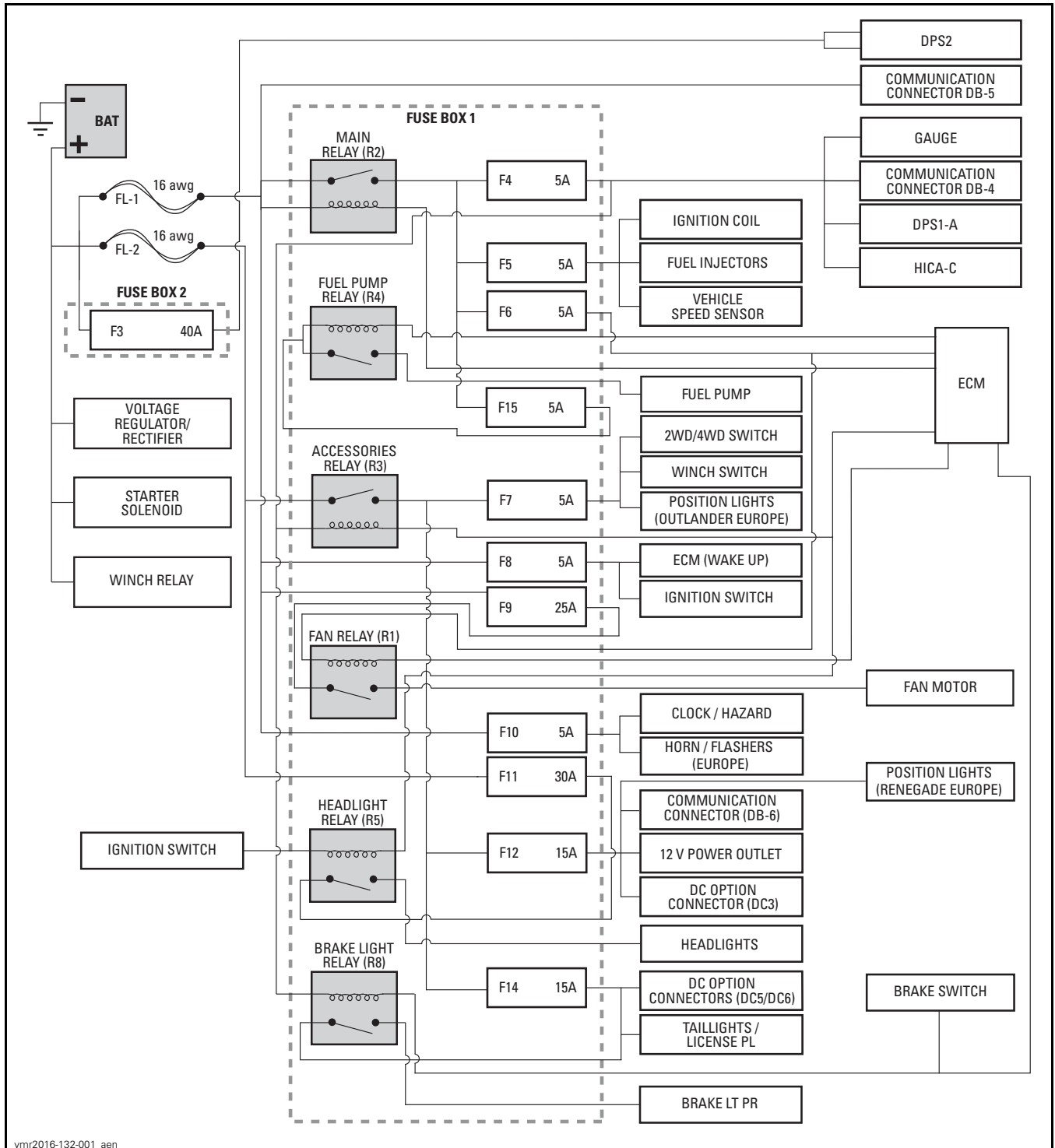


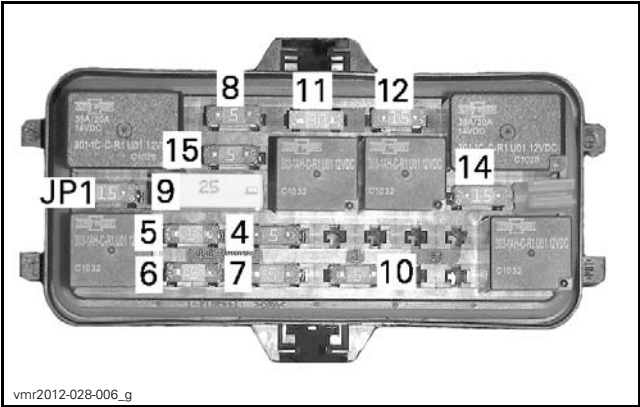
POWER DISTRIBUTION AND GROUNDS

GENERAL

POWER DISTRIBUTION DIAGRAM

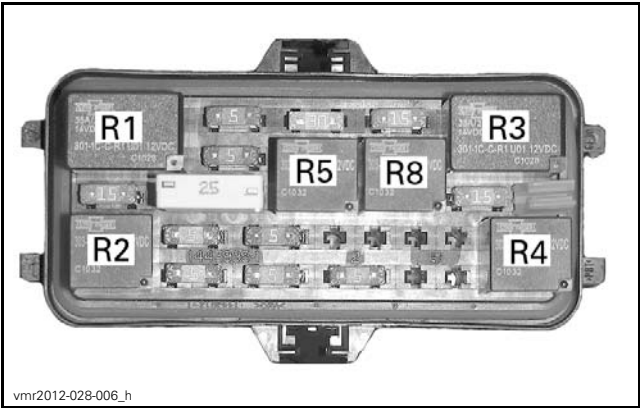


FUSE BOX 1



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FUSES



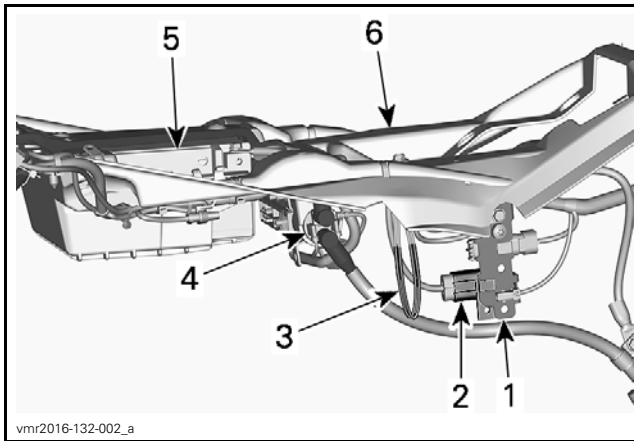
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RELAYS

FUSE IDENTIFICATION		
Fuse	4	5 A
	5	5 A
	6	5 A
	7	5 A
	8	5 A
	9	25 A
	10	5 A
	11	30 A
	12	20 A
	14	20 A
	15	5 A
	JP1	Jumper 1 (or 20 A fuse)

RELAY IDENTIFICATION		RELAY STATE (ON)	RELAY STATE (OFF)
R1	Cooling fan	See <i>COOLING SYSTEM</i>	
R2	Main	When ignition key is turned ON AND Run/Stop switch is set to RUN	Approximately 30 seconds after ignition key is turned OFF
R3	Accessories	Same as main relay	When ignition key is turned OFF OR When engine speed is less than 1000 RPM for at least 50 minutes
R4	Fuel pump	See <i>FUEL TANK AND FUEL PUMP</i>	
R5	Headlights	Same as main relay	When ignition key is turned OFF OR When engine speed is less than 1000 RPM for at least 50 minutes
R8	Brake lights	See <i>BRAKES</i>	

