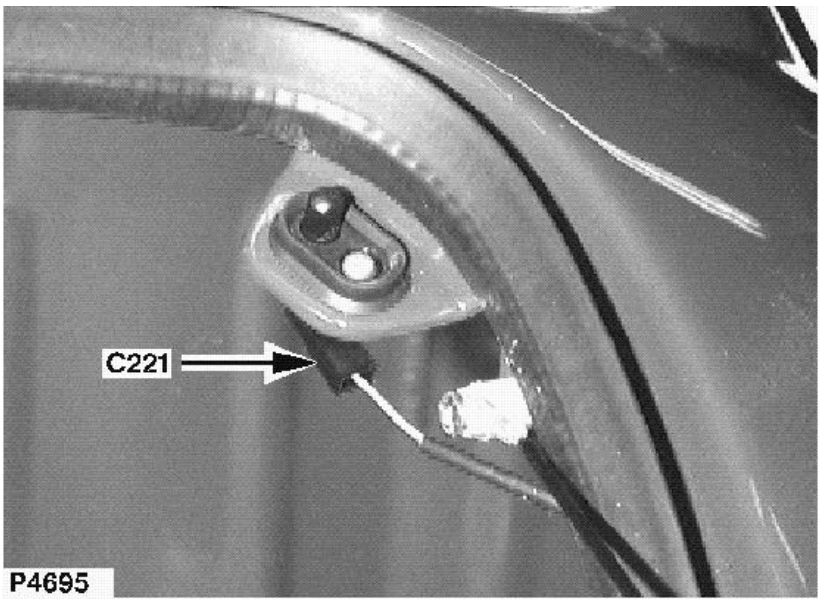
E

Sensor de temperatura del aceite
Hembra
MARRON
Parte delantera inferior del motor - Lado derecho

Cav	Col	Cct
1	NU	ALL

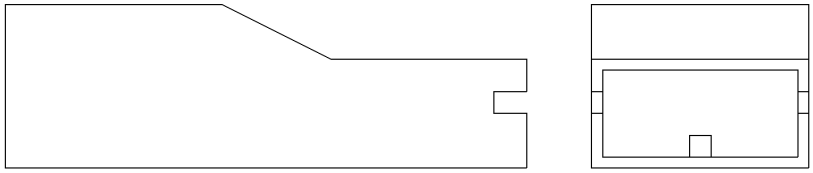
GB

Boot switch
Female
BLACK
Luggage compartment - RH side



NL

Kofferdeksel - schakelaar
Vrouwelijk
ZWART
bagageruimte - Rechts



AAU1010

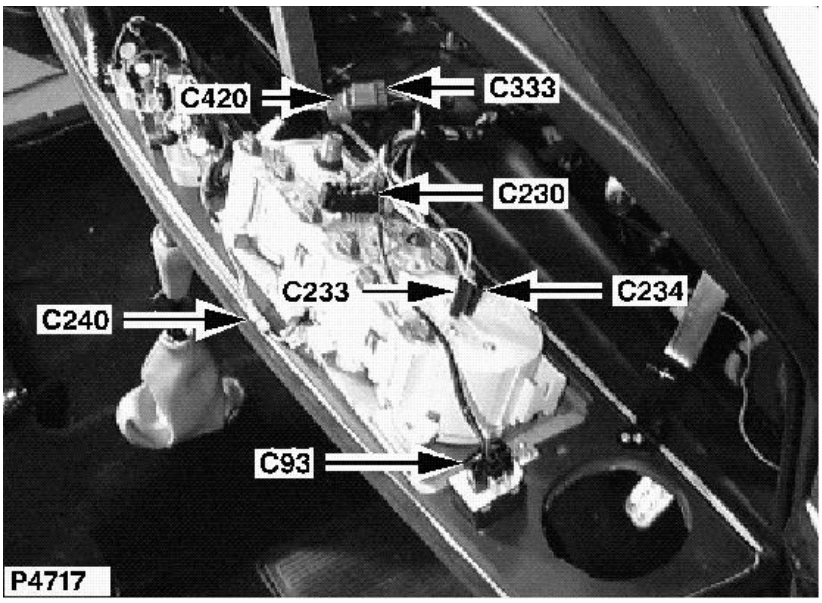
E

Interruptor del maletero
Hembra
NEGRO
maletero - Lado derecho

Cav	Col	Cct
1	PK	ALL

GB

Instrument pack
Female
BLACK
Behind RH side of fascia



NL

Combinatie-instrument
Vrouwelijk
ZWART
Achter rechterkant dashboard

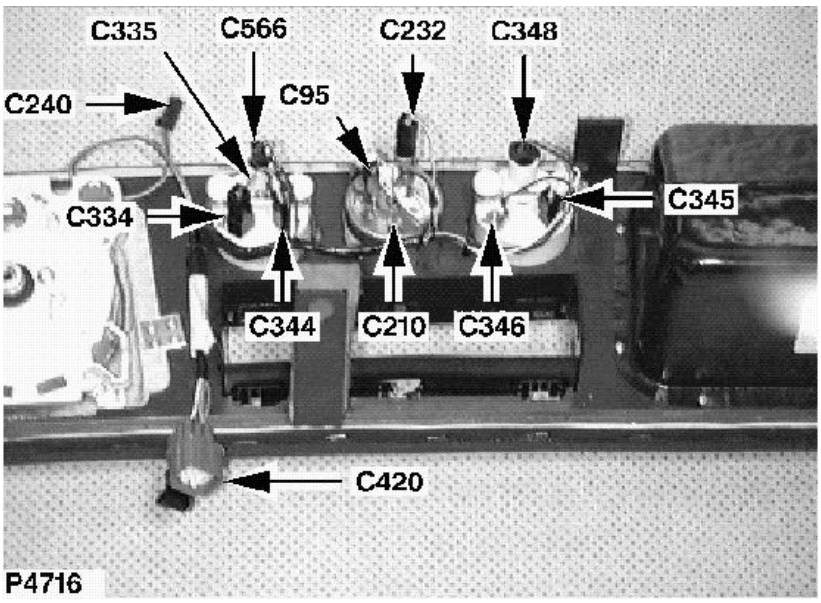
E

Grupo de instrumentos
Hembra
NEGRO
Detrás del lado derecho del tablero

Cav	Col	Cct	Cav	Col	Cct
1	GW	ALL	7	P	ALL
2	GB	ALL	8	W	ALL
3	GU	ALL	10	NY	ALL
4	UW	ALL	11	WN	ALL
5	B	ALL	12	RW	ALL
6	GR	ALL			

GB

Clock
Female
BLACK
Behind centre of fascia



NL

Klok
Vrouwelijk
ZWART
achter middelste gedeelte
dashboard

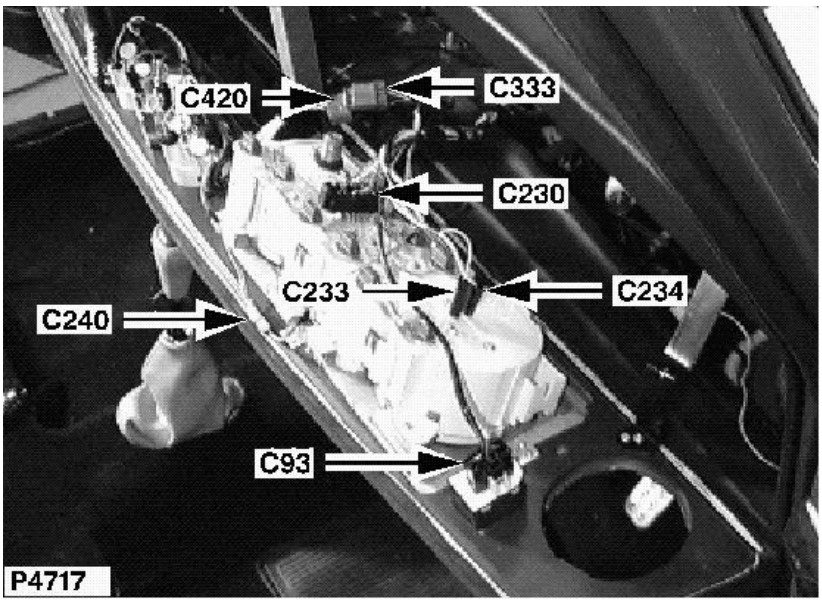
E

Reloj
Hembra
NEGRO
detrás de la parte central del
tablero

Cav	Col	Cct
1	RW	ALL
2	B	ALL

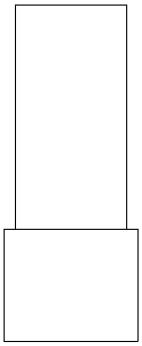
GB

Instrument pack
Female
BLACK
Behind RH side of fascia



NL

Combinatie-instrument
Vrouwelijk
ZWART
Achter rechterkant dashboard



YPS10022

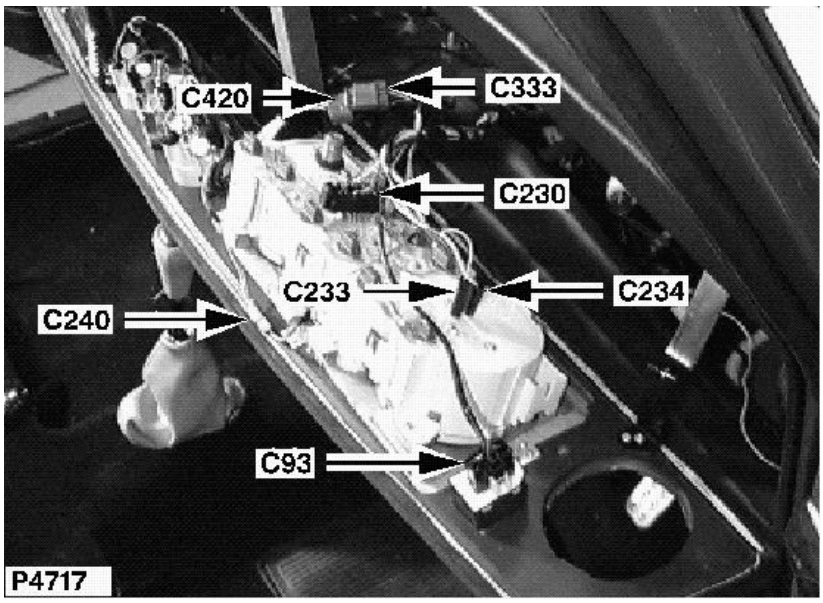
E

Grupo de instrumentos
Hembra
NEGRO
Detrás del lado derecho del tablero

Cav	Col	Cct
1	WB	ALL

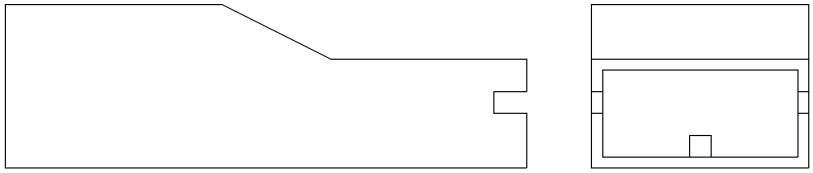
GB

Instrument pack
Female
BLACK
Behind RH side of fascia



NL

Combinatie-instrument
Vrouwelijk
ZWART
Achter rechterkant dashboard



AAU1010

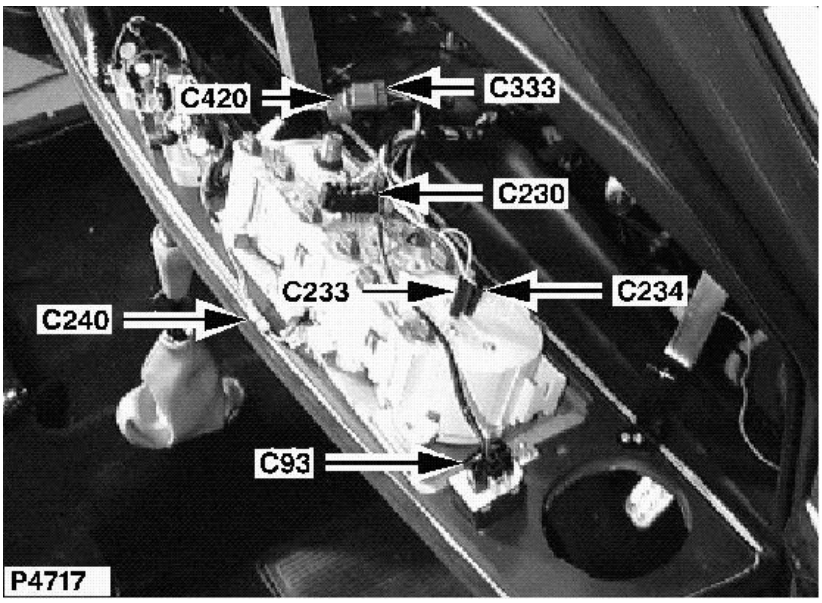
E

Grupo de instrumentos
Hembra
NEGRO
Detrás del lado derecho del tablero

Cav	Col	Cct
1	W	ALL

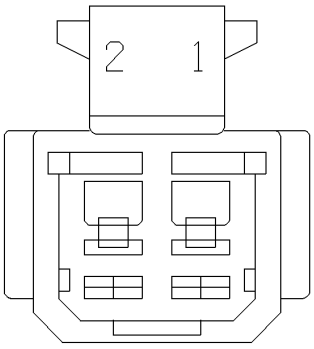
GB

Alarm led
Male
BLACK
Behind RH side of fascia



NL

ALARM LED
Mannelijk
ZWART
Achter rechterkant dashboard



YPC10520

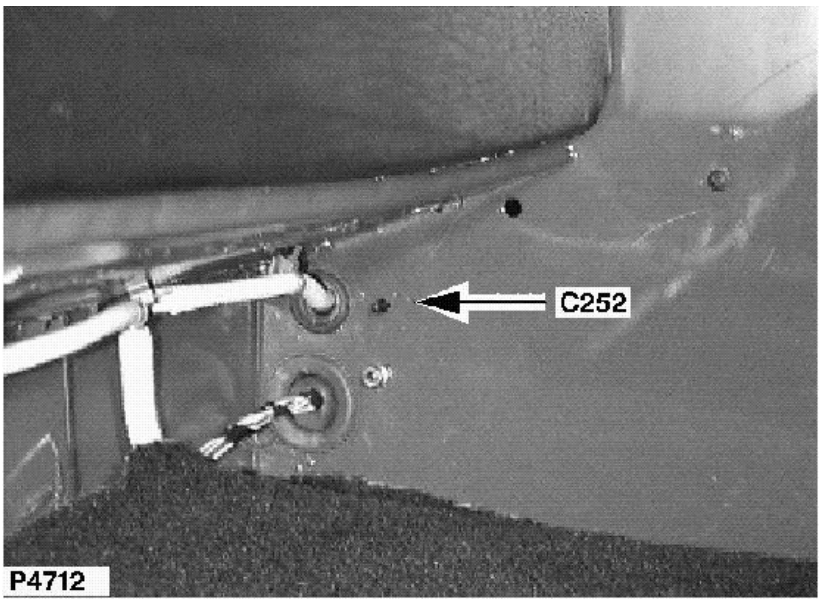
E

LED DE ALARMA
Macho
NEGRO
Detrás del lado derecho del tablero

Cav	Col	Cct
1	YN	ALL
2	PO	ALL

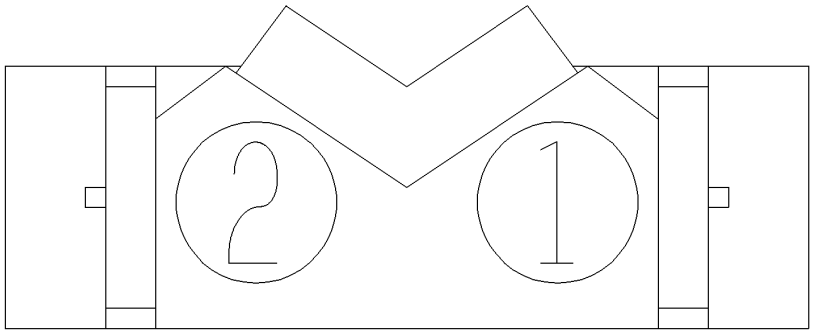
GB

LH pre-tensioner
Female
RED
Rear of LH rear door jamb



NL

LINKER
AUTOGORDELSPANNER
Vrouwelijk
ROOD
Achter deurstijl linker achterportier



YPC10274

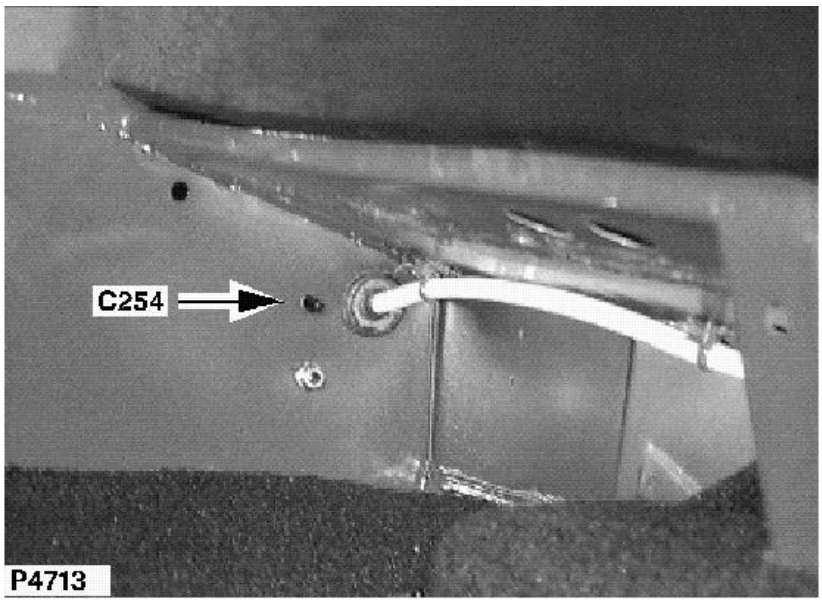
E

PRETENSOR IZQUIERDO
Hembra
ROJO
Detrás de la jamba de la puerta trasera izquierda

