

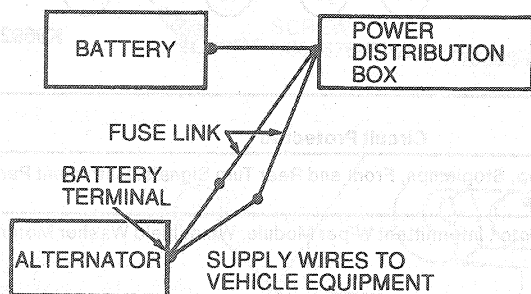
DESCRIPTION AND OPERATION (Continued)

The locations and values of the fuses and circuit breakers not contained in the panels are shown in the following circuit protection chart.

FUSE LINK	GAUGE	LOCATION
Alternator Output	12	Near Power Distribution Box
Alternator Voltage Sensing Circuit	18	Near Power Distribution Box
Heated Windshield	18	Near Heated Windshield Relay

Fuse Links

A fuse link is a short length of insulated wire integral with the engine compartment wiring harness. It is several wire gauges smaller than the circuit which it protects and generally located in-line directly from the positive terminal of the battery.



WITHOUT AMMETER
K16740-A

Production fuse links are color-coded:

- 12-gauge: GY
- 14-gauge: DG
- 16-gauge: BK
- 18-gauge: BR
- 20-gauge: DB

NOTE: Replacement fuse link color coding may vary from production fuse link color coding.

When heavy current flows, such as when a booster battery is connected incorrectly or when a short to ground occurs in the wiring harness, the fuse link burns out and protects the alternator or wiring.

A burned out fuse link may have bare wire ends protruding from the insulation, or it may have only expanded or bubbled insulation with illegible identification. When it is hard to determine if the fuse link is burned out, perform the continuity test.

DIAGNOSIS AND TESTING

Fuse Link Continuity Test

1. Make certain that battery is OK, then turn on headlamps or any accessory. If headlamps or an accessory do not operate, a fuse link is probably burned out.
2. When there are two fuse links, use same procedure as in Step 1 to test each link separately.

To test fuse link that protects alternator, make certain that battery is OK, then check with a voltmeter or 12 volt test lamp for voltage at the BAT terminal of the alternator. No voltage indicates that alternator fuse link is probably burned out.

REMOVAL AND INSTALLATION

Fuses and Circuit Breakers

To check or replace a fuse or circuit breaker:

1. Locate and remove the malfunctioning fuse or circuit breaker by pulling it out of its cavity.
2. Replace the blown fuse or circuit breaker with one of proper amp rating for the circuit by pushing straight in until the fuse or circuit breaker seats itself fully in the cavity.

Fuse Panel

The fuse panel is a part of the instrument panel-to-dash panel (14401) wiring harness. The fuse panel cannot be replaced separately from harness.

To remove the wiring harness, of which the fuse panel is a part, refer to Removal and Installation as outlined.

Fuse Link

Tools Required:

- Wire Fitting Crimping Tool T67S-17018-A

CAUTION: Do not fabricate a fuse link from ordinary wire because the insulation may not be flame proof.