FUSE LINKS AND FUSE BOX 2



LOCATION OF FUSE LINKS AND FB2

1. Connector support (right side of vehicle)
2. Fuse box 2
3. Fuse links 1 and 2
4. Starter solenoid
5. Battery
6. Battery support

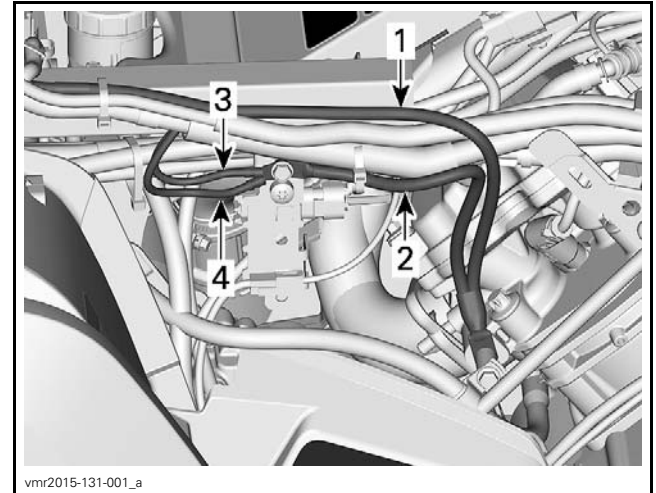


FUSE BOX 2

FUSE LINK IDENTIFICATION			
Fuse links	1	Main	16 awg
	2	Fan/accessories	16 awg
FUSE IN FUSE BOX 2 IDENTIFICATION			
Fuse	3	DPS (dynamic power steering)	40 A

GROUNDINGS

All grounds are grouped at the same location on RH side of frame.



TYPICAL - RH SIDE

1. Battery ground
2. Engine ground
3. DPS ground
4. Wiring harness ground

PROCEDURES

TESTING A FUSE LINK

Measure the fuse link output voltage (at the fuse box). Refer to the *WIRING DIAGRAM*.

If no voltage is measured, carry out the following:

- Remove the right side panel and extension panel.
- Grab each end of the fuse link and gently pull in opposite directions.

If the fuse link is open, the insulator should stretch and break where the link has failed.

NOTE: Failure of a fuse link is usually due to a severe overload (or short circuit) between the fuse link and the load it protects (the fuse box).

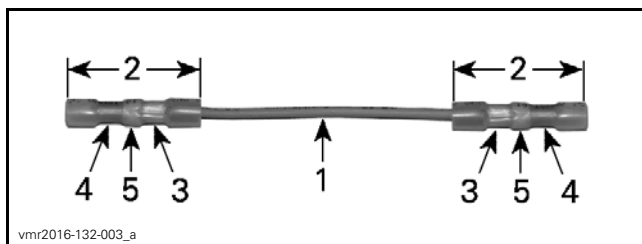
REPLACING A FUSE LINK

NOTICE Before replacing a fuse link, be sure to find and repair the cause of the failure.

The gauge of the fuse link can be identified by the color of its insulator, and by an identification label. Be sure to replace a fuse link by an identical fuse link.

- blue = 18 awg
- black = 16 awg
- gray = 14 awg

Subsection 01 (POWER DISTRIBUTION AND GROUNDS)



PRE-ASSEMBLED REPLACEMENT FUSE LINK

- 1. Insulated fuse link wire
- 2. Butt end terminal
- 3. Terminal factory crimped on fuse link
- 4. Crimp here when installing in circuit
- 5. Solder ring

1. Disconnect the battery.
2. Cut the circuit wiring as close as possible to the fuse link terminals.
3. Remove 8 mm (5/16 in) of insulator from the ends of the circuit wiring.
4. Insert the circuit wire end in the link terminal making sure the wire end bottoms out in the center of the terminal.
5. Crimp the terminal on the bare wire.
6. Using a heat gun, carefully heat the link terminal until the solder ring has melted into the wiring, and the terminal insulator has shrunk tightly around the terminals and wire insulators.
7. Reconnect the battery.