Cav	Col	Cct
1	O	ALL
2	OU	ALL

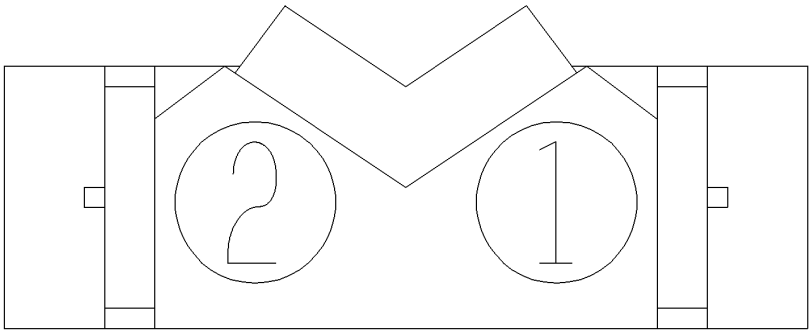
GB

RH pre-tensioner
Female
RED
Rear of RH rear door jamb



NL

RECHTER
AUTOGORDELSPANNER
Vrouwelijk
ROOD
Achter deurstijl rechter
achterportier



YPC10274

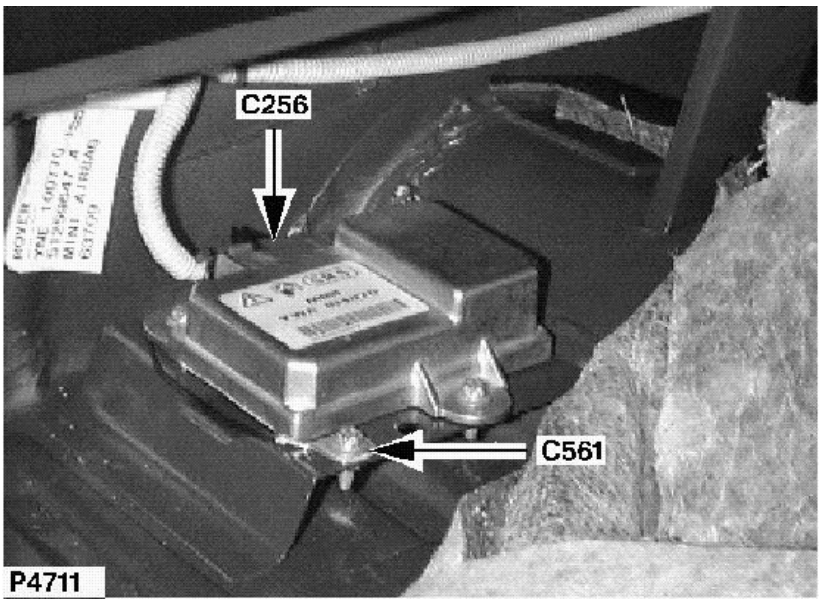
E

PRETENSOR DERECHO
Hembra
ROJO
Detrás de la jamba de la
puerta trasera derecha

Cav	Col	Cct
1	N	ALL
2	NR	ALL

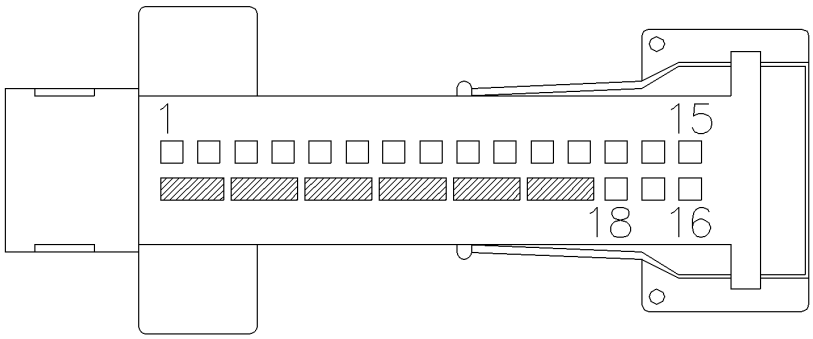
GB

Airbag control unit
Female
RED
Beneath rear seat



NL

Airbag - regeleenheid
Vrouwelijk
ROOD
Onder achterbank



YPC111610

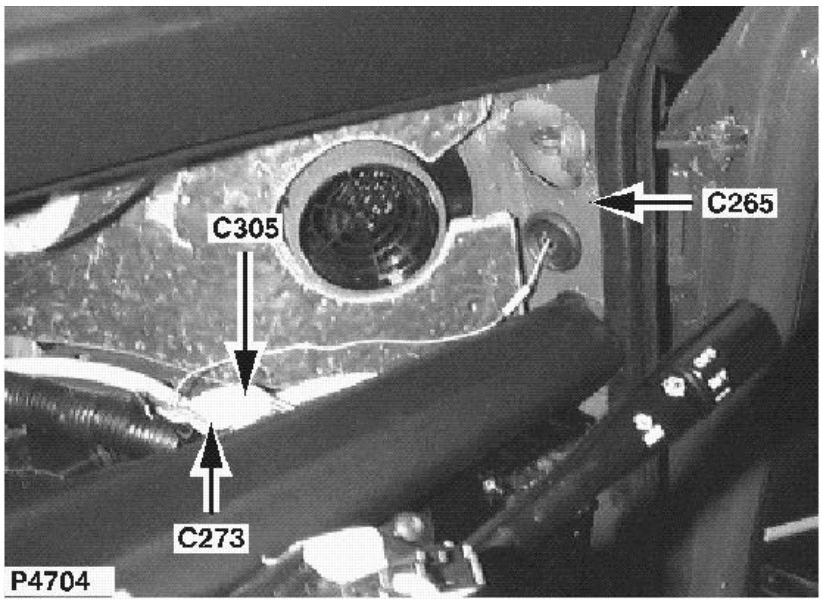
E

Unidad de control del airbag
Hembra
ROJO
Debajo del asiento trasero

Cav	Col	Cct	Cav	Col	Cct
1	B	ALL	6	NR	ALL
2	P	ALL	11	Y	ALL
3	O	ALL	12	R	ALL
4	OU	ALL	14	YK	ALL
5	N	ALL	15	G	ALL

GB

RH door switch
Female
BLACK
Behind RH side of fascia



NL

Rechter portier-schakelaar
Vrouwelijk
ZWART
Achter rechterkant dashboard

AAU1010

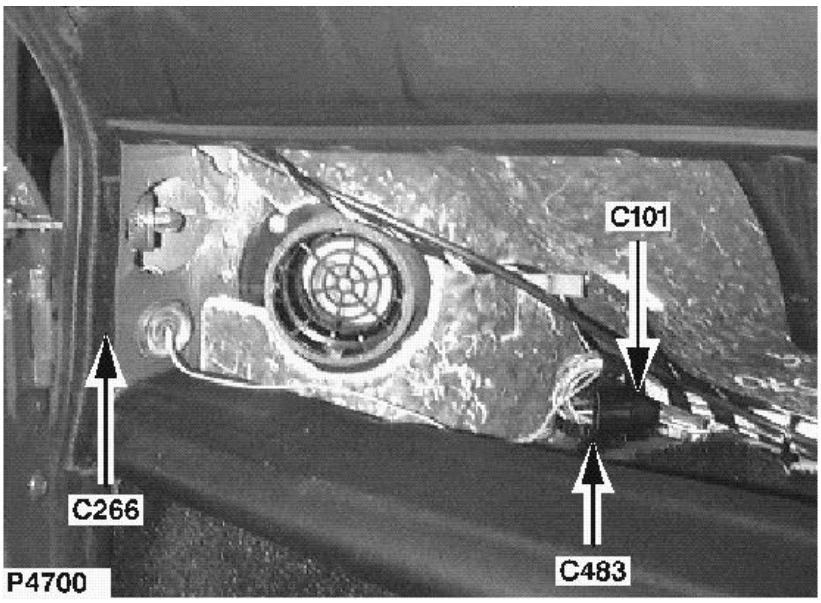
E

Interruptor de la puerta derecha
Hembra
NEGRO
Detrás del lado derecho del tablero

Cav	Col	Cct
1	PW	ALL

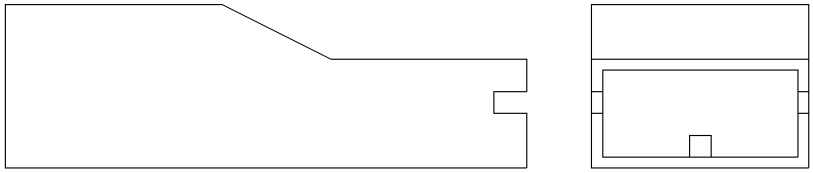
GB

LH door switch
Female
BLACK
LH 'A' post



NL

Linker portier-schakelaar
Vrouwelijk
ZWART
Linker 'A' stijl



AAU1010

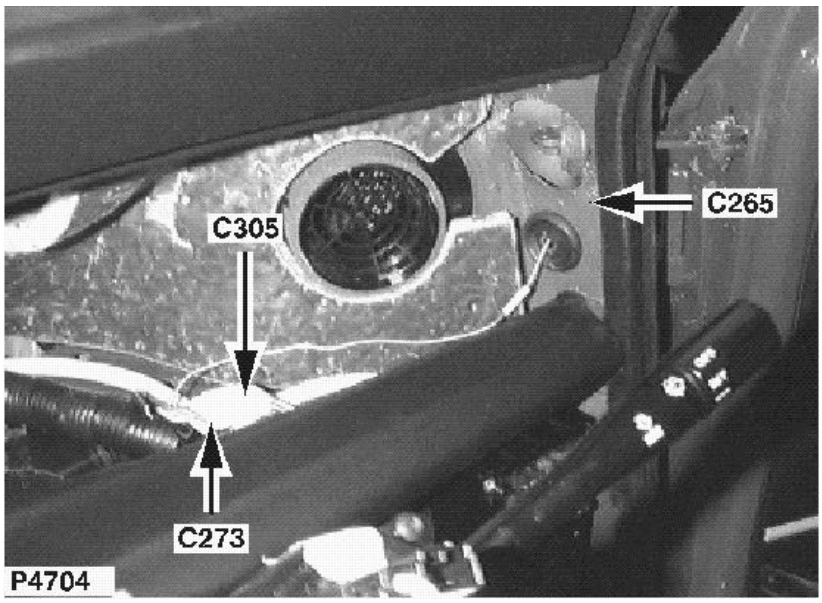
E

Interruptor de la puerta izquierda
Hembra
NEGRO
Pilar A izquierdo

Cav	Col	Cct
1	PW	ALL

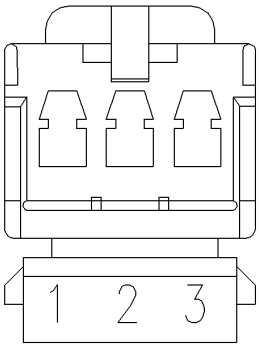
GB

Main Harness to Airbag Harness
Female
YELLOW
Behind RH side of fascia



NL

Hoofdkabelbundel naar airbag-kabelbundel
Vrouwelijk
GEEL
Achter rechterkant dashboard



YPC107410

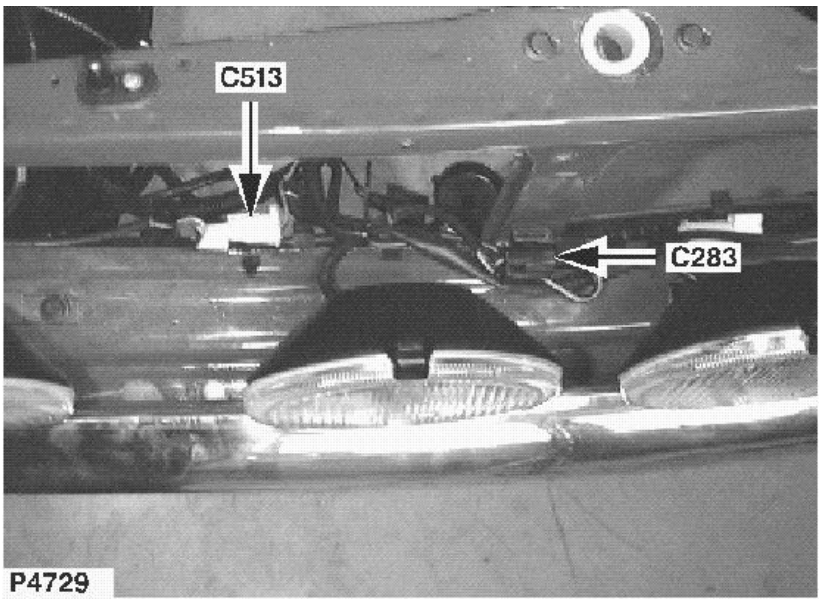
E

Mazo de cables principal al mazo de cables del airbag
Hembra
AMARILLO
Detrás del lado derecho del tablero

Cav	Col	Cct
1	G	ALL
2	P	ALL
3	YK	ALL

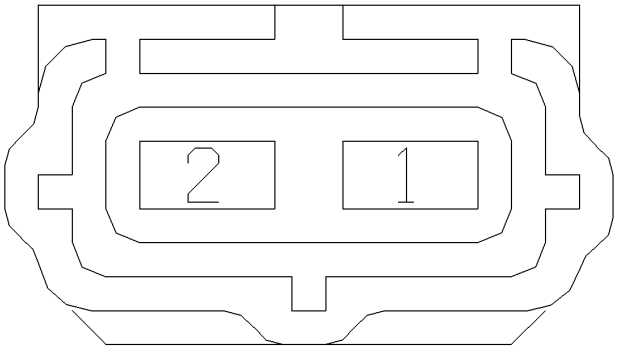
GB

RH driving lamp
Female
BLUE
Behind the front grille



NL

Rechter rijlamp
Vrouwelijk
BLAUW
Achter voor-grille



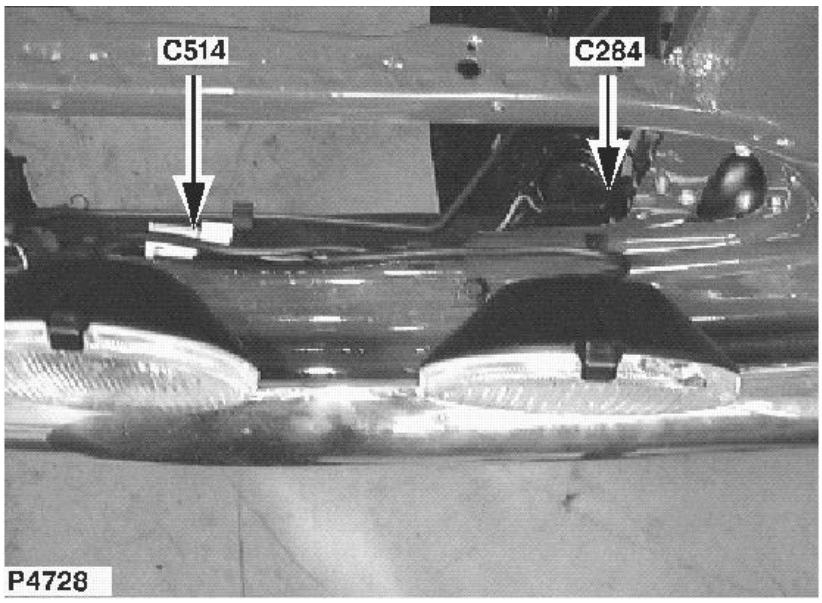
E

Faro antiniebla derecho
Hembra
AZUL
Detrás de la rejilla delantera

Cav	Col	Cct
1	UY	ALL
2	B	ALL

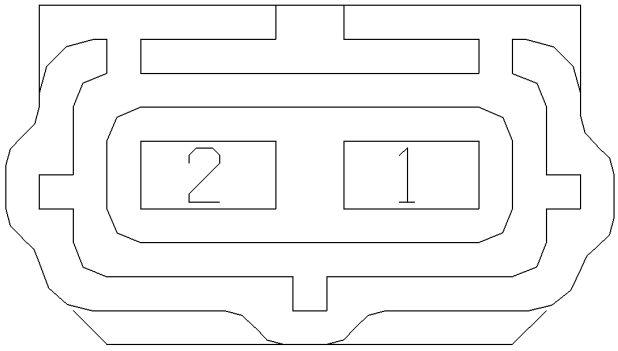
GB

LH driving lamp
Female
BLUE
Behind the front grille



NL

Linker rijlamp
Vrouwelijk
BLAUW
Achter voor-grille



YPC10208

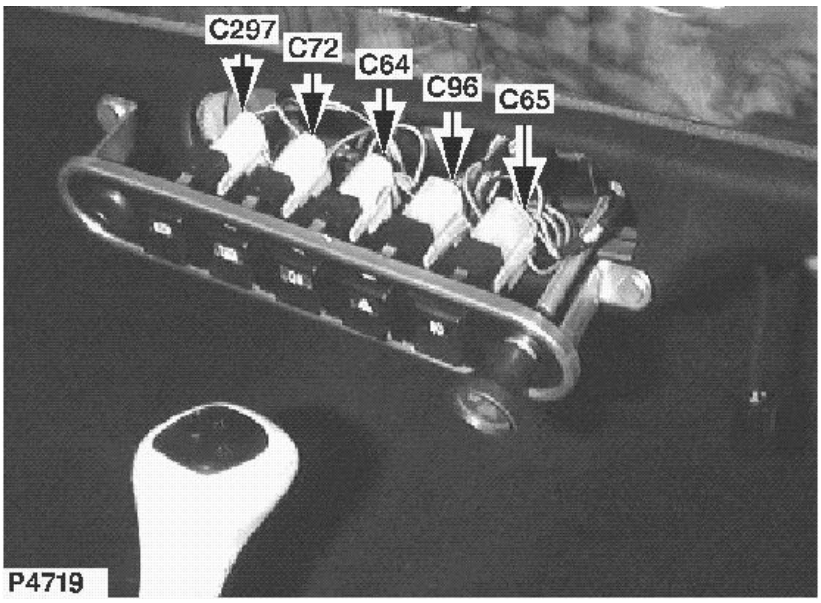
E

Faro antiniebla izquierdo
Hembra
AZUL
Detrás de la rejilla delantera

Cav	Col	Cct
1	UY	ALL
2	B	ALL

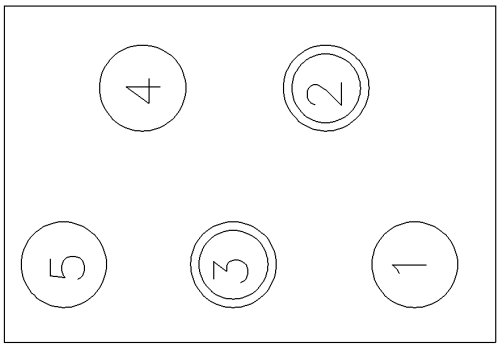
GB

Brake test switch
Female
NATURAL
Behind centre of fascia



NL

Remtest-schakelaar
Vrouwelijk
NATUREL
achter middelste gedeelte dashboard



13H9745

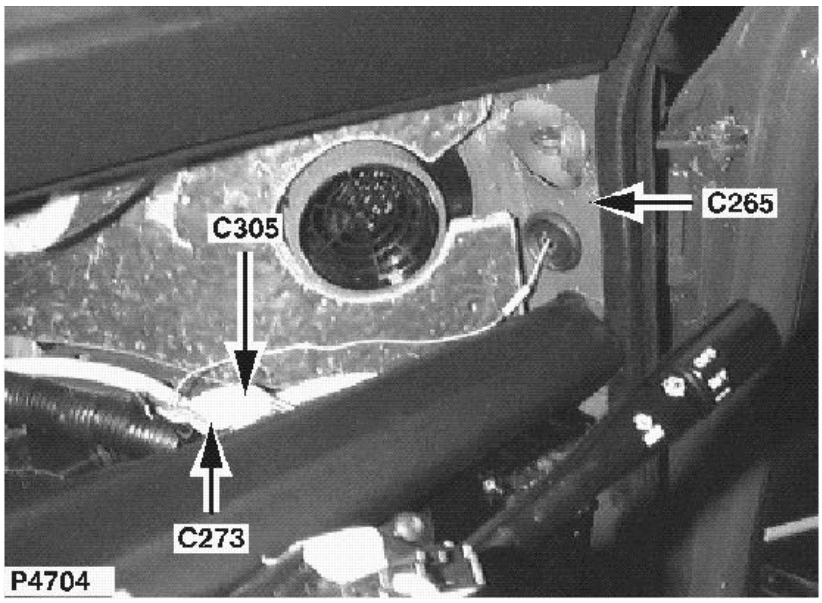
E

Interruptor de prueba de frenos
Hembra
NATURAL
detrás de la parte central del tablero

Cav	Col	Cct
2	BW	ALL
3	B	ALL

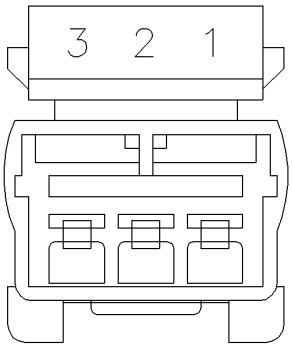
GB

Airbag Harness to Main Harness
Male
YELLOW
Behind RH side of fascia



NL

Airbag-kabelbundel naar hoofdkabelbundel
Mannelijk
GEEL
Achter rechterkant dashboard



YPC110080

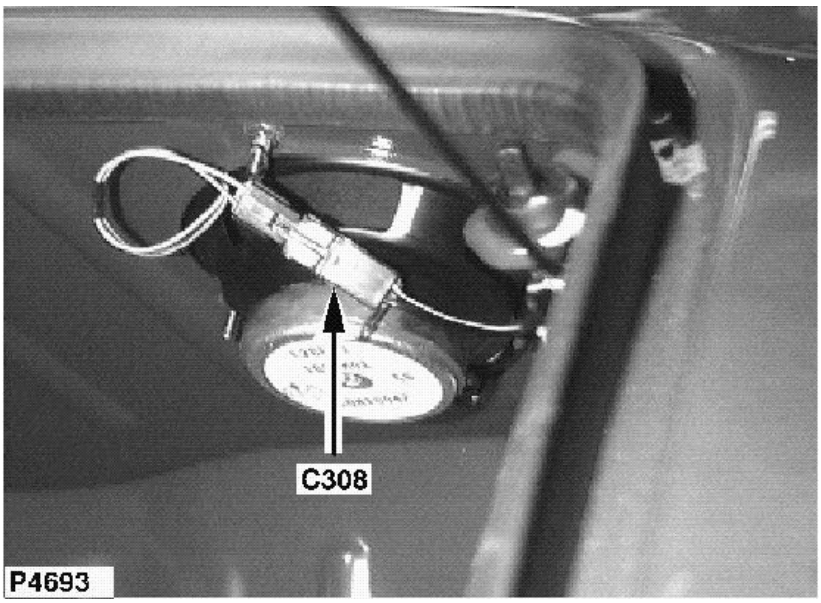
E

Mazo de cables del airbag al mazo de cables principal
Macho
AMARILLO
Detrás del lado derecho del tablero

Cav	Col	Cct
1	G	ALL
2	P	ALL
3	YK	ALL

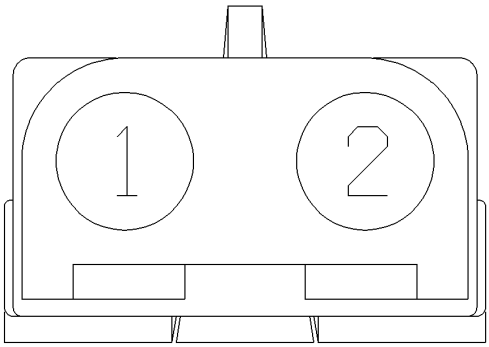
GB

RH rear speaker
Female
BLACK
Inside luggage compartment, below RH parcel tray support



NL

Rechter achterste luidspreker
Vrouwelijk
ZWART
In bagageruimte, onder rechter steun van pakjesplank



AFU4460

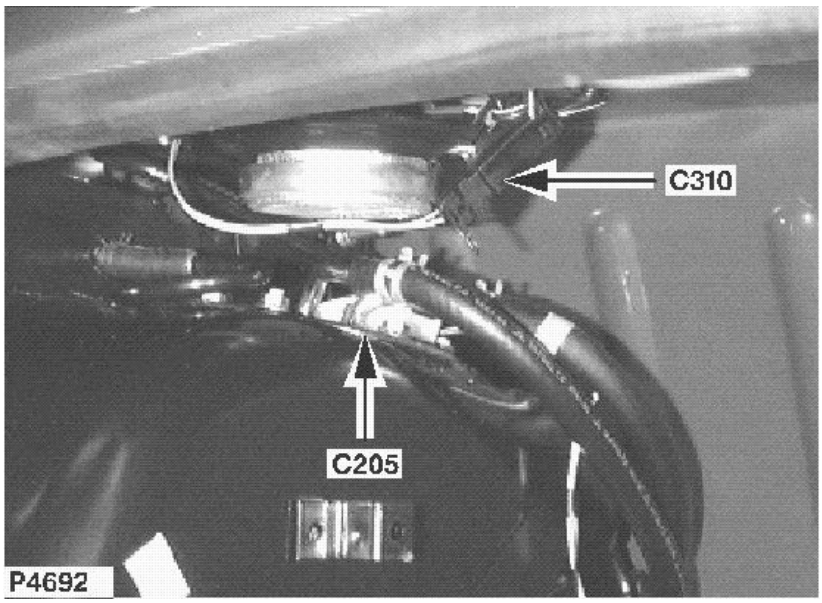
E

Altavoz trasero derecho
Hembra
NEGRO
Interior del maletero, debajo del soporte derecho de la bandeja trasera

