CHARGE — IGNITION SYSTEM — START

START – RUN BUS

gn

ALTERNATOR WARNING LIGHT (RED)

LH 1

LH 2

DIAGNOSTIC CONNECTOR

8

bu

C19F 3

ALTERNATOR

TRANSISTORIZED

INTEGRAL REGULATOR

FIELD COIL (ROTATED BY FAN BELT)

B+

61

ENGINE GROUND

6 rd

TDC PICKUP (80 OHMS)

A

B

C

TDC PICKUP CONNECTOR

DIAGNOSTIC CONNECTOR

2

1.5 gn

C19F 4

1.5 gn

1gn

HARNESS BALLAST 0.9Ω

S96

HI-TENSION CABLE

1 bk/rd

IGNITION COIL

4

16 (+)

1.7 - 2.1 ohms

1

1 bk

bk

TO PAGE 4-4, ZONE C7 (SPEED RELAY, TACHOMETER AND ELECTRONIC CONTROL UNIT)

DISTRIBUTOR

1

5

4

3

2

6

.15 - .20 MFD

BREAKER POINTS

SPARK PLUGS

DIAGNOSTIC CONNECTOR

1

1.5 rd

6 rd

16 bk

30

STARTER MOTOR

16

M

50

BATTERY

+

–

16 bk

ENGINE GROUND

8 BRAID

G92

BATTERY

gn

RELIEF RELAY (UNLOADER) NOTE A

86

85

bk/yl

DIAGNOSTIC CONNECTOR

7

1.5 bk/yl

C19F 1

2.5 bk/yl

ENGINE GROUND

WIRE SIZE IS .75MM UNLESS OTHERWISE MARKED
WIRE INSULATION COLOR IS BROWN UNLESS OTHERWISE MARKED.

NOTE A: MANUAL TRANSMISSION: UNLOADER RELAY IS DE-ENERGIZED WHEN THE IGNITION SWITCH IS IN "START" POSITION.

AUTOMATIC TRANSMISSION: UNLOADER RELAY IS DE-ENERGIZED WHEN THE IGNITION SWITCH IS IN "START" POSITION AND STARTING RELAY IS ENERGIZED.

NOTE B: COMBINED RELAY (UNIT A) IS ENERGIZED BY TERMINAL 86A. IT REMAINS ENERGIZED THROUGH THE PUMP CONTACT, TERMINAL 86B AND THE HOLDING RESISTOR UNTIL THE ENGINE STOPS, RESULTING IN THE PUMP CONTACT OPENING.

NOTE C: (1) AT -4°F, THE THERMO-TIME SWITC
AFTER POWER IS APPLIED TO BOT

(2) OPENING TIME DECREASED ONE S
8°F WATER JACKET TEMPERATUR

(3) THERMO-TIME SWITCH IS ALWAYS
WATER JACKET TEMPERATURE.

(4) WITH WATER JACKET BELOW 60°F
RE-CLOSE SHORTLY AFTER TERMI
DE-ENERGIZED.

(5) WITH ENGINE RUNNING, TERMINA
ENERGIZED THROUGH FUSE 6, CO
RELAY UNIT A, WIRE NO. 50, AND
START RELAY CONTACT TO WIRE

(6) DURING SUSTAINED ENGINE CRAN
RESISTOR "2" ALONE PROVIDES H
KEEP SWITCH OPEN AND PREVENT
START RELAY AND ENRICHMENT