

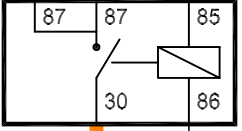
*VARIES (V)
 O2 (HEATED)

A/C COMP

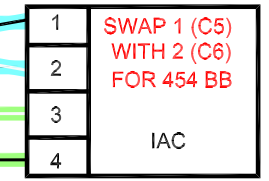
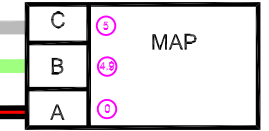
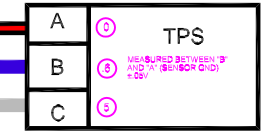
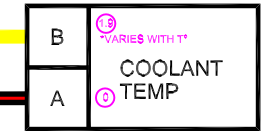
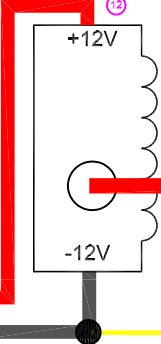
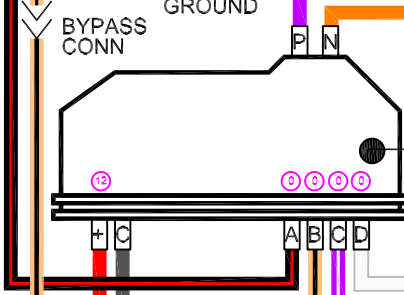
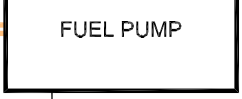
STARTER

SOLENOID IH 17-14

FUEL PUMP RELAY



SPST 5-PIN RELAY FOR POWER, IGN, AND O2 HEATER



- SPECIAL VOLTAGE CHECK NOTES:
1. SOME OF THESE VOLTAGES MUST BE CHECKED WITH THE SENSOR PLUGGED IN OR INCORRECT VOLTAGES WILL RESULT.
 2. I USED A FINE NEEDLE TO PENETRATE THE INSULATOR OF SELECT WIRES TO CONNECT THE DVM TO THE WIRE'S CONDUCTOR. MAP, COOLANT, TPS WERE MEASURED IN THIS MANNER.

- NOTES:
1. IH SCOUT, 727 AUTO, NO EGR, NO ESC (KNOCK), WITH VSS AND 454 BB TB.
 2. CONN PIN-OUTS WITHOUT WIRES ARE NOT USED.
 3. MY APPLICATION DOES NOT REQUIRE A4, A7, C2, OR C7.
 4. WIRE COLORS MAY VARY FROM GM ASSY LINE.

5. DENOTES KEY "ON" VOLTAGE AT THIS POINT.

*12V FOR 2 SECONDS ON 4.3L AND 5.0L
 *12V FOR 20 SECONDS ON 5.7L AND 7.4L

*12V FOR 2 SECONDS ON 4.3L AND 5.0L
 *12V FOR 20 SECONDS ON 5.7L AND 7.4L

*IF ESC = Y
 IF ESC = N, TIE TO C14 5V (SHOWN)

FOR 350 SB →
 FOR 454 BB →
 FOR 350 SB →

13 VARIES WITH T*

5 MEASURED BETWEEN B AND C (BEFORE C/D)

1 SWAP 1 (C5) WITH 2 (C6) FOR 454 BB

2 FOR 454 BB

3 FOR 350 SB

4 FOR 350 SB