Cav	Col	Cct
1	SB	ALL
2	SK	ALL

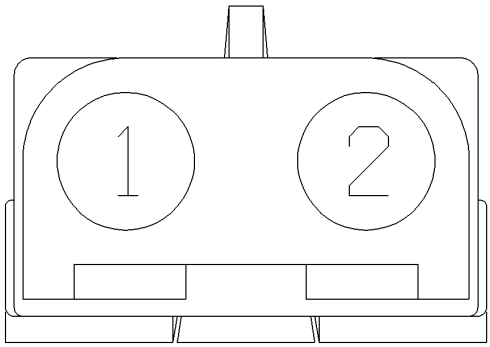
GB

LH rear speaker
Female
BLACK
Luggage compartment - LH side



NL

Linker achterste luidspreker
Vrouwelijk
ZWART
bagageruimte - Links



AFU4460

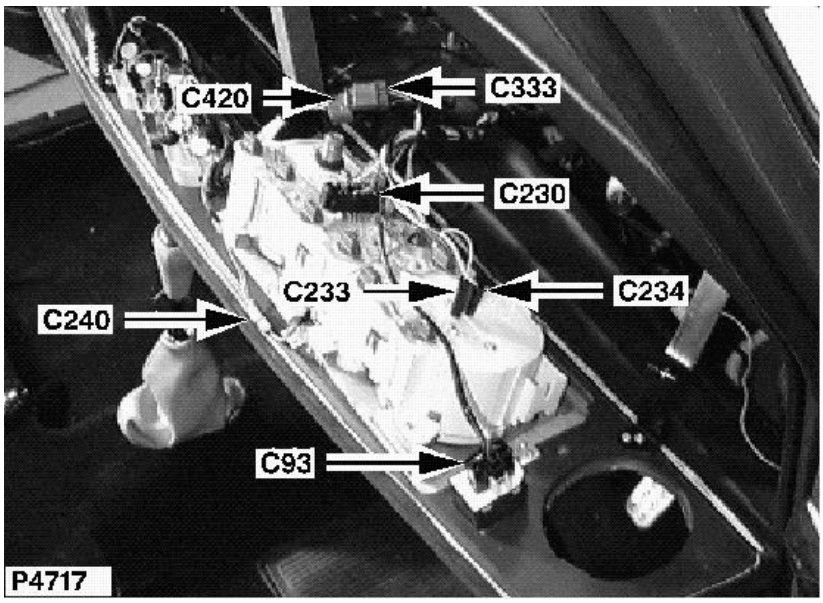
E

Altavoz trasero izquierdo
Hembra
NEGRO
maletero - Lado izquierdo

Cav	Col	Cct
1	UB	ALL
2	UK	ALL

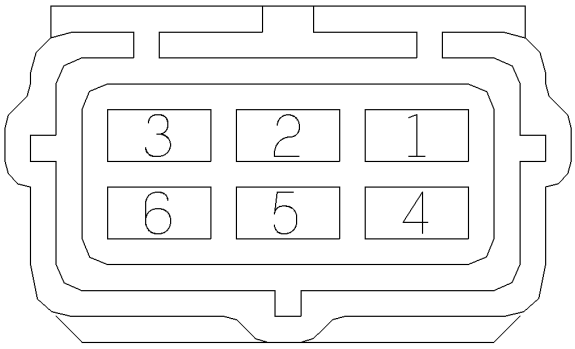
GB

Main Harness to Instrument Link Harness
Female
BLACK
Behind RH side of fascia



NL

Hoofdkabelbundel naar verbindingskabelbundel voor instrumenten
Vrouwelijk
ZWART
Achter rechterkant dashboard



YPC10063

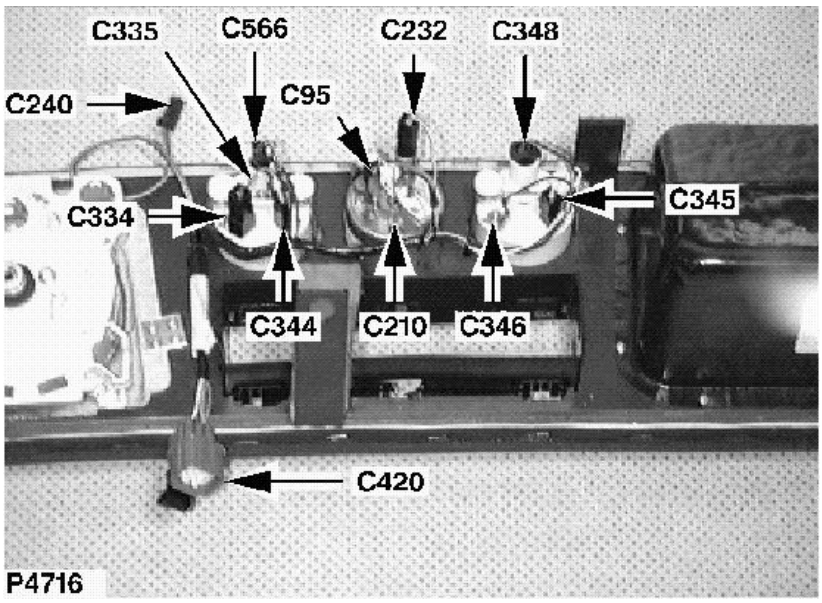
E

Mazo de cables principal al mazo de cables de instrumentos
Hembra
NEGRO
Detrás del lado derecho del tablero

Cav	Col	Cct
1	NU	ALL
2	PO	ALL
3	W	ALL
4	RW	ALL
5	B	ALL

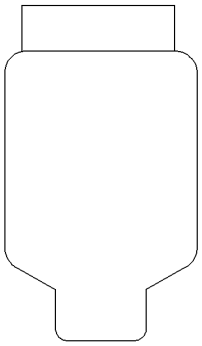
GB

Oil temperature gauge
Male
BLACK
Behind centre of fascia



NL

OLIETEMPERATUURMETE
R
Mannelijk
ZWART
achter middelste gedeelte
dashboard



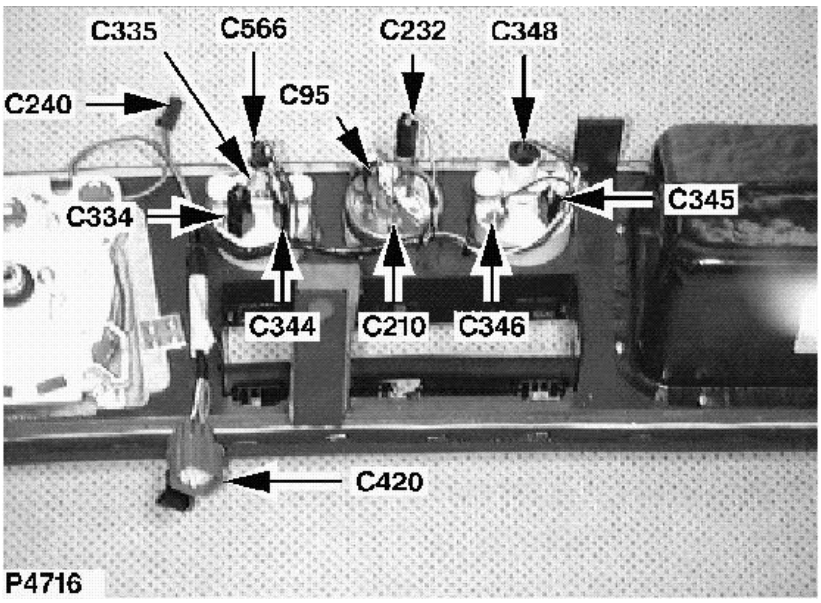
E

INDICADOR DE
TEMPERATURA DEL
ACEITE
Macho
NEGRO
detrás de la parte central del
tablero

Cav	Col	Cct
1	NU	ALL

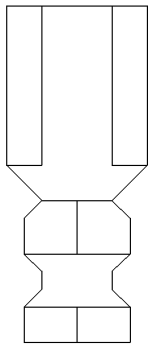
GB

Oil temperature gauge
Female
PHOS-BRON
Behind centre of fascia



NL

OLIETEMPERATUURMETE
R
Vrouwelijk
FOSFORBRONS
achter middelste gedeelte
dashboard



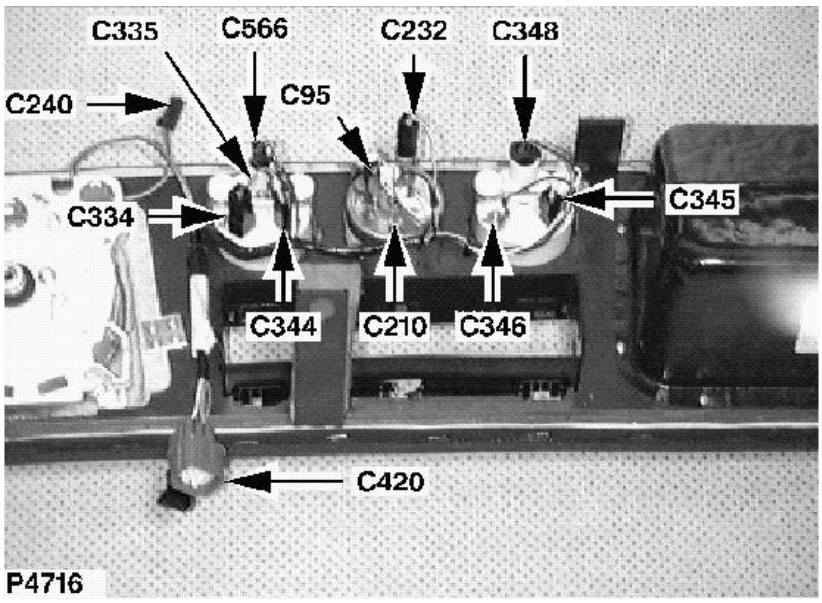
E

INDICADOR DE
TEMPERATURA DEL
ACEITE
Hembra
BRONCE FOSFOROSO
detrás de la parte central del
tablero

Cav	Col	Cct
1	B	ALL

GB

Oil temperature gauge
Female
BLACK
Behind centre of fascia



NL

OLIETEMPERATUURMETE
R
Vrouwelijk
ZWART
achter middelste gedeelte
dashboard

AAU1010

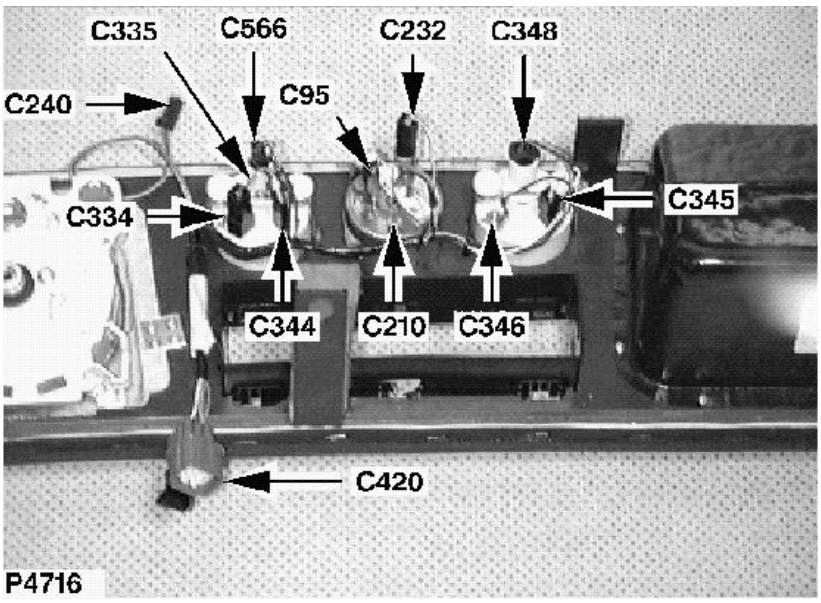
E

INDICADOR DE
TEMPERATURA DEL
ACEITE
Hembra
NEGRO
detrás de la parte central del
tablero

Cav	Col	Cct
1	W	ALL

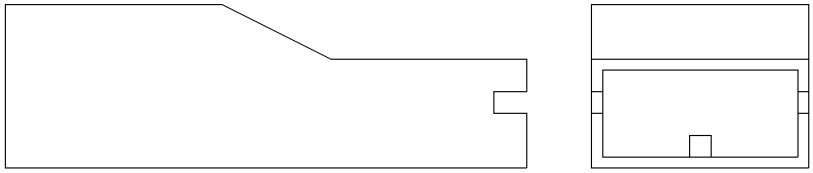
GB

Voltage gauge
Female
BLACK
Behind centre of fascia



NL

Spanningsmeter
Vrouwelijk
ZWART
achter middelste gedeelte dashboard



AAU1010

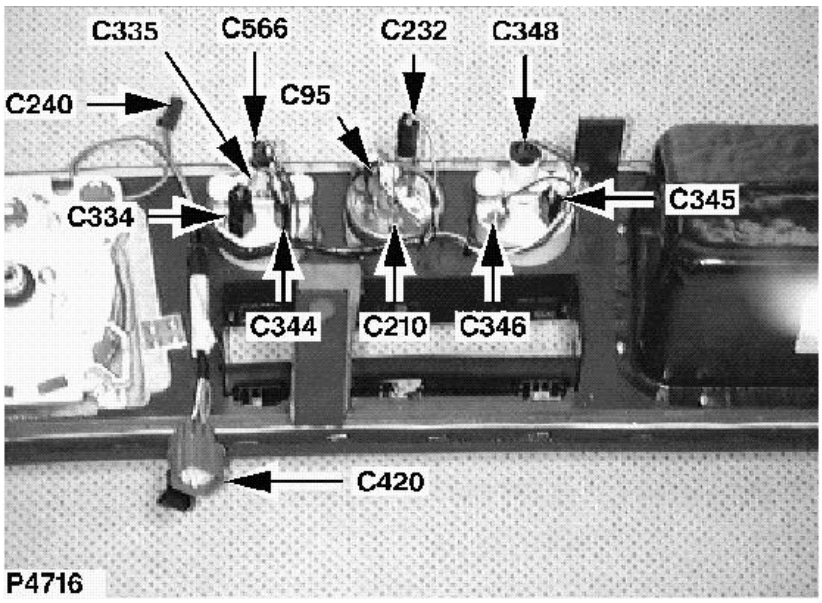
E

Indicador de tensión
Hembra
NEGRO
detrás de la parte central del tablero

Cav	Col	Cct
1	W	ALL

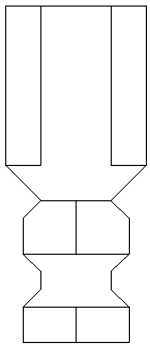
GB

Voltage gauge
Female
PHOS-BRON
Behind centre of fascia



NL

Spanningsmeter
Vrouwelijk
FOSFORBRONS
achter middelste gedeelte dashboard



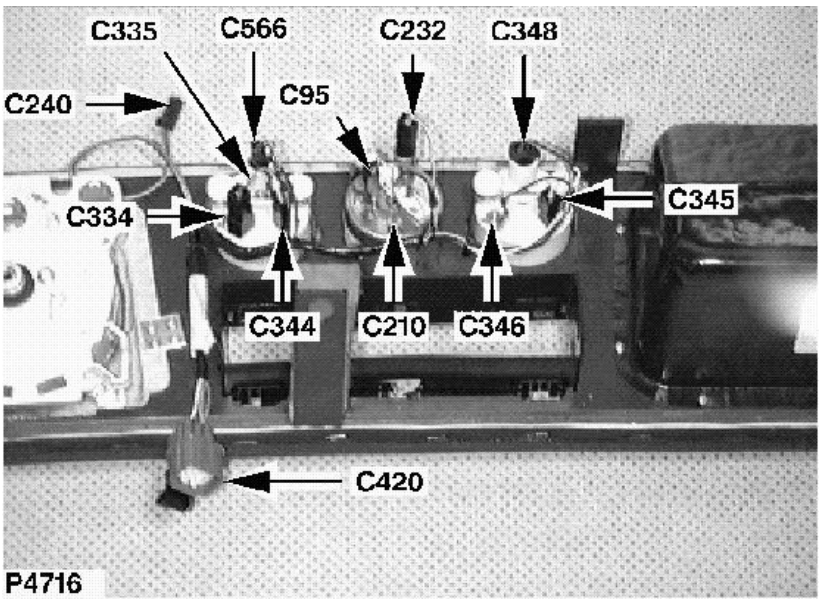
E

Indicador de tensión
Hembra
BRONCE FOSFOROSO
detrás de la parte central del tablero

Cav	Col	Cct
1	B	ALL

GB

Voltage gauge
Female
BLACK
Behind centre of fascia



NL

Spanningsmeter
Vrouwelijk
ZWART
achter middelste gedeelte dashboard

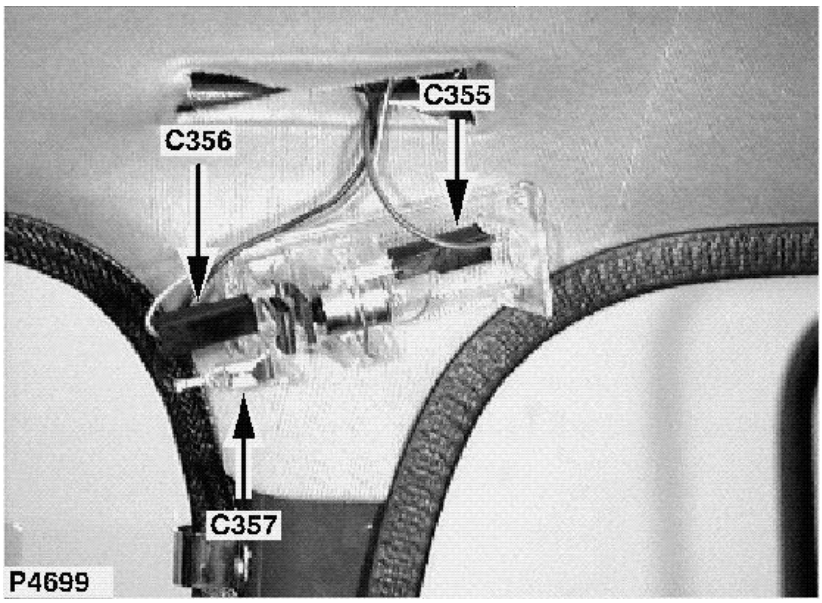
E

Indicador de tensión
Hembra
NEGRO
detrás de la parte central del tablero

Cav	Col	Cct
1	RW	ALL
2	B	ALL

GB

Interior lamp unit
Female
BLACK
Behind ultrasonic sensor



NL

Interieurverlichting - lampeenheid
Vrouwelijk
ZWART
Achter ultrasonische sensor

AAU1010

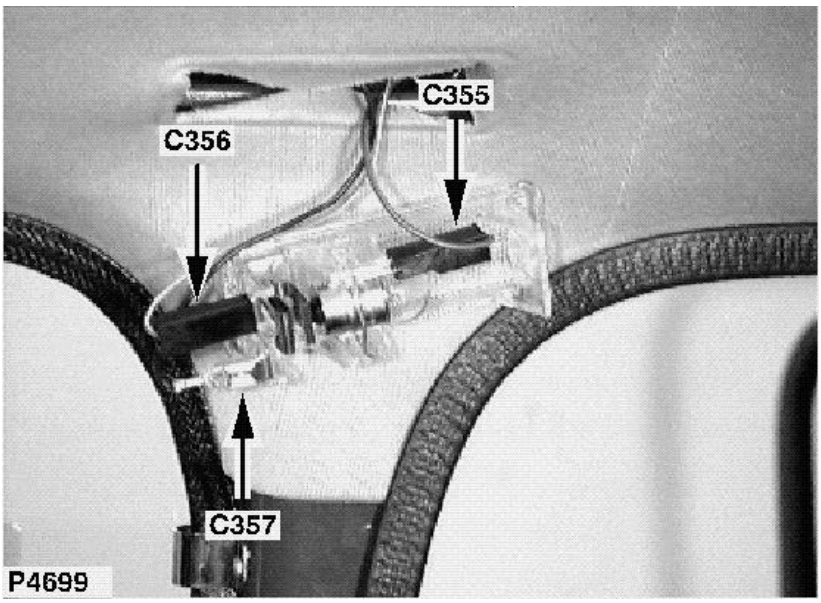
E

Unidad de luces interiores
Hembra
NEGRO
Detrás del sensor ultrasónico

Cav	Col	Cct
1	PO	ALL

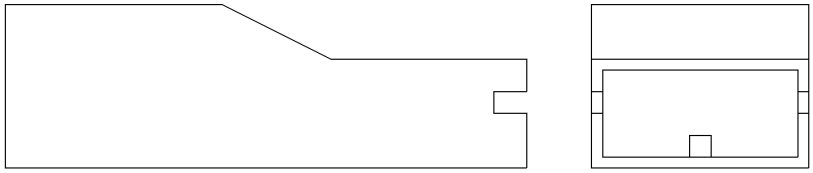
GB

Interior lamp unit
Female
BLACK
Behind ultrasonic sensor



NL

Interieurverlichting - lampeenheid
Vrouwelijk
ZWART
Achter ultrasonische sensor



AAU1010

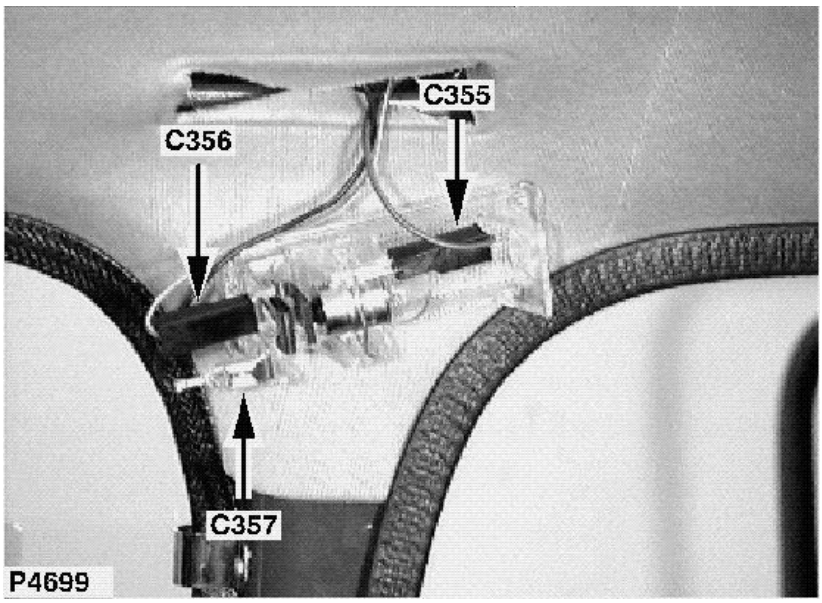
E

Unidad de luces interiores
Hembra
NEGRO
Detrás del sensor ultrasónico

Cav	Col	Cct
1	PW	ALL

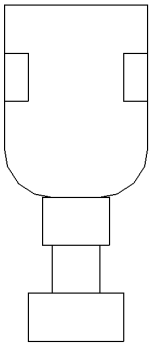
GB

Interior lamp unit
Female
BRASS, TIN-PLATED
Behind ultrasonic sensor



NL

Interieurverlichting - lampeenheid
Vrouwelijk
KOPER
Achter ultrasonische sensor



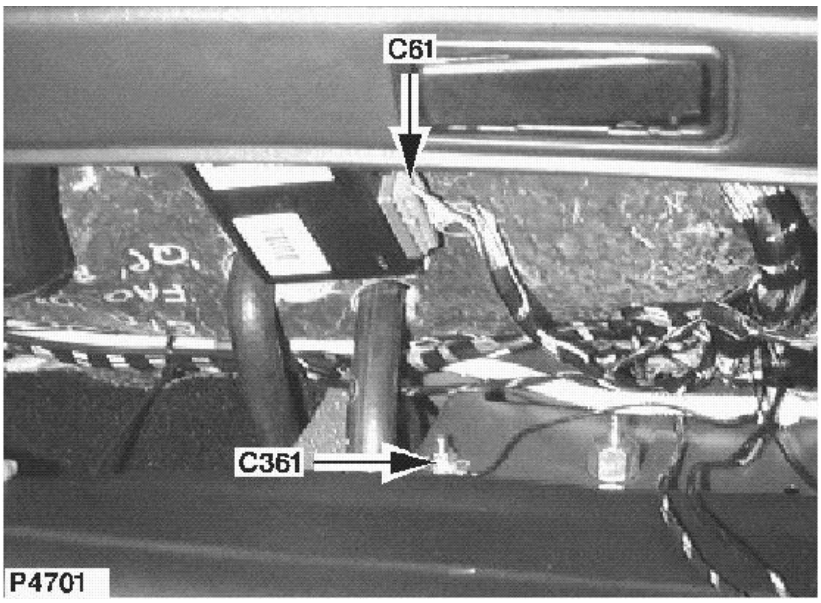
E

Unidad de luces interiores
Hembra
LATON
Detrás del sensor ultrasónico

Cav	Col	Cct
1	B	ALL

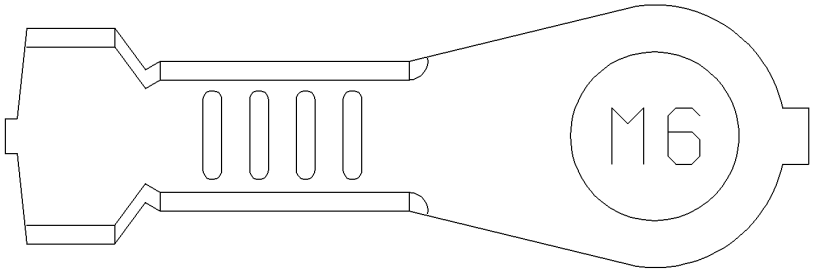
GB

Radio earth
Eyelet
TIN-PLATE
Behind centre of fascia



NL

Radio - massa
Oogje
VERTIND
achter middelste gedeelte dashboard



YPG10003

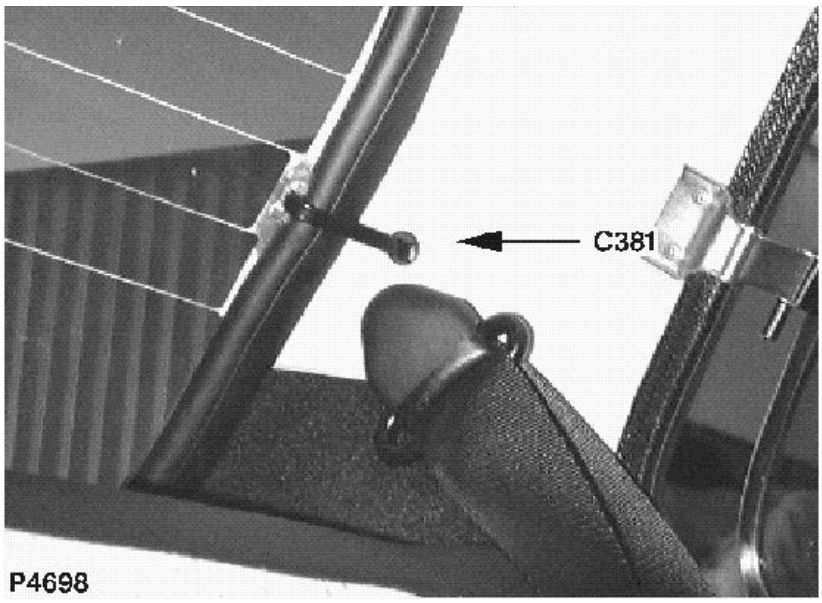
E

Masa de radio
Ollao
PLACA ESTAÑO
detrás de la parte central del tablero

Cav	Col	Cct
1	B	ALL

GB

Heated rear window element
Female
BLACK
LH rear quarter trim panel



NL

Verwarmde achterruit - verwarmingselement
Vrouwelijk
ZWART
Linker achterste kwart-bekledingspaneel

AAU1010

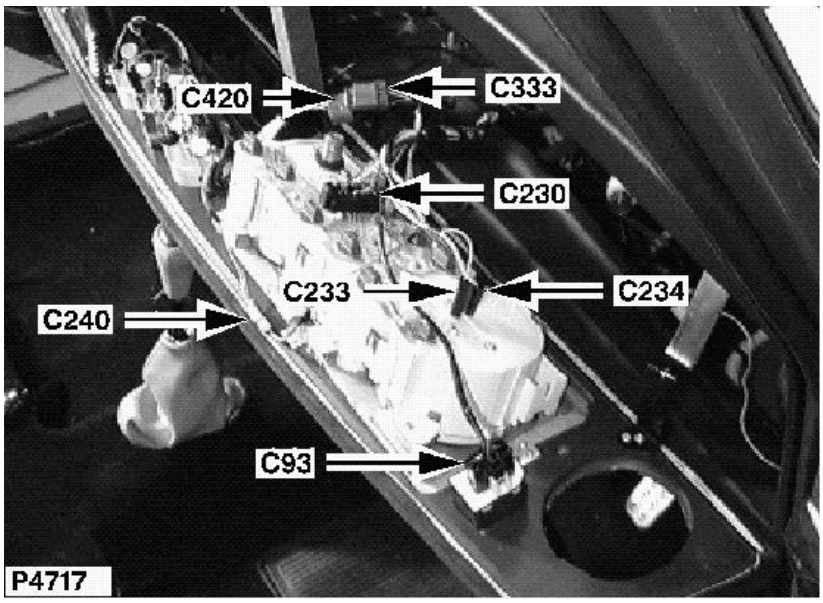
E

Elemento de luneta térmica
Hembra
NEGRO
Guarnecido lateral trasero izquierdo

Cav	Col	Cct
1	GY	ALL

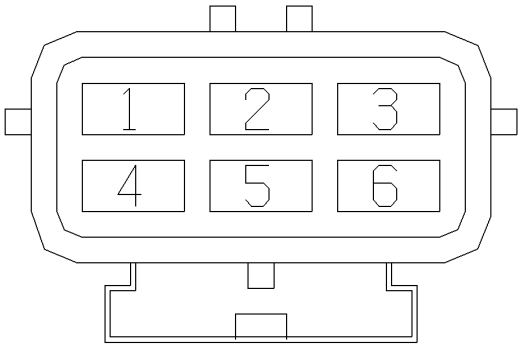
GB

Instrument Link Harness to Main Harness
Male
BLACK
Behind RH side of fascia



NL

Verbindingskabelbundel voor instrumenten naar hoofdkabelbundel
Mannelijk
ZWART
Achter rechterkant dashboard



YPC10057

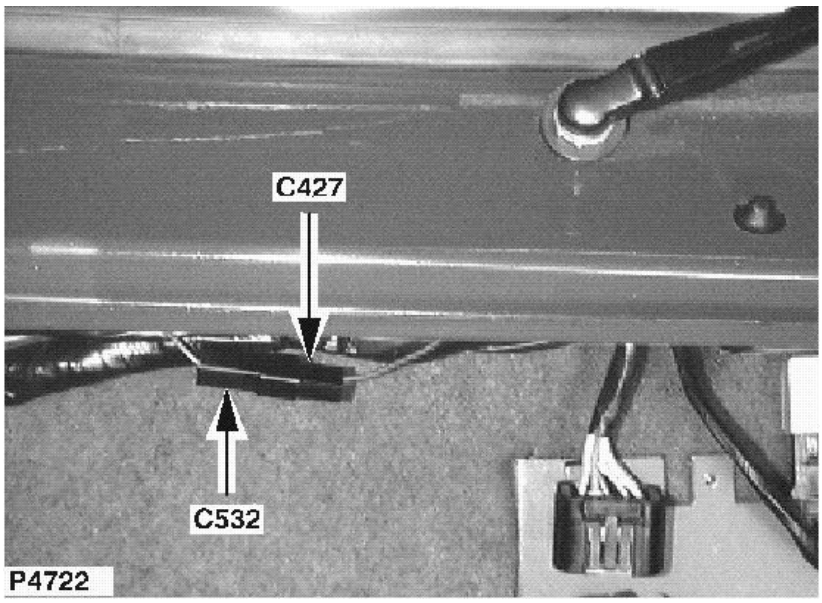
E

Mazo de cables de enlace de instrumentos al mazo de cables principal
Macho
NEGRO
Detrás del lado derecho del tablero

Cav	Col	Cct
1	NU	ALL
2	PO	ALL
3	W	ALL
4	RW	ALL
5	B	ALL

GB

Main Harness to Fog Lamp Harness
Female
BLACK
Top of bulkhead - centre



NL

Hoofdkabelbundel naar kabelbundel voor mistlampen
Vrouwelijk
ZWART
Bovenkant schutbord - midden

AAU1010

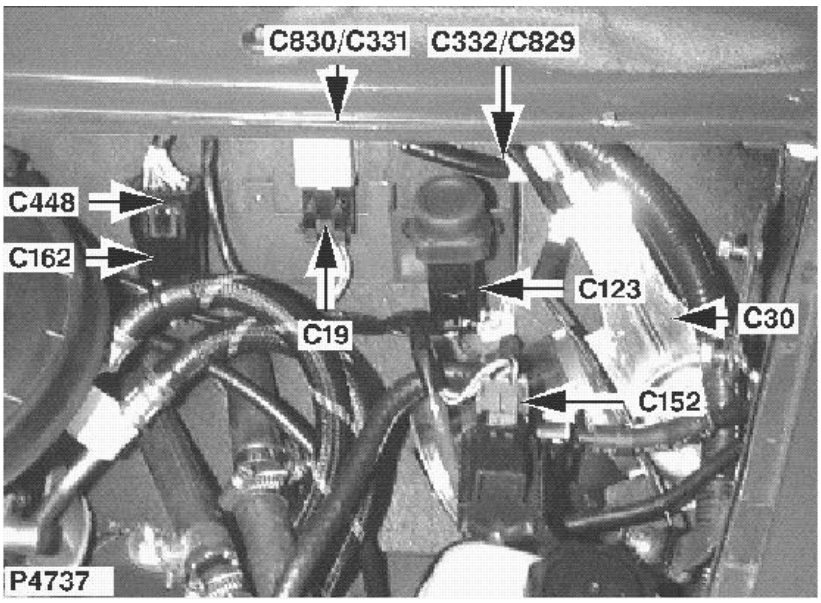
E

Mazo de cables principal al mazo de cables de luces antiniebla
Hembra
NEGRO
Parte superior del salpicadero - centro

Cav	Col	Cct
1	RB	ALL

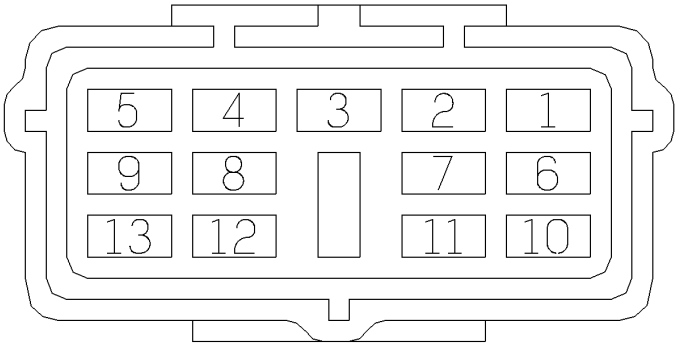
GB

Main Harness to Engine Harness
Female
BLACK
LH side of bulkhead



NL

Hoofdkabelbundel naar motor-kabelbundel
Vrouwelijk
ZWART
Linkerkant tussenschot



YPC10062

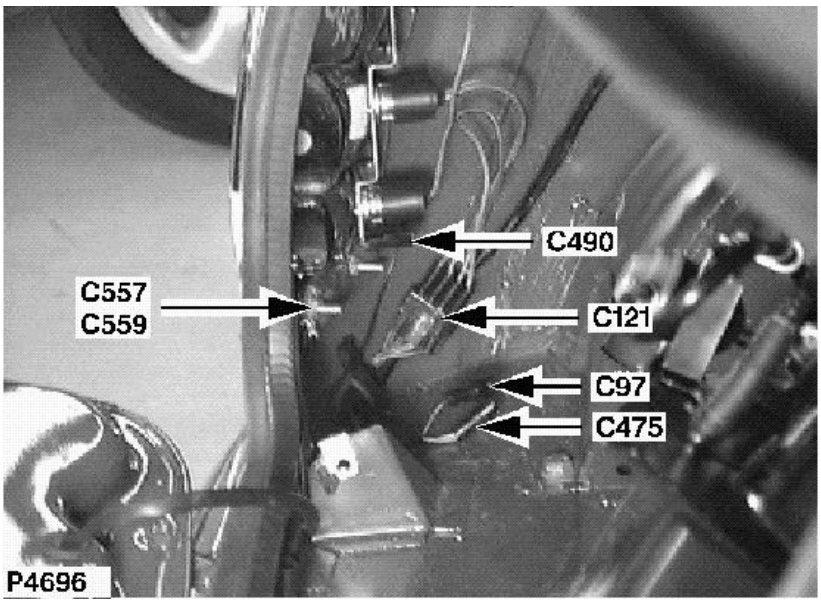
E

Mazo de cables principal al mazo de cables motor
Hembra
NEGRO
Lado izquierdo del salpicadero

Cav	Col	Cct	Cav	Col	Cct
1	W	ALL	7	NY	ALL
2	WR	ALL	8	WN	ALL
3	GU	ALL	9	LGB	ALL
4	NS	ALL	10	WR	ALL
5	WS	ALL	11	WY	ALL
6	WB	ALL	12	NU	ALL

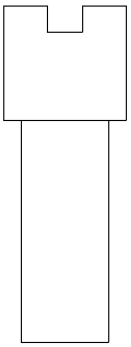
GB

Rear fog lamp
Male
BLACK
Luggage compartment - LH side



NL

Mistachterlamp
Mannelijk
ZWART
bagageruimte - Links



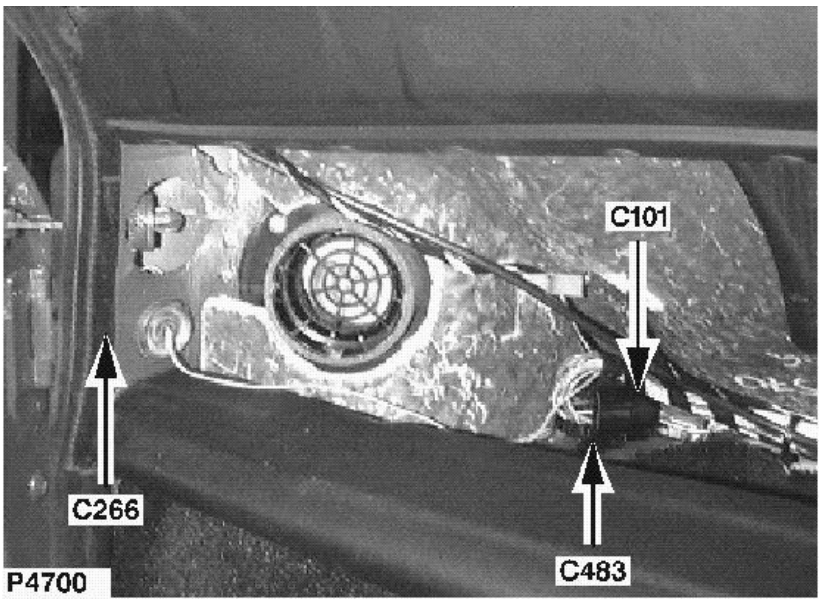
E

Piloto antiniebla trasero
Macho
NEGRO
maletero - Lado izquierdo

Cav	Col	Cct
1	UY	ALL

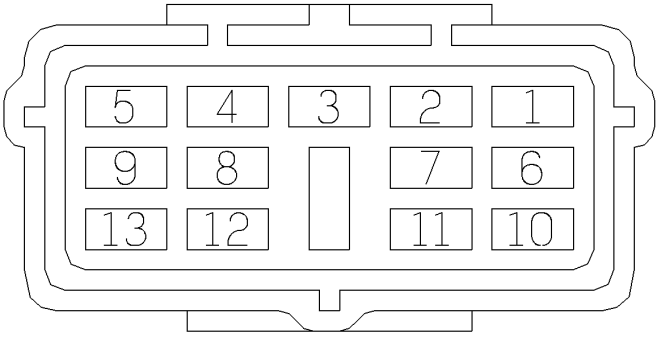
GB

Main Harness to Body Harness
Female
BLACK
LH 'A' post



NL

Hoofdkabelbundel naar carrosserie-kabelbundel
Vrouwelijk
ZWART
Linker 'A' stijl



YPC10061

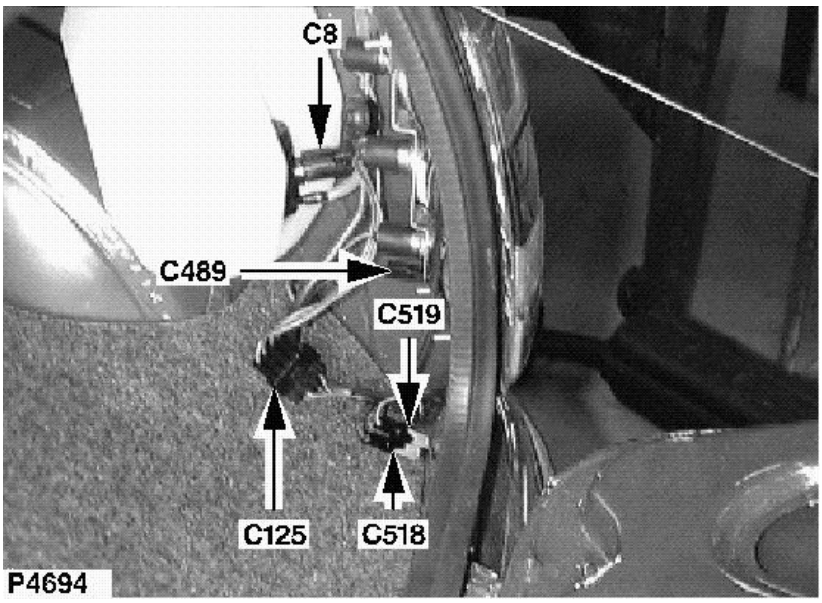
E

Mazo de cables principal al mazo de cables de la carrocería
Hembra
NEGRO
Pilar A izquierdo

Cav	Col	Cct	Cav	Col	Cct
1	GP	ALL	7	GB	ALL
2	UY	ALL	9	PK	ALL
3	GN	ALL	10	WP	ALL
4	GW	ALL	11	OR	ALL
5	GR	ALL	12	RW	ALL
6	RB	ALL	13	GY	ALL

GB

RH brake lamp
Female
BLACK
Luggage compartment - RH side



NL

Rechter remlicht
Vrouwelijk
ZWART
bagageruimte - Rechts

AAU1010

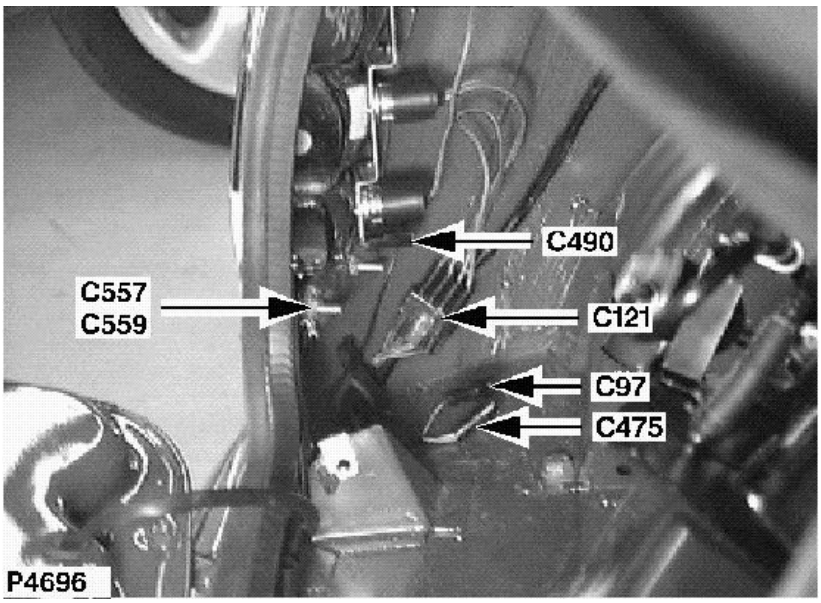
E

Luz de pare derecha
Hembra
NEGRO
maletero - Lado derecho

Cav	Col	Cct
1	B	ALL

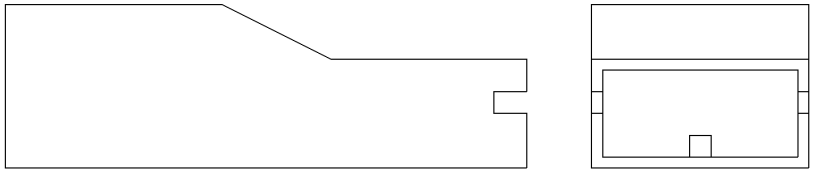
GB

LH brake lamp
Female
BLACK
Luggage compartment - LH side



NL

Linker remlicht
Vrouwelijk
ZWART
bagageruimte - Links



AAU1010

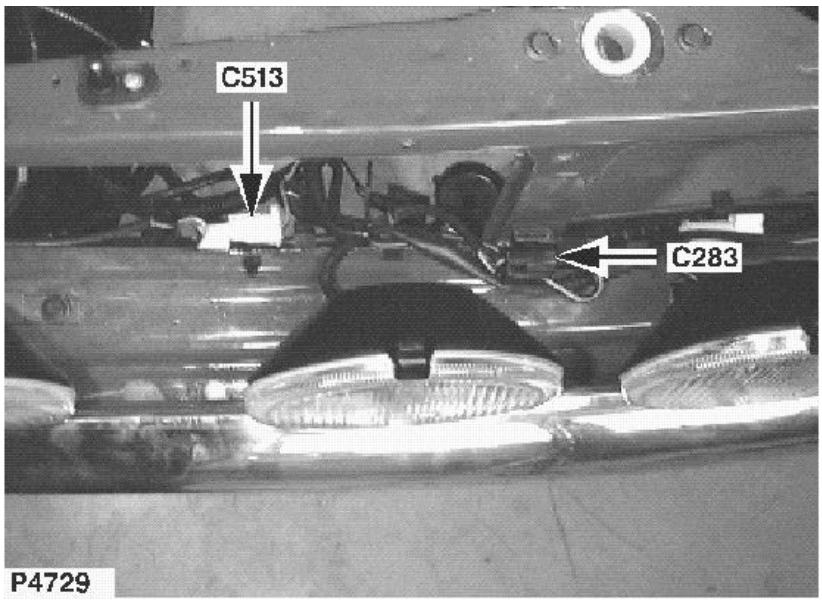
E

Luz de pare izquierda
Hembra
NEGRO
maletero - Lado izquierdo

Cav	Col	Cct
1	B	ALL

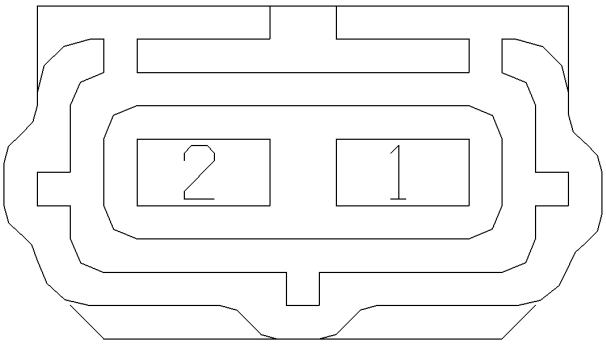
GB

RH front fog lamp
Female
WHITE
Behind the front grille



NL

Rechter voorste mistlamp
Vrouwelijk
WIT
Achter voor-grille



YPC10187

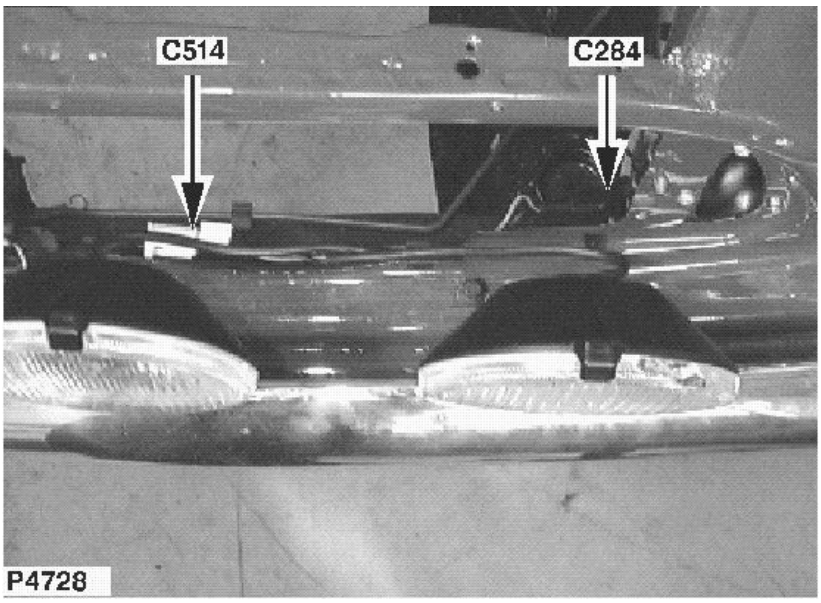
E

Piloto antiniebla delantero derecho
Hembra
BLANCO
Detrás de la rejilla delantera

Cav	Col	Cct
1	UG	ALL
2	B	ALL

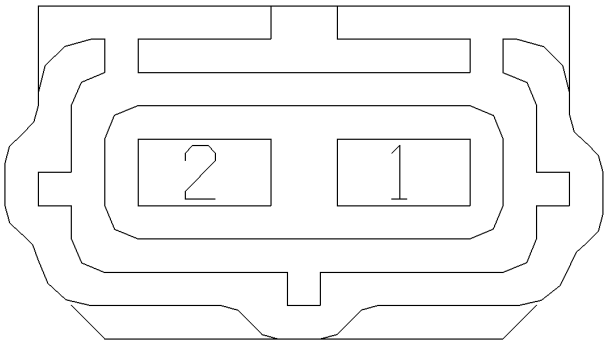
GB

LH front fog lamp
Female
WHITE
Behind the front grille



NL

Linker voorste mistlamp
Vrouwelijk
WIT
Achter voor-grille



YPC10187

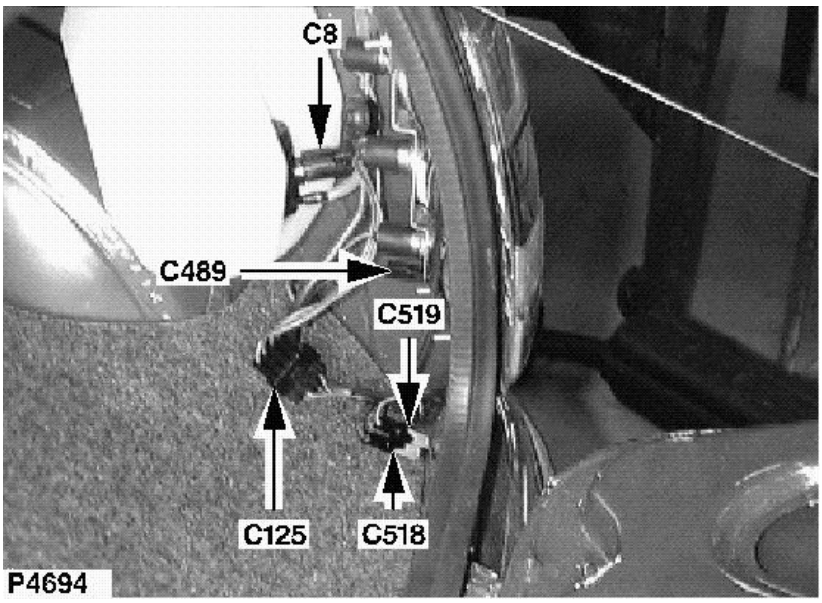
E

Faro antiniebla delantero izquierdo
Hembra
BLANCO
Detrás de la rejilla delantera

Cav	Col	Cct
1	UG	ALL
2	B	ALL

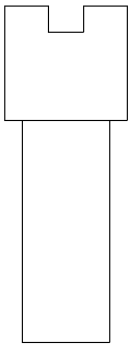
GB

RH rear fog lamp
Male
BLACK
Luggage compartment - RH side



NL

Rechter mistachterlamp
Mannelijk
ZWART
bagageruimte - Rechts



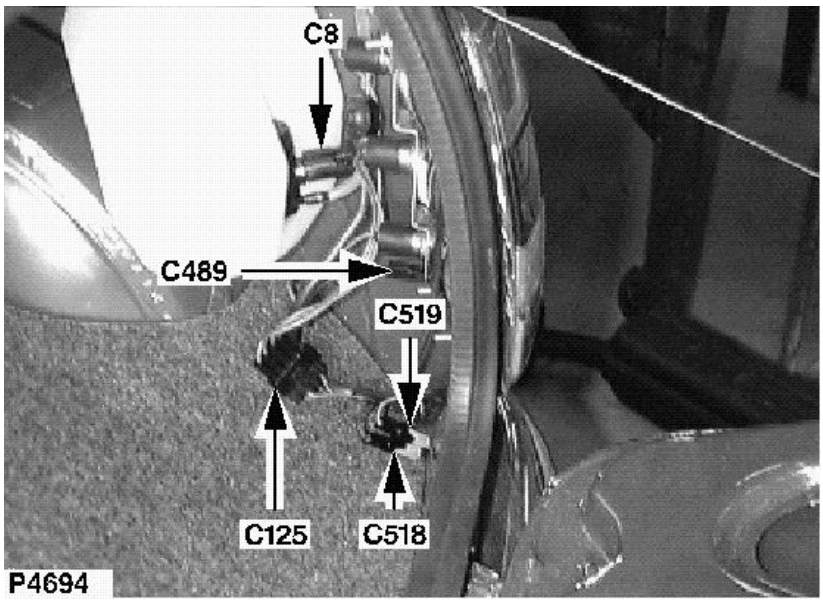
E

Piloto antiniebla trasero derecho
Macho
NEGRO
maletero - Lado derecho

Cav	Col	Cct
1	B	ALL

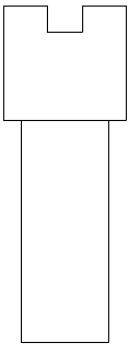
GB

RH rear fog lamp
Male
BLACK
Luggage compartment - RH side



NL

Rechter mistachterlamp
Mannelijk
ZWART
bagageruimte - Rechts



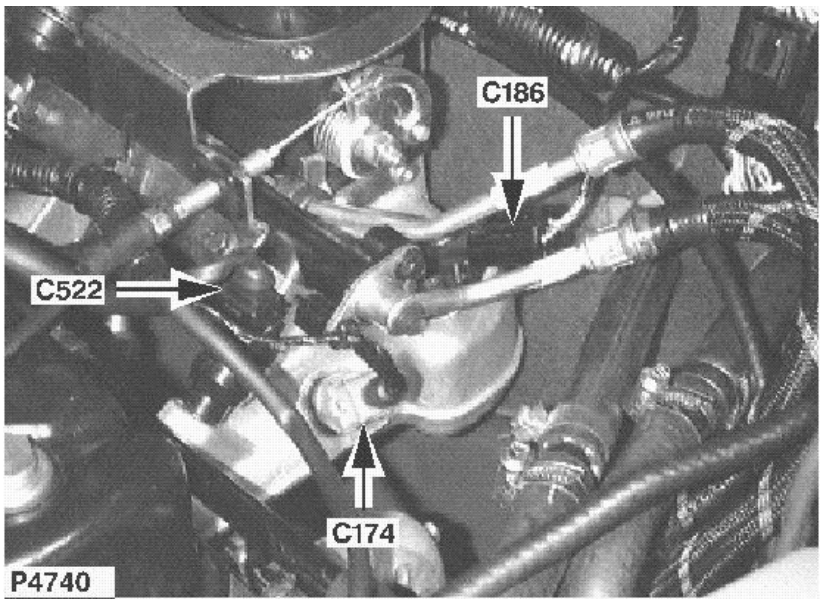
E

Piloto antiniebla trasero derecho
Macho
NEGRO
maletero - Lado derecho

Cav	Col	Cct
1	UY	ALL

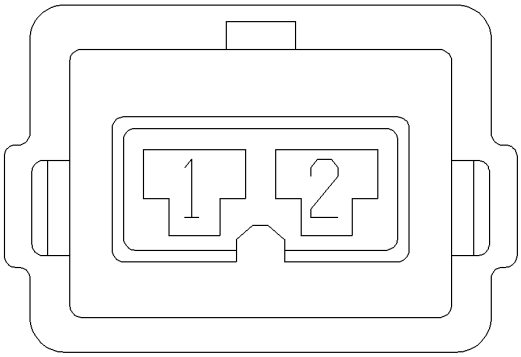
GB

Injectors
Female
BLACK
Top rear of engine - centre



NL

Verstuivers
Vrouwelijk
ZWART
boven/achterkant motor - midden



ALU1038

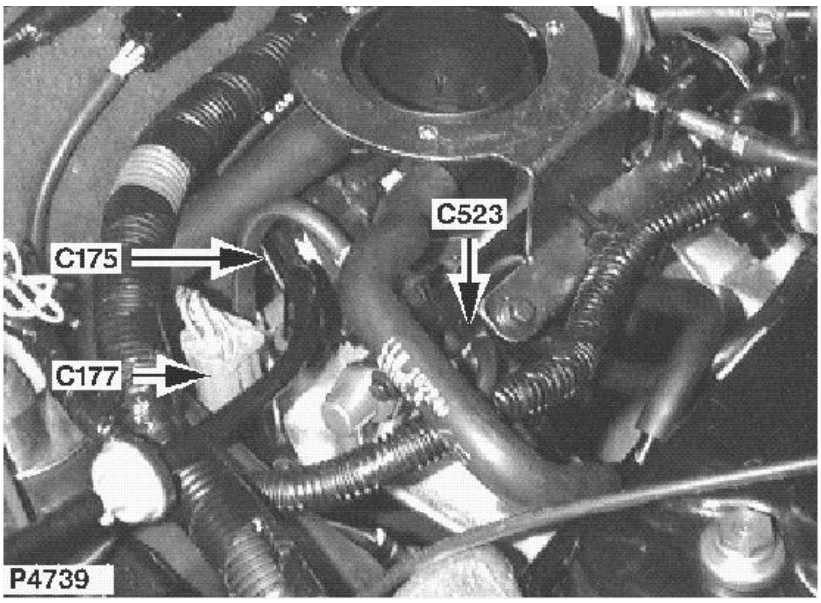
E

Inyectores
Hembra
NEGRO
parte superior trasera del motor - centro

Cav	Col	Cct
1	NK	ALL
2	YN	ALL

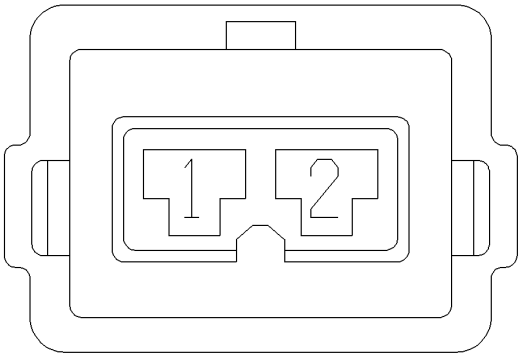
GB

Injectors
Female
BLACK
Top rear of engine - centre



NL

Verstuivers
Vrouwelijk
ZWART
boven/achterkant motor - midden



ALU1038

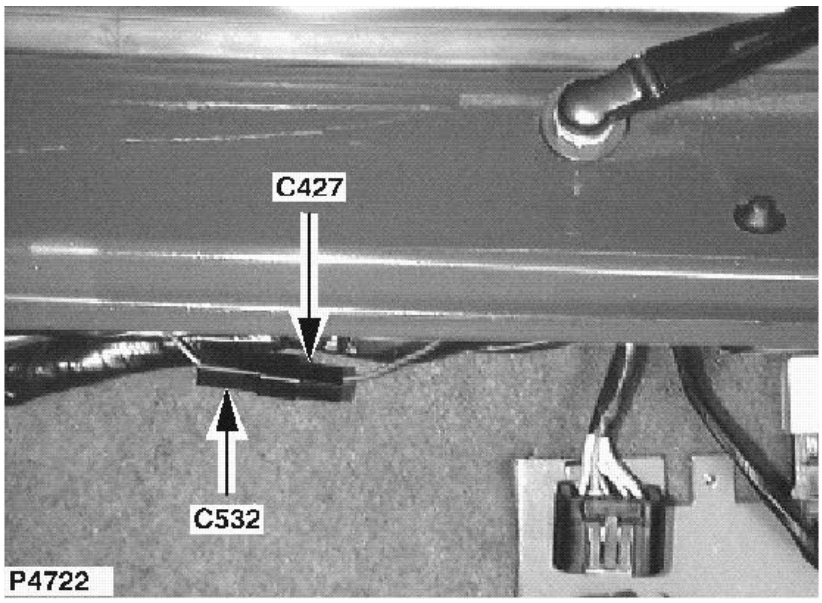
E

Inyectores
Hembra
NEGRO
parte superior trasera del motor - centro

Cav	Col	Cct
1	NK	ALL
2	YR	ALL

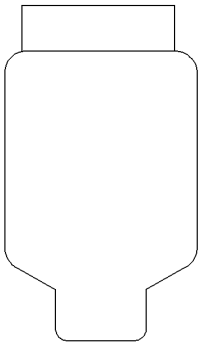
GB

Fog Lamp Harness to Main Harness
Male
BLACK
Top of bulkhead - centre



NL

Mistlamp-kabelbundel naar hoofdkabelbundel
Mannelijk
ZWART
Bovenkant schutbord - midden



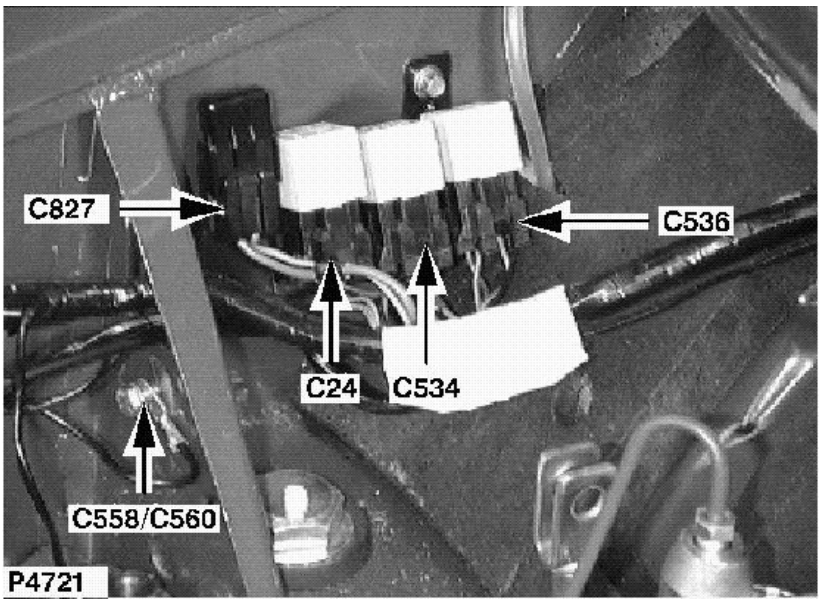
E

Mazo de cables de luces antiniebla al mazo de cables principal
Macho
NEGRO
Parte superior del salpicadero - centro

Cav	Col	Cct
1	RB	ALL

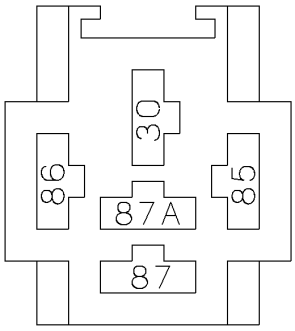
GB

Driving lamp relay
Female
BLACK
Rear RH side of engine compartment



NL

Rijlampen - relais
Vrouwelijk
ZWART
Rechter achterkant motorcompartiment



AGU1385

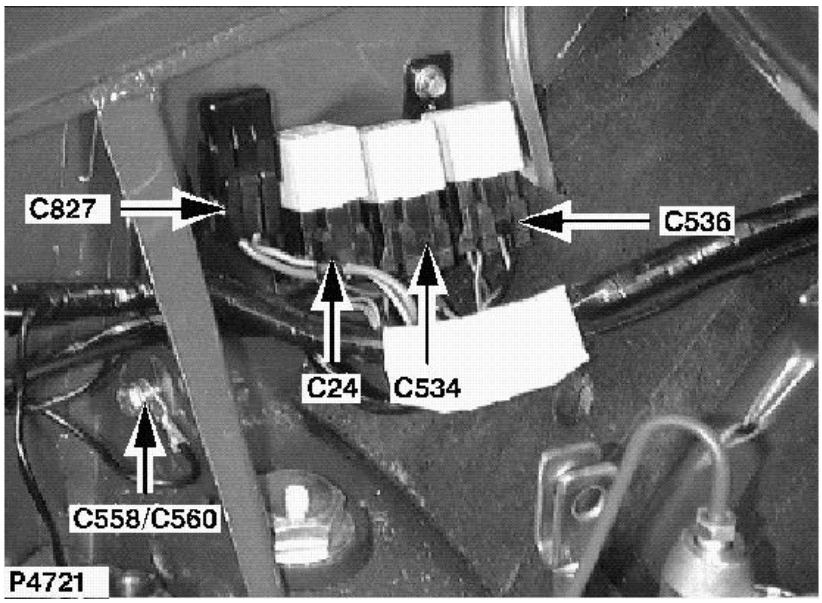
E

Relé de faros supletorios
Hembra
NEGRO
Parte trasera derecha del compartimento motor

Cav	Col	Cct
30	UY	ALL
85	UW	ALL
86	B	ALL
87	P	ALL

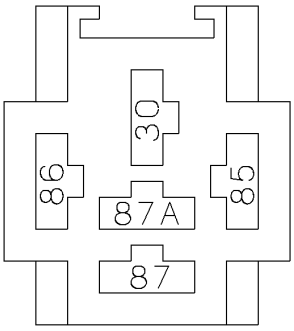
GB

Direction indicator relay
Female
BLACK
Rear RH side of engine compartment



NL

Richtingaanwijzers - relais
Vrouwelijk
ZWART
Rechter achterkant motorcompartiment



AGU1385

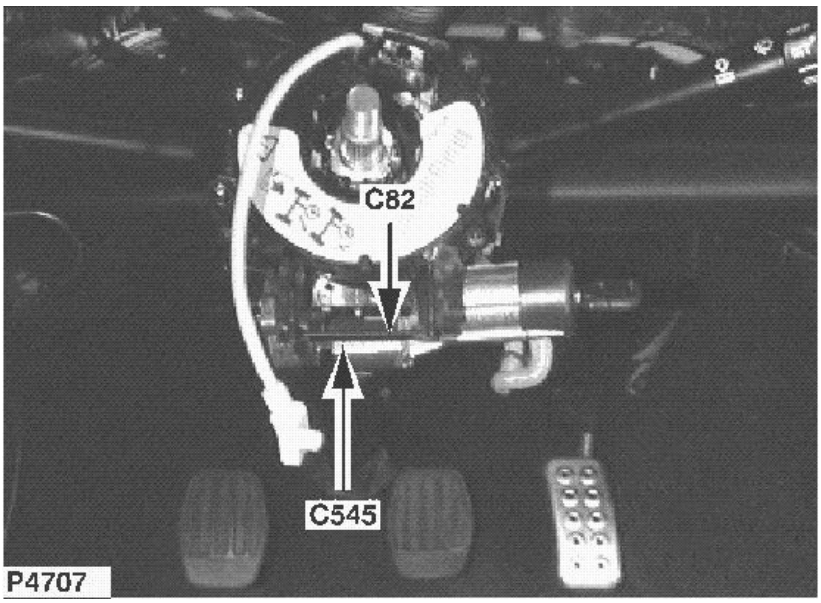
E

Relé de intermitentes de dirección
Hembra
NEGRO
Parte trasera derecha del compartimento motor

Cav	Col	Cct
30	LGK	ALL
85	B	ALL
86	G	ALL
87	LGN	ALL

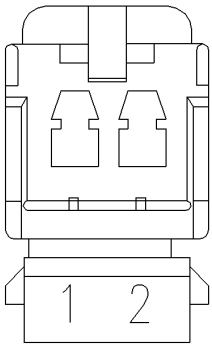
GB

Rotary coupler
Female
YELLOW
Underside of steering column



NL

ROTERENDE KOPPELING
Vrouwelijk
GEEL
onderkant van stuurkolom



YPC106880

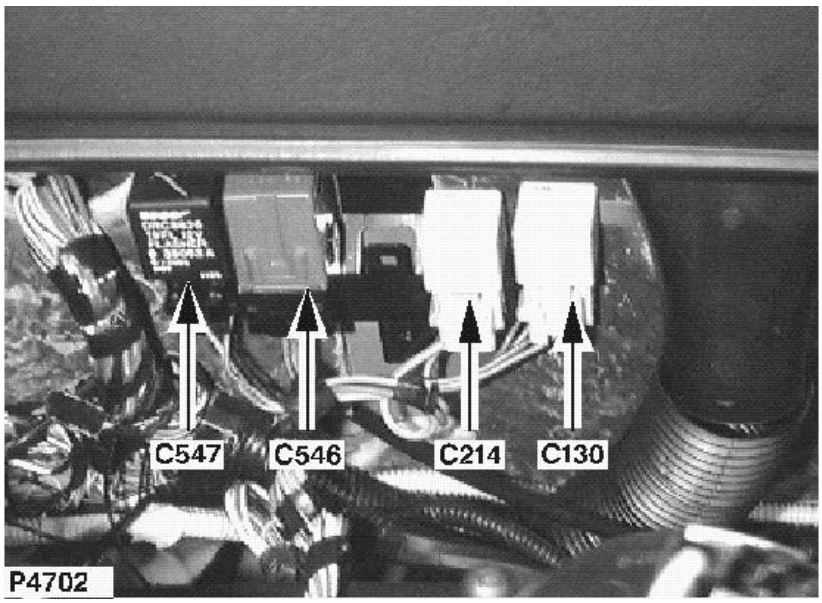
E

ACOPLADOR GIRATORIO
Hembra
AMARILLO
parte inferior de la columna
de dirección

Cav	Col	Cct
1	R	ALL
2	Y	ALL

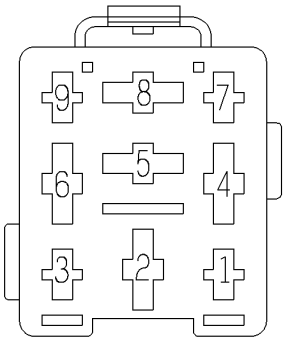
GB

Front wiper control unit
Female
BLACK
Behind centre of fascia



NL

Voorruitwissers - regeleenheid
Vrouwelijk
ZWART
achter middelste gedeelte dashboard



YPP10001

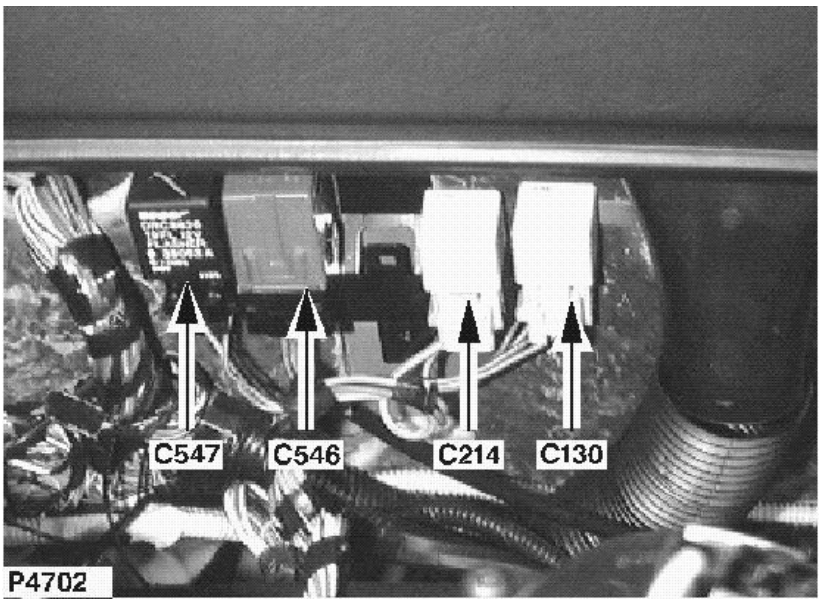
E

Unidad de control de limpiaparabrisas
Hembra
NEGRO
detrás de la parte central del tablero

Cav	Col	Cct
2	NLG	ALL
4	B	ALL
5	NLG	ALL
6	OR	ALL
7	LGG	ALL
8	LGO	ALL

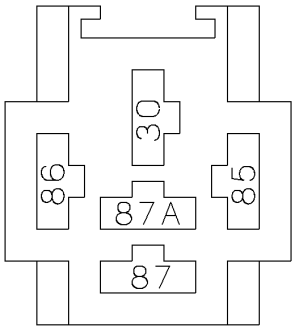
GB

Direction indicator/hazard warning unit
Female
BLACK
Behind centre of fascia



NL

Richtingaanwijzers/alarmknipperlichten
Vrouwelijk
ZWART
achter middelste gedeelte dashboard



AGU1385

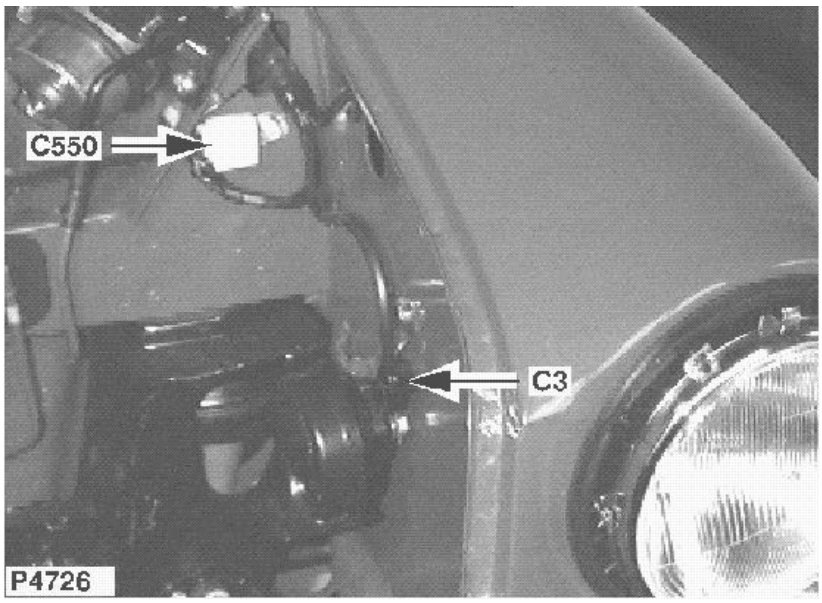
E

Central de intermitentes de dirección/emergencia
Hembra
NEGRO
detrás de la parte central del tablero

Cav	Col	Cct
85	PO	ALL
86	B	ALL
87	LGK	ALL

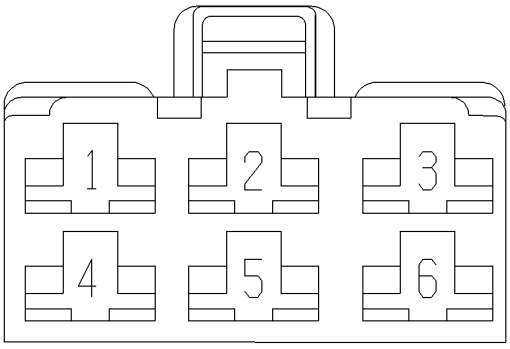
GB

Earth header
Female
NATURAL
LH side of engine compartment



NL

Massa - stootrand
Vrouwelijk
NATUREL
Linkerkant motorcompartiment



YPC10004

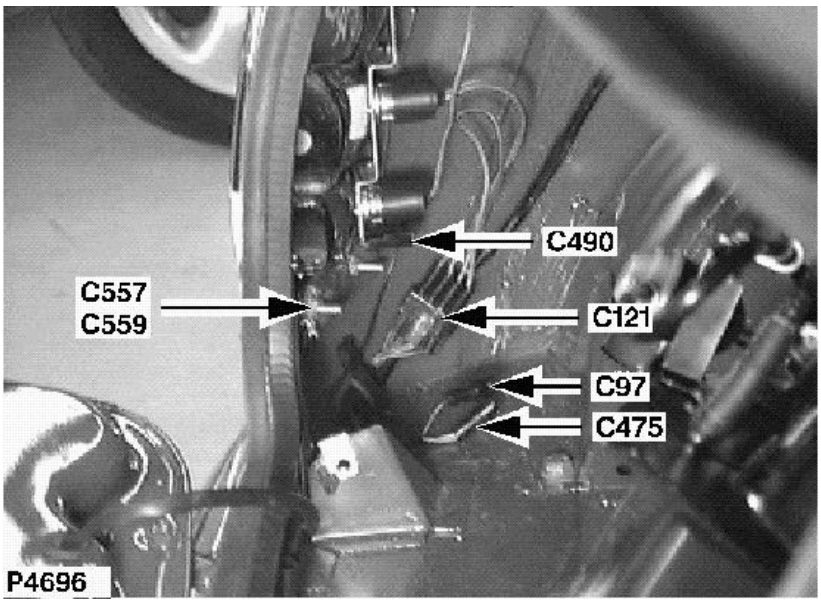
E

Unión de convergencia a masa
Hembra
NATURAL
Lado izquierdo del compartimento motor

Cav	Col	Cct
1	B	ALL
2	B	ALL
3	B	ALL
4	B	ALL
5	B	ALL
6	B	ALL

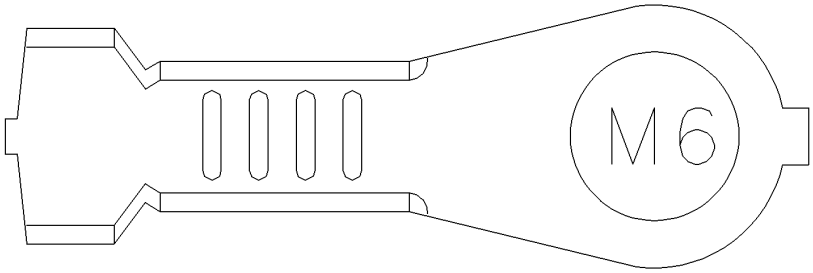
GB

Earth Eyelet
Eyelet
TIN-PLATE
Luggage compartment - LH side



NL

Massa - oog-aansluiting
Oogje
VERTIND
bagageruimte - Links



YPG10014

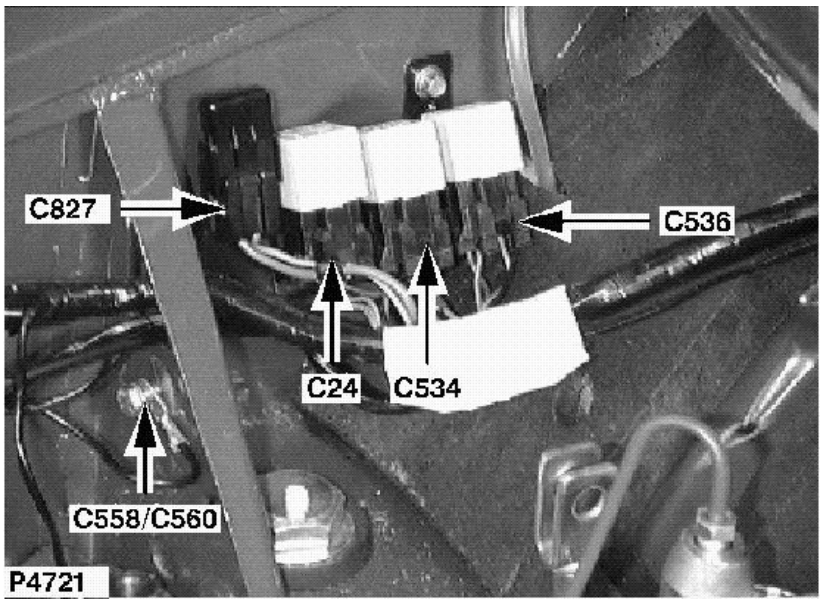
E

Ollao de masa
Ollao
PLACA ESTAÑO
maletero - Lado izquierdo

Cav	Col	Cct
1	B	ALL

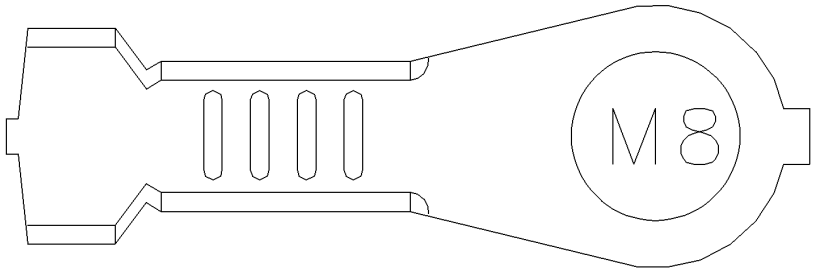
GB

Earth Eyelet
Eyelet
TIN-PLATE
RH side of engine compartment



NL

Massa - oog-aansluiting
Oogje
VERTIND
Rechterkant motorcompartiment



YPG10016

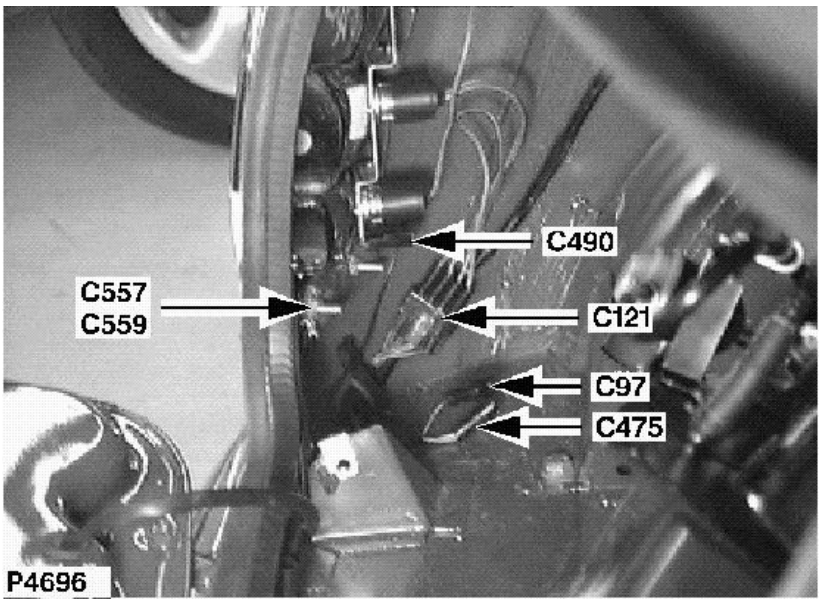
E

Ollao de masa
Ollao
PLACA ESTAÑO
Lado derecho del compartimento motor

Cav	Col	Cct
1	B	ALL

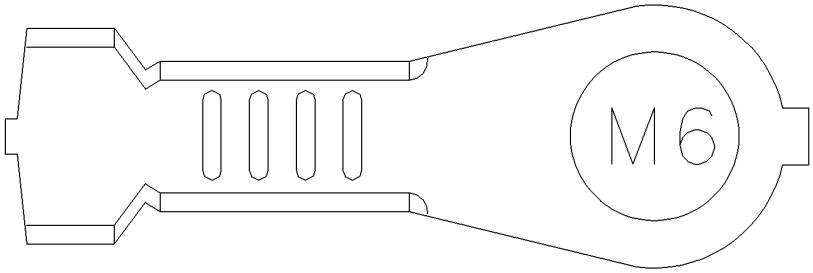
GB

Earth Eyelet
Eyelet
TIN-PLATE
Luggage compartment - LH side



NL

Massa - oog-aansluiting
Oogje
VERTIND
bagageruimte - Links



YPG10014

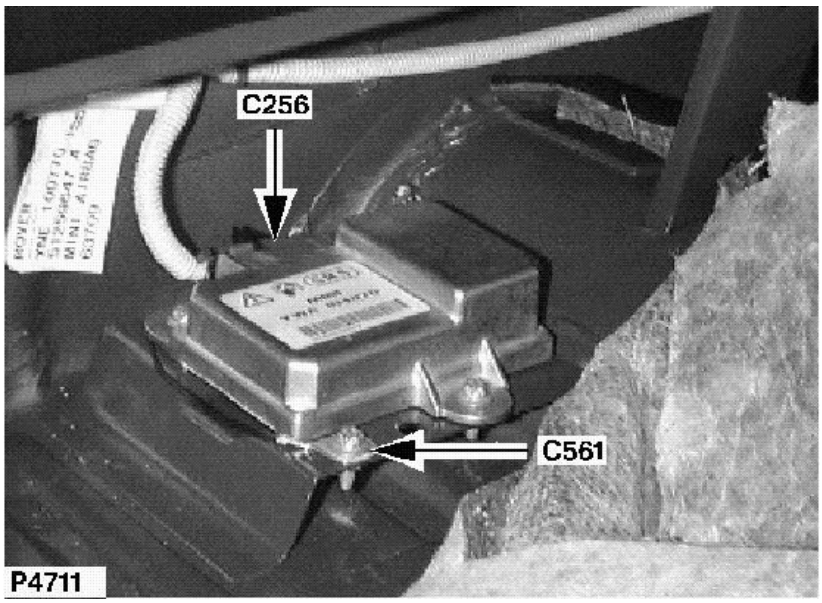
E

Ollao de masa
Ollao
PLACA ESTAÑO
maletero - Lado izquierdo

Cav	Col	Cct
1	B	ALL

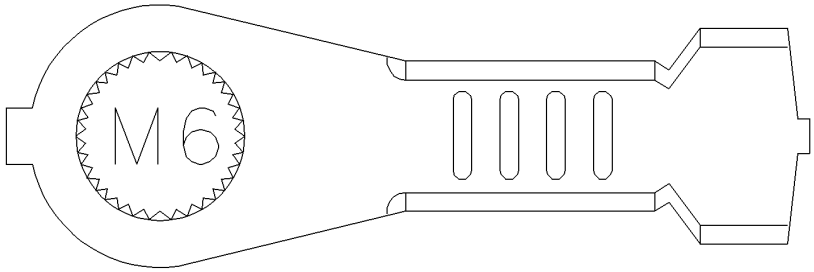
GB

Earth 6
Eyelet
TIN-PLATE
Beneath rear seat



NL

Massa 6
Oogje
VERTIND
Onder achterbank



YPG100830

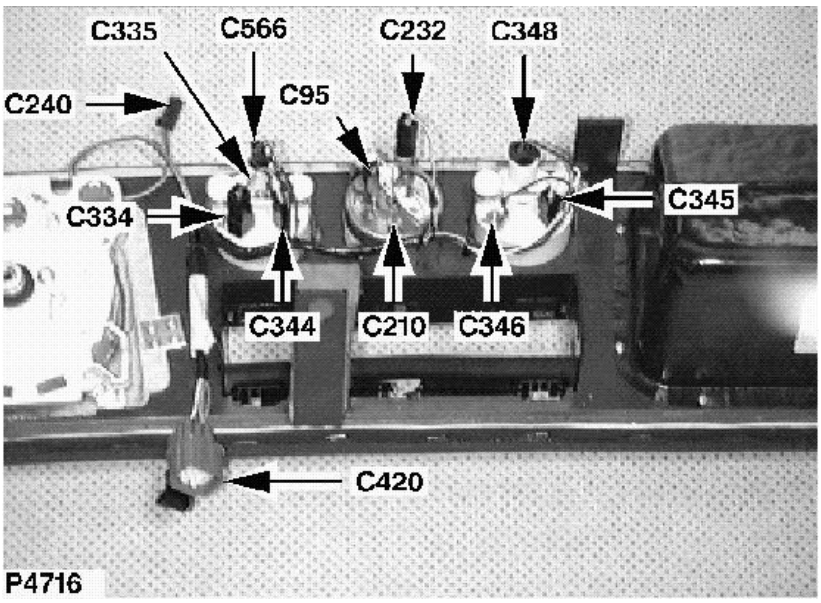
E

Masa 6
Ollao
PLACA ESTAÑO
Debajo del asiento trasero

Cav	Col	Cct
1	B	ALL

GB

Oil temperature gauge
Female
BLACK
Behind centre of fascia



NL

OLIETEMPERATUURMETE
R
Vrouwelijk
ZWART
achter middelste gedeelte
dashboard

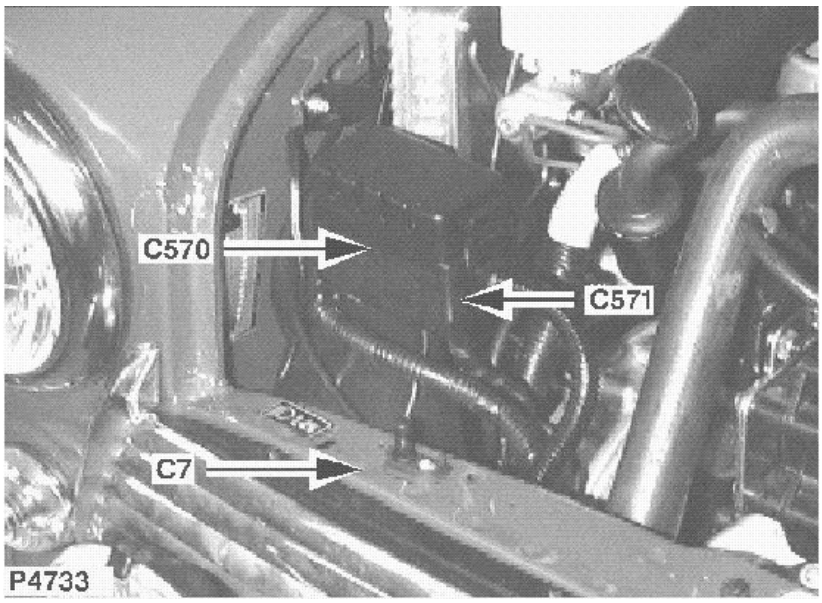
E

INDICADOR DE
TEMPERATURA DEL
ACEITE
Hembra
NEGRO
detrás de la parte central del
tablero

Cav	Col	Cct
1	RW	ALL
2	B	ALL

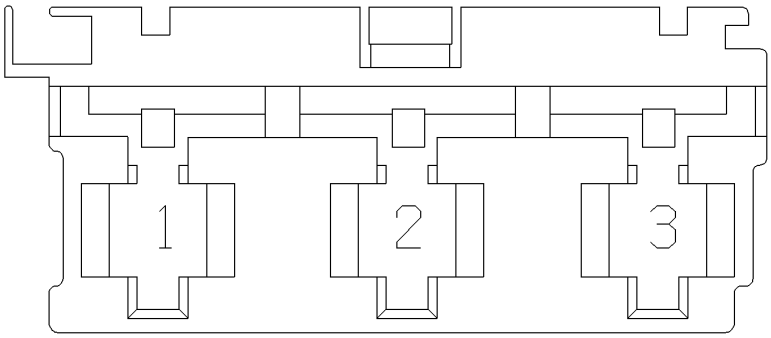
GB

Engine compartment fusebox
Female
BLACK
Top of engine - RH side



NL

Zekeringenkastje in motorcompartiment
Vrouwelijk
ZWART
bovenkant motor - Rechts



YPC10143

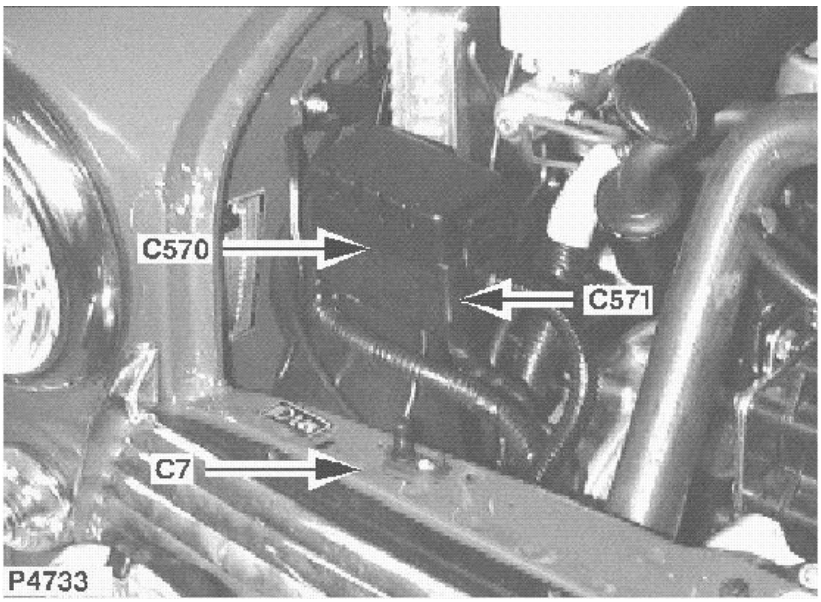
E

Caja de fusibles del compartimento motor
Hembra
NEGRO
parte superior del motor - Lado derecho

Cav	Col	Cct
1	N	ALL
2	N	ALL
3	N	ALL

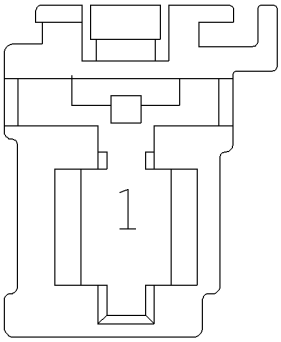
GB

Engine compartment fusebox
Female
BLACK
Top of engine - RH side



NL

Zekeringenkastje in motorcompartiment
Vrouwelijk
ZWART
bovenkant motor - Rechts



YPC10142

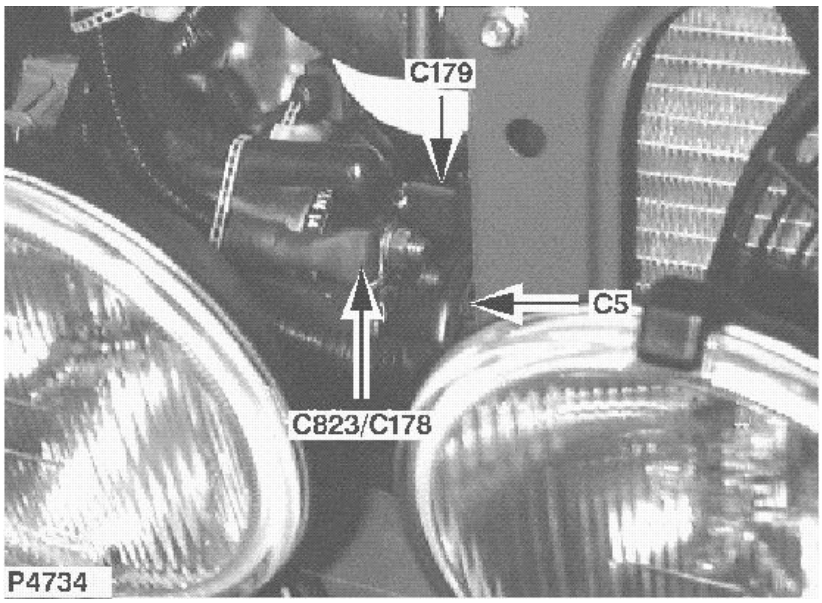
E

Caja de fusibles del compartimento motor
Hembra
NEGRO
parte superior del motor - Lado derecho

Cav	Col	Cct
1	N	ALL

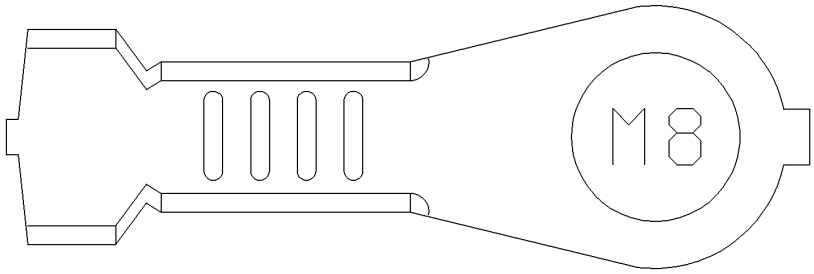
GB

Starter
Eyelet
TIN-PLATE
Lower front of engine - RH side



NL

Startmotor
Oogje
VERTIND
Onder/voorkant motor - Rechts



YPG10015

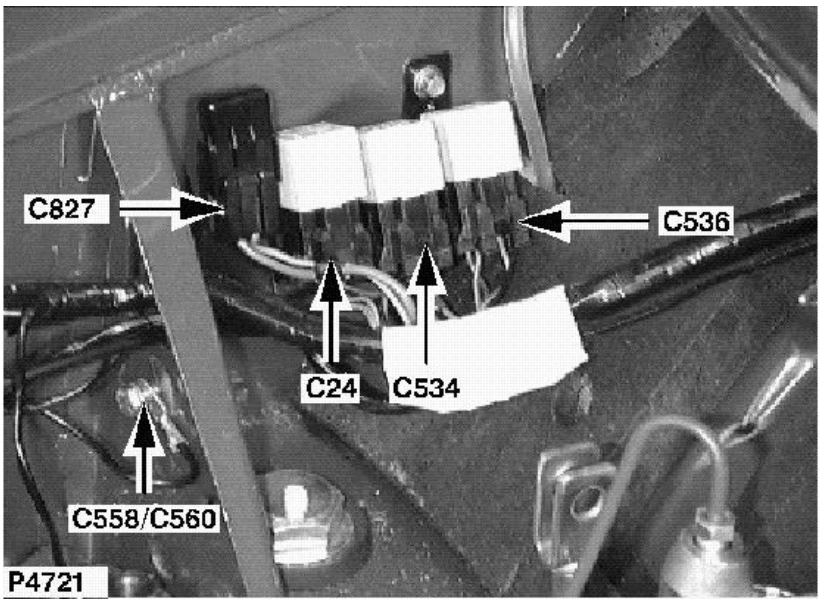
E

Motor de arranque
Ollao
PLACA ESTAÑO
Parte delantera inferior del motor - Lado derecho

Cav	Col	Cct
1	N	ALL

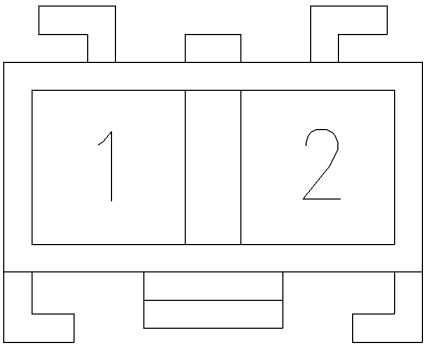
GB

Fuse holder
Female
TIN-PLATE
Rear RH side of engine compartment



NL

Zekeringhouder
Vrouwelijk
VERTIND
Rechter achterkant motorcompartiment



AFU3605

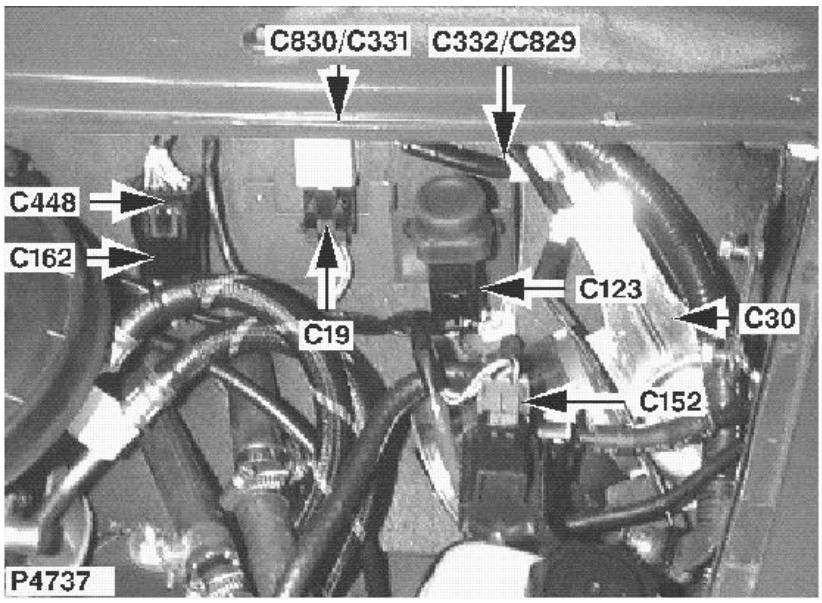
E

Portafusibles
Hembra
PLACA ESTAÑO
Parte trasera derecha del compartimento motor

Cav	Col	Cct
1	PU	ALL
2	N	ALL

GB

Fog Lamp Link Harness
Female
BLACK
LH side of bulkhead



NL

Verbindingskabelbundel voor mistlampen
Vrouwelijk
ZWART
Linkerkant tussenschot

AAU1010

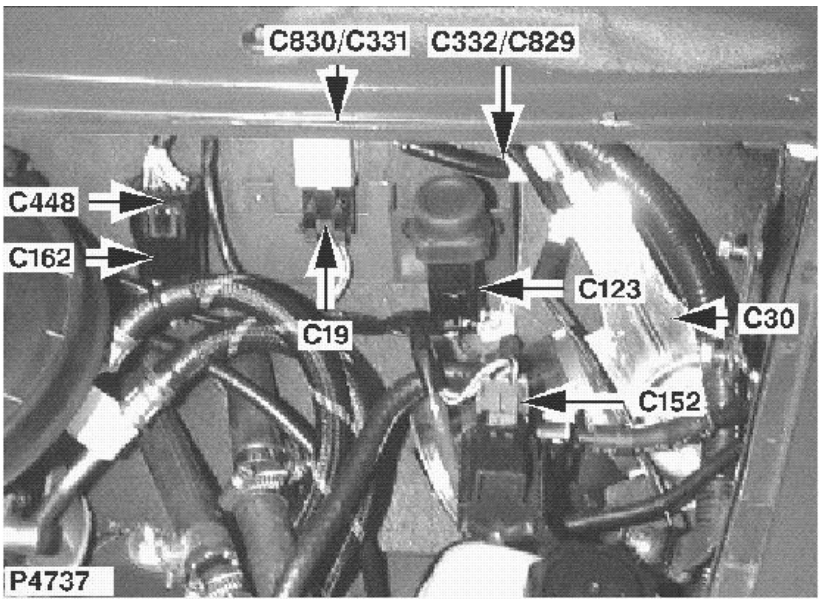
E

Mazo de cables de enlace de luces antiniebla
Hembra
NEGRO
Lado izquierdo del salpicadero

Cav	Col	Cct
1	UW	ALL

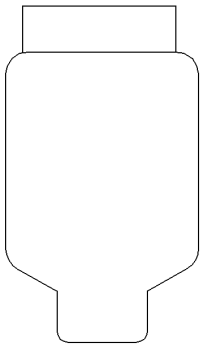
GB

Fog Lamp Link Harness
Male
NATURAL
LH side of bulkhead



NL

Verbindingskabelbundel voor mistlampen
Mannelijk
NATUREL
Linkerkant tussenschot



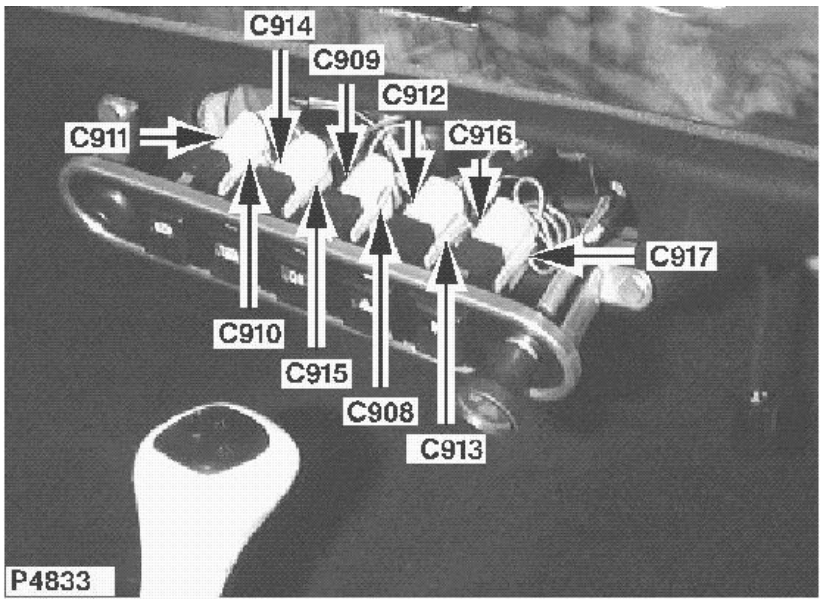
E

Mazo de cables de enlace de luces antiniebla
Macho
NATURAL
Lado izquierdo del salpicadero

Cav	Col	Cct
1	UB	ALL

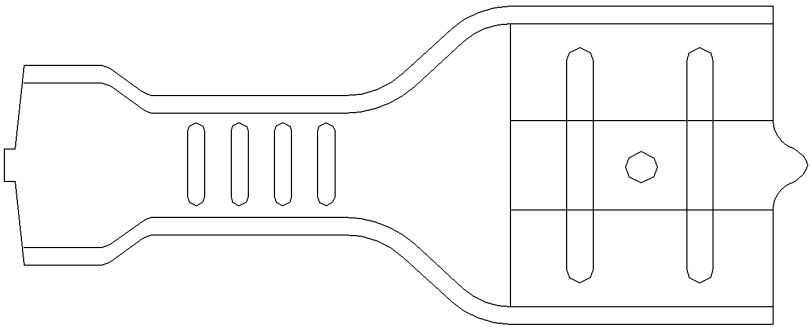
GB

Rear fog lamp switch
Female
BRASS
Behind centre of fascia



NL

Mistachterlamp - schakelaar
Vrouwelijk
KOPER
achter middelste gedeelte dashboard



YPL10104

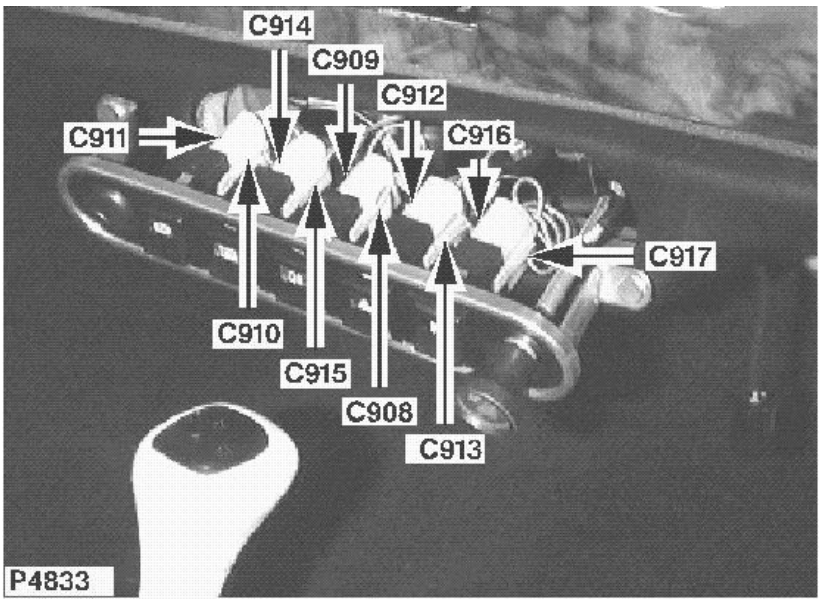
E

Interruptor de pilotos antiniebla traseros
Hembra
LATON
detrás de la parte central del tablero

Cav	Col	Cct
1	UY	ALL

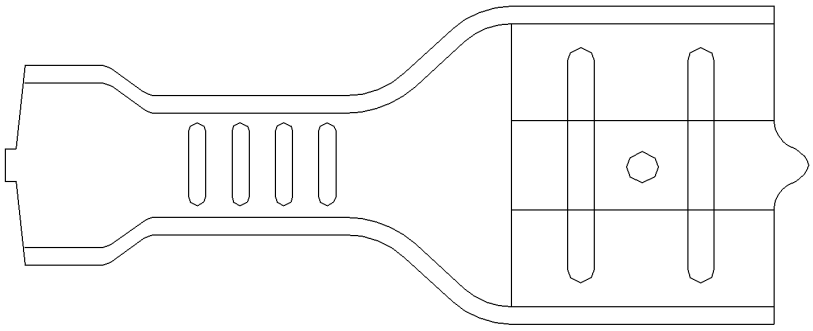
GB

Rear fog lamp switch
Female
BRASS
Behind centre of fascia



NL

Mistachterlamp - schakelaar
Vrouwelijk
KOPER
achter middelste gedeelte dashboard



YPL10104

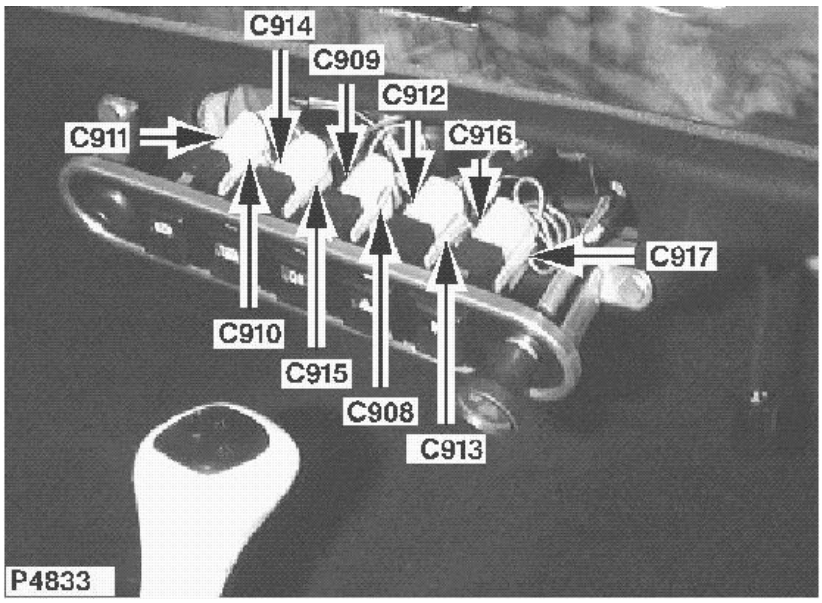
E

Interruptor de pilotos antiniebla traseros
Hembra
LATON
detrás de la parte central del tablero

Cav	Col	Cct
1	B	ALL

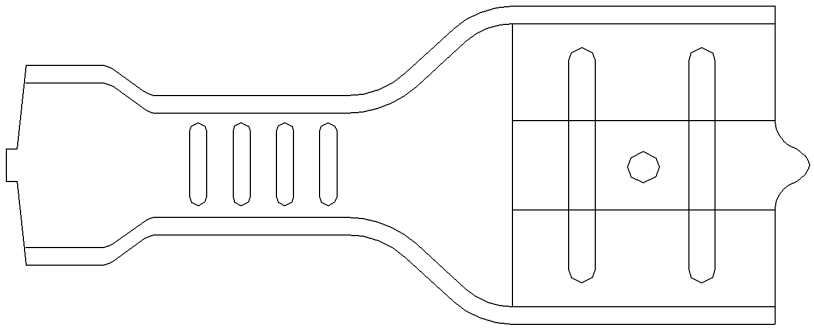
GB

Brake system warning light
Female
BRASS
Behind centre of fascia



NL

Remsysteem - waarschuwingslampje
Vrouwelijk
KOPER
achter middelste gedeelte dashboard



YPL10104

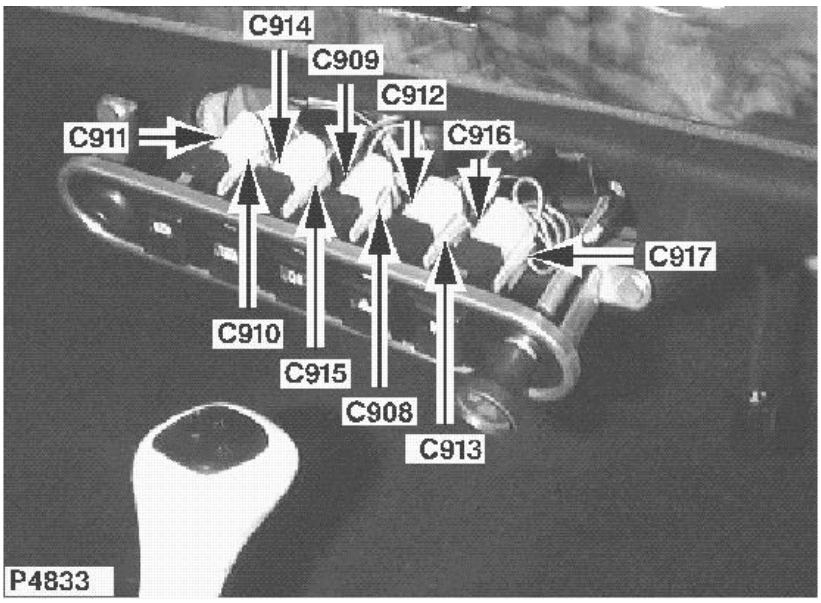
E

Luz testigo del sistema de frenos
Hembra
LATON
detrás de la parte central del tablero

Cav	Col	Cct
1	PO	ALL

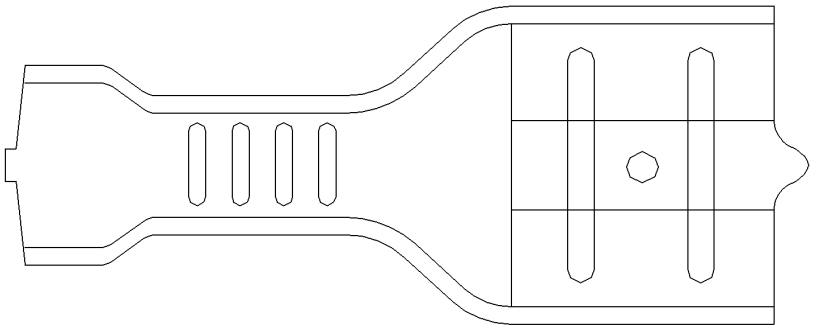
GB

Brake system warning light
Female
BRASS
Behind centre of fascia



NL

Remsysteem - waarschuwingslampje
Vrouwelijk
KOPER
achter middelste gedeelte dashboard



YPL10104

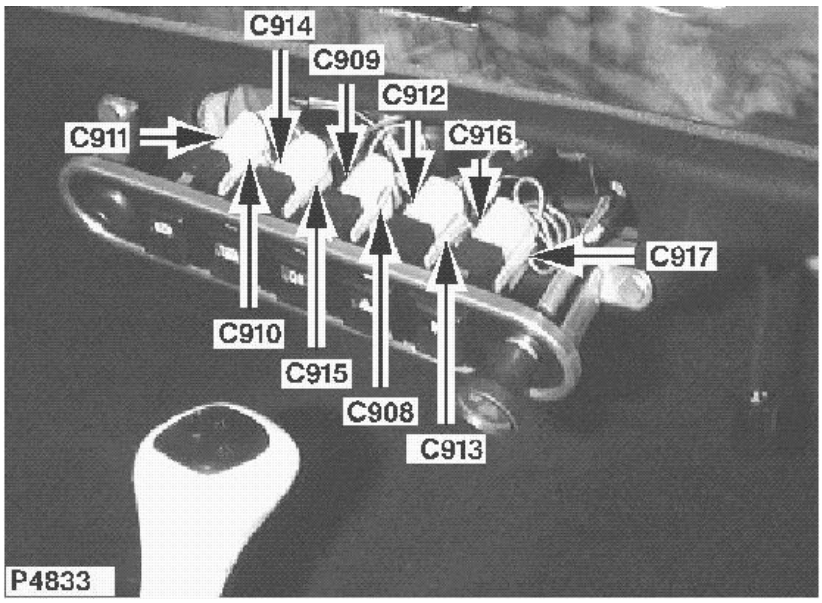
E

Luz testigo del sistema de frenos
Hembra
LATON
detrás de la parte central del tablero

Cav	Col	Cct
1	BW	ALL

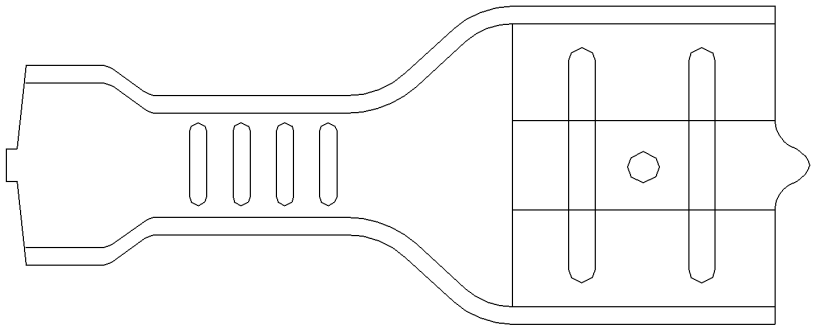
GB

Hazard warning light
Female
BRASS
Behind centre of fascia



NL

Alarmknipperlicht
Vrouwelijk
KOPER
achter middelste gedeelte dashboard



YPL10104

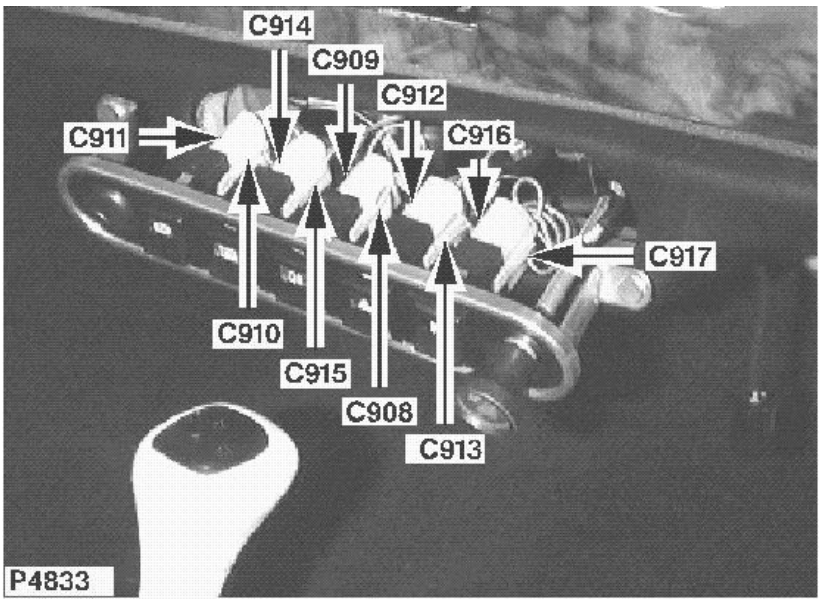
E

Luz intermitente de emergencia
Hembra
LATON
detrás de la parte central del tablero

Cav	Col	Cct
1	B	ALL

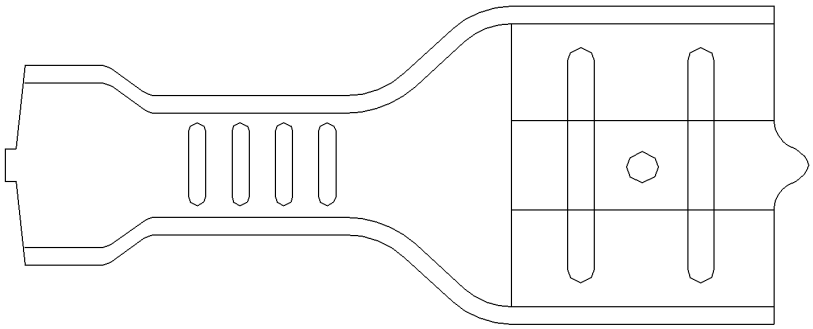
GB

Hazard warning light
Female
BRASS
Behind centre of fascia



NL

Alarmknipperlicht
Vrouwelijk
KOPER
achter middelste gedeelte dashboard



YPL10104

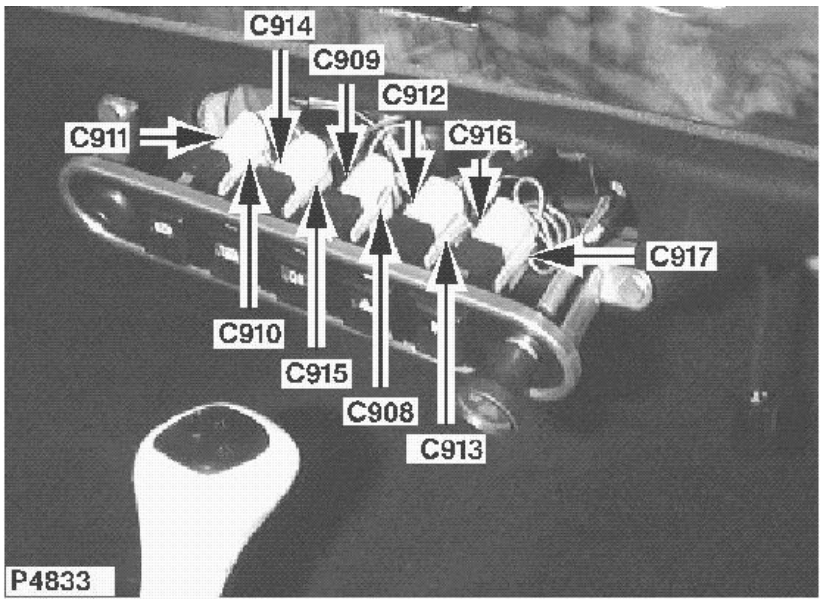
E

Luz intermitente de emergencia
Hembra
LATON
detrás de la parte central del tablero

Cav	Col	Cct
1	GLG	ALL

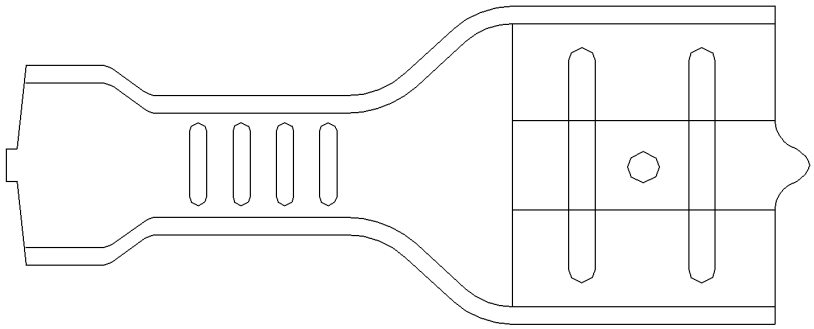
GB

Heated rear window switch
Female
BRASS
Behind centre of fascia



NL

Verwarmde achterruit - schakelaar
Vrouwelijk
KOPER
achter middelste gedeelte dashboard



YPL10104

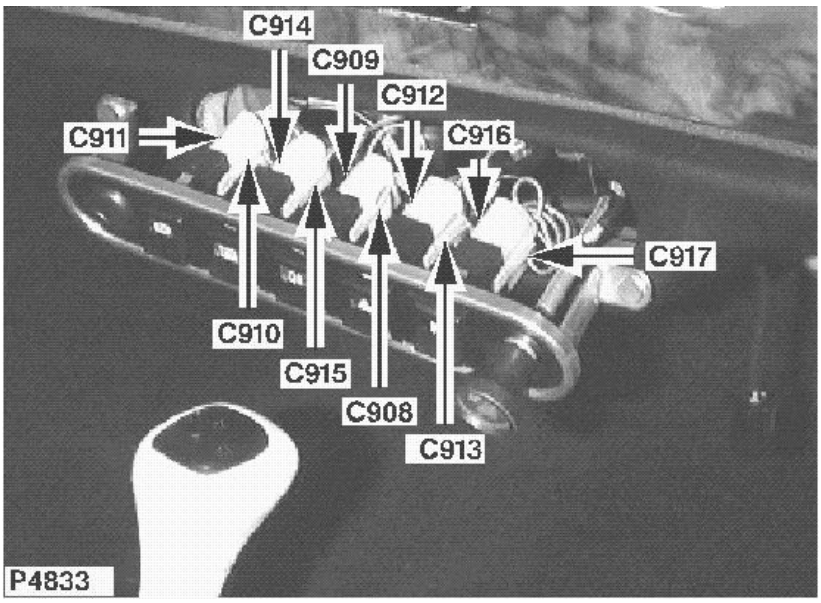
E

Interruptor de luneta térmica
Hembra
LATON
detrás de la parte central del tablero

Cav	Col	Cct
1	B	ALL

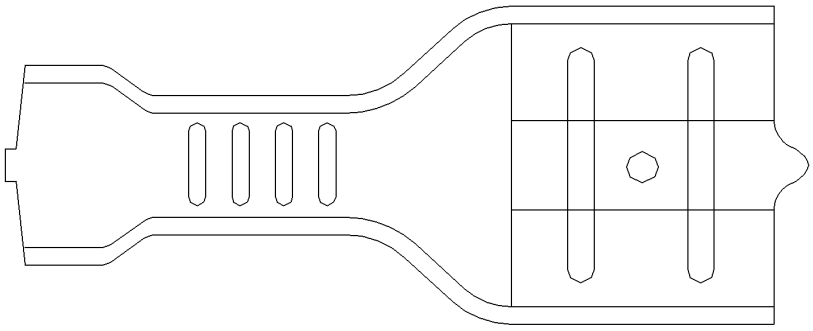
GB

Heated rear window switch
Female
BRASS
Behind centre of fascia



NL

Verwarmde achterruit - schakelaar
Vrouwelijk
KOPER
achter middelste gedeelte dashboard



YPL10104

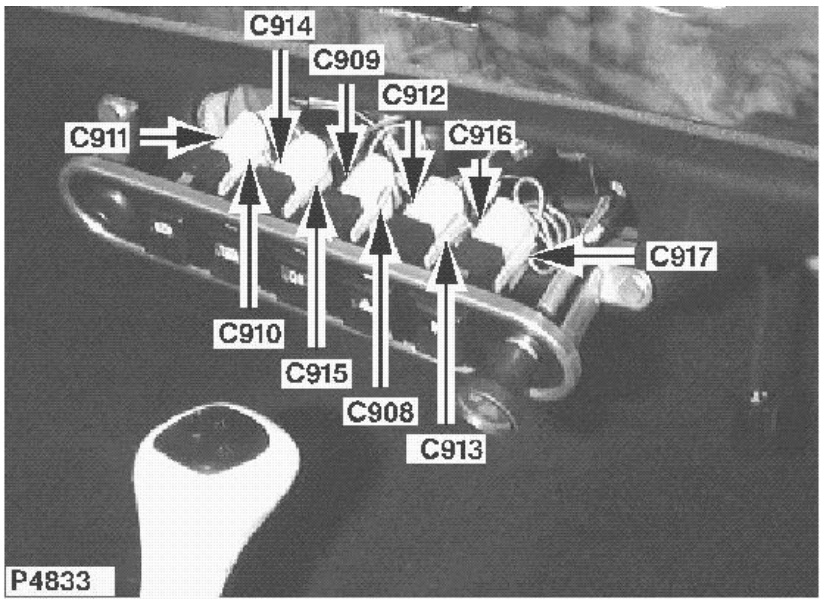
E

Interruptor de luneta térmica
Hembra
LATON
detrás de la parte central del tablero

Cav	Col	Cct
1	GY	ALL

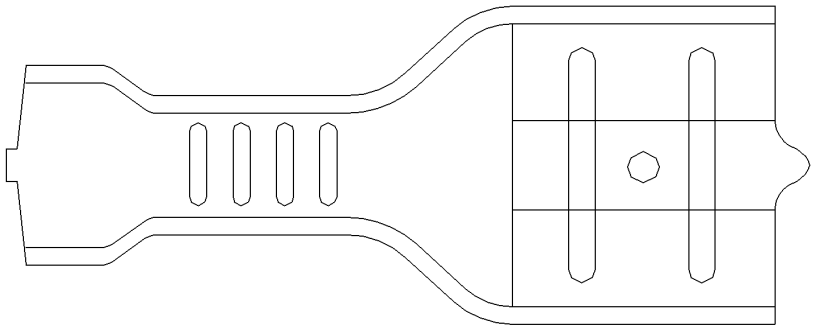
GB

Front fog lamp switch
Female
BRASS
Behind centre of fascia



NL

Mistlamp voor - schakelaar
Vrouwelijk
KOPER
achter middelste gedeelte dashboard



YPL10104

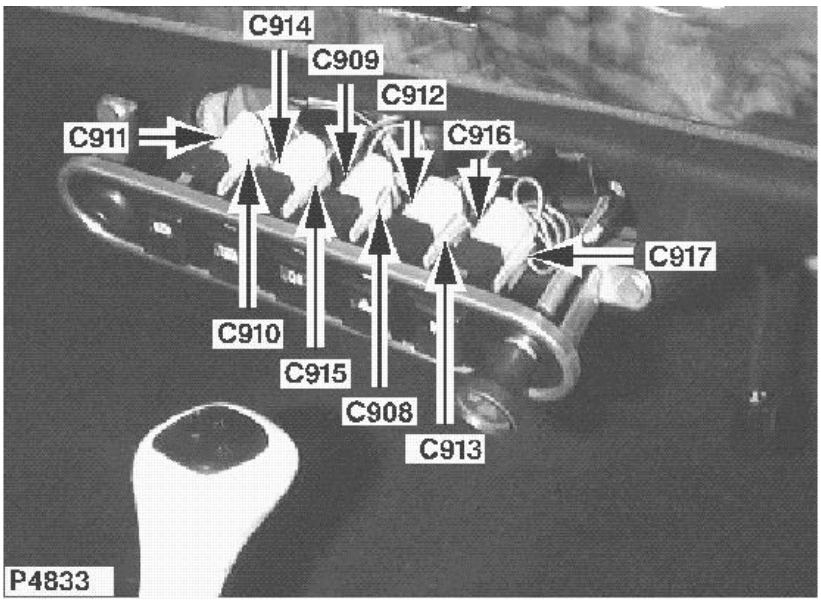
E

Interruptor de faros antiniebla delanteros
Hembra
LATON
detrás de la parte central del tablero

Cav	Col	Cct
1	B	ALL

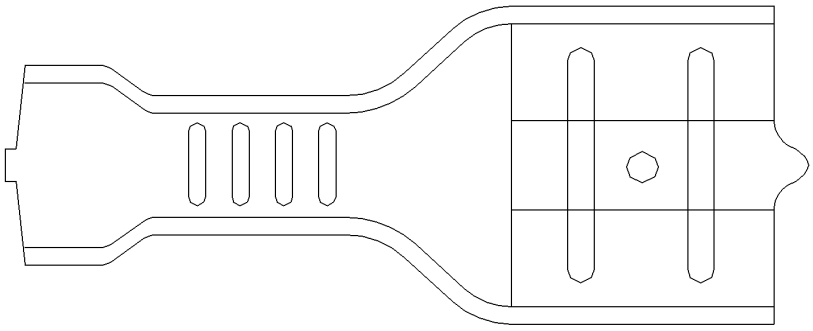
GB

Front fog lamp switch
Female
BRASS
Behind centre of fascia



NL

Mistlamp voor - schakelaar
Vrouwelijk
KOPER
achter middelste gedeelte dashboard



YPL10104

E

Interruptor de faros antiniebla delanteros
Hembra
LATON
detrás de la parte central del tablero

Cav	Col	Cct
1	UG	